ORDINARY MEETING OF BATHURST REGIONAL COUNCIL

14 October 2020

His Worship the Mayor & Councillors

Notice of Ordinary Meeting of Bathurst Regional Council – Wednesday 21 October 2020

I have to advise that an Ordinary Meeting of Bathurst Regional Council will be held in the Council Chambers on Wednesday 21 October 2020 commencing at 6:00 pm.

D J Sherley
GENERAL MANAGER

BUSINESS AGENDA
ORDINARY MEETING OF BATHURST REGIONAL COUNCIL
TO BE HELD ON WEDNESDAY 21 OCTOBER 2020

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1 RECORDING OF MEETINGS

2 MEETING COMMENCES

MINUTE

Meeting commenced at 6.00pm.

Present: Cr W Aubin, Cr B Bourke, Cr A Christian, Cr J Fry, Cr G Hanger, Cr J Jennings, Cr M Morse , Cr I North, Cr J Rudge

3 PRAYER AND ACKNOWLEDGEMENT OF COUNTRY

4 APOLOGIES

MINUTE

MOVED: Cr I North SECONDED: Cr A Christian

RESOLVED:

Nil

5 MINUTES

5.1 CONFIRMATION OF MINUTES - ORDINARY MEETING OF BATHURST REGIONAL COUNCIL HELD 16 SEPTEMBER 2020

File No: 11.00005

RECOMMENDATION:

That the Minutes of the Ordinary Meeting of Bathurst Regional Council held on Wednesday 16 September be adopted.

REPORT:

The Minutes of the Ordinary Meeting of Bathurst Regional Council held on Wednesday 16

September are **attached**.

FINANCIAL IMPLICATIONS:

Nil

BATHURST COMMUNITY STRATEGIC PLAN – OBJECTIVES AND STRATEGIES:

Objective 6: Community leadership and collaboration.

Strategy 6.4 Meet legislative and compliance requirements.

COMMUNITY ENGAGEMENT:

01 **Inform** - to provide the public with balanced and objective information to help them understand the problem, alternatives, opportunities and/or solutions.

ATTACHMENTS:

1. 160920 Ordinary Minutes only [**5.1.1** - 36 pages]

MINUTE

MOVED: Cr J Rudge SECONDED: Cr I North

RESOLVED:

That the Minutes of the Ordinary Meeting of Bathurst Regional Council held on Wednesday 16 September be adopted.

6 DECLARATION OF INTEREST

Declaration of Interest

MINUTE

RESOLUTION NUMBER: ORD2020-263

MOVED: Cr I North SECONDED: Cr J Rudge

RESOLVED: That the Declaration of Interest be noted.

Nil

7 MAYORAL MINUTE

7.1 EASEMENT FOR WATER SUPPLY OVER EXISTING LINE OF PIPES - GEORGE THOMAS CLOSE, THE LAGOON

File No: 2015/206

RECOMMENDATION:

That Council approve the creation of an easement for water supply over existing line of pipes within George Thomas Close road reserve, as detailed in the Director Engineering Services' report.

REPORT:

This is presented as a Mayoral Minute since the developer of the land is aware that potential purchasers may not be eligible for funding through the Federal HomeBuilder program, which at this stage expires on 31 December 2020. Accordingly, the matter is considered urgent to assist the developer gain registration of the newly created lots through the NSW Land Titles Office.

Council staff have recently been approached by the developer of Apsley View Estate at The Lagoon regarding the next stage of his development which will involve subdividing Lots 35 and 36 in DP1252324. **Attachment 1** shows an aerial view of the estate with Lots 35 and 36 indicated by red outline.

The developer wishes to have the plan of subdivision registered at NSW Land Registry Services, however the consent of Council to grant an easement over George Thomas Close, being a public road is required beforehand.

The 'easement for water supply over existing line of pipes' was originally created by DP1075085 and protects a private pipeline. The easement will now cross the recently constructed extension of George Thomas Close. The proposed easement is indicated by pink highlight in **attachment 2**. It is understood that the actual pipe through the new lots and road reserve were removed during the construction of the development; should there be a desire to reconstruct the pipeline an approval via the Roads Act will be required.

The other alternative available to resolve this matter is for the developer to have the pipeline easement extinguished. However, this process has not yet been commenced by the developer, with it likely to take longer to resolve, putting at risk the potential grants available to subsequent purchasers of the lots refer **attachment 3**. Thus, the developer has indicated that leaving the easement in place through the road reserve is the preferred option.

The proposed easement has been considered by Council's Engineering Department who have no objections. It is therefore recommended that Council approve the creation of an

easement for water supply over existing line of pipes within George Thomas Close road reserve.

FINANCIAL IMPLICATIONS:

Nil

BATHURST COMMUNITY STRATEGIC PLAN – OBJECTIVES AND STRATEGIES:

Objective 4:	**Enabling sustainable growth.**
Strategy 4.1	Facilitate development in the region that considers the current and future needs of our community.

COMMUNITY ENGAGEMENT:

01 **Inform** - to provide the public with balanced and objective information to help them understand the problem, alternatives, opportunities and/or solutions.

ATTACHMENTS:

1. Attachment 1 - Easement George Thomas Close [**7.1.1** - 1 page]
2. Attachment 2 - Easement George Thomas Close [**7.1.2** - 1 page]
3. Correspondence email - Reg Morris [**7.1.3** - 1 page]

MINUTE

RESOLUTION NUMBER: ORD2020-264

MOVED: Cr B Bourke

RESOLVED:

That Council approve the creation of an easement for water supply over existing line of pipes within George Thomas Close road reserve, as detailed in the Director Engineering Services' report.

7.2 GO KART TRACK - MOUNT PANORAMA/WAHLUU

File No: 04.00153, 16.00175

RECOMMENDATION:

That Council:

(i) vote funding of $2.25million for the construction of the Go Kart Track at Mount Panorama/Wahluu.

(ii) the Council funds to be sourced by way of loan in 2020/21,

(iii) continue to seek grants and other funding sources for the balance of $2.25million required for the Go Kart Track.

REPORT:

Approval Go Kart Track

Council has received a number of reports concerning the approval of a Go Kart Facility for Mount Panorama/ Wahluu, in particular;

- Development Application considered Council Meeting 16 September 2015, and
- Development Application considered Council Meeting 19 December 2018.

Background material on the Go Kart Track project and a set of Frequently Asked Questions (FAQs) have been provided on Council's YourSay page, in the interest of ensuring transparency in this matter and to clarify facts on the decision-making process. The link is as follows;

https://yoursay.bathurst.nsw.gov.au/

Operational Plan 2020/21 – Funding

Council in May 2020, placed the Draft Bathurst Delivery Program 2020-2024 and Operational Plan 2020/21 on public exhibition, refer DCSF Report No 7.1.1 which is available at the following link;

https://svr-apps1.bathurst.nsw.gov.au/live/Council%20Papers%20web%20ver%201.0.nsf

As part of this process Council resolved;

That Council:

(i) place the Draft Bathurst Delivery Program 2020-2024 and Operations Plan 2020/2021, including the Revenue Policy for 2020/2021, on public exhibition and receive submissions until 4 June 2020,

(ii) …

(iii) ...

(iv) include for consideration in the Draft Bathurst Delivery Program 2020-2024 and Operational Plan 2020/2021 (which is to be placed on public exhibition) the construction of the Go Kart Track on Mount Panorama at an estimated cost of $4.5million.

The Budget was then reported back for adoption to Council at the meeting of Council held 17 June 2020. Report DCSF No 9.2.5 dealt with submissions on the Go Kart Track project, these can be found at the following link;

https://svr-apps1.bathurst.nsw.gov.au/live/Council%20Papers%20web%20ver%201.0.nsf

After considering the submission Council resolved;

6. Go Kart Track (16.00175/035)

MOVED: Cr I North SECONDED: Cr A Christian

RESOLVED: That the Delivery Plan 2020-2024 and Operating Plan 2020/2021 be amended to include the Go Kart track project at a value of $4.5million to be fully funded from grants.

Confirming the project as previously approved by Council, in 2015 and 2018.

Council again considered the matter by way of a Notice of Motion from Cr Fry on 15 July 2020, Council resolved as follows;

Resolution Number: ORD2020-155

MOVED: Cr J Fry SECONDED: Cr M Morse

That the Go Kart Track, currently approved to be located in McPhillamy Park, Mount Panorama, be relocated approximately 1km west to the property currently owned by Bathurst Regional Council.

The MOTION: was PUT and LOST

The Motion having been lost, ostensibly confirmed the proposal as previously adopted by Council, most notably in 2015, 2018 and the budget meeting of 2021.

Council has considered the Go Kart facility on a number of occasions and continues to support, as a majority, the location at the top of the Mount Panorama/Wahluu for the facility.

I consider it urgent to resolve this matter as soon as possible, given the current debate in the community before the next scheduled meeting of Council. The matter is not complex, as Council's position has been clearly determined by the reports

previously referenced. Further, in regards to the two Development Applications the following notifications occurred;

With respect of the 2015 Development Application;

1. The proposal was notified development in accordance with the DCP of the time.

2. Notification of the DA was sent to private property owners at Mount Panorama (41 in total).

3. The notification period was 10 days - consistent with the DCP provisions.

4. A public discussion forum was held at Council's Policy Meeting 5 August 2015. The agenda being publicly available on Council's website prior to the meeting.

5. The Development Application was considered by Council at its meeting held 16 September 2015. The agenda being publicly available on Council's website prior to the meeting.

With respect to the 2018 modification;

1. Notification of the proposed modification was sent to the private property owners, those persons who lodged submissions to the original Development Application and representatives of the Elders group, (46 in total).

2. The notification period was 10 days - consistent with the DCP provisions.

3. A public discussion forum was held at Council's Policy Meeting, 5 December 2018. The agenda being publicly available on Council's website prior to the meeting.

4. The Development Application was considered by Council at an Extraordinary meeting held 19 December 2018. The agenda being publicly available on Council's website prior to the meeting.

In regard to this year's budget, the proposal to include the Go Kart Track was placed on public exhibition and relevant submissions were considered by Council at the meeting held 17 June 2020.

To get this project moving ahead, I propose that Council amend the Operational Plan for 2020/21 by altering the motion of 17 June 2020, to include Council funding of $2.25million for the construction of the Go Kart Track. Council will continue to seek grants or other funding sources to complete this project.

FINANCIAL IMPLICATIONS:

Funding required for the project is estimated to be $4.5million. Council will provide for 50% of these funds being $2.25million by way of loan funds. A ten-year loan based on a 2.09% interest rate, will require payments of around $251,666 per annum. It is anticipated that the loan would be drawn down in the second half of 2020/21 and accordingly the first repayment would not be made until the 2021/22 financial year.

BATHURST COMMUNITY STRATEGIC PLAN – OBJECTIVES AND STRATEGIES:

Objective 1:	**Our sense of place and identity.**
Strategy 1.1	Respect, protect and promote the region's Aboriginal heritage assets.
Objective 2:	**A smart and vibrant economy.**
Strategy 2.5	Support Mount Panorama as a premier motor sport and event precinct.
Strategy 2.6	Promote our City and Villages as a tourist destination.
Objective 4:	**Enabling sustainable growth.**
Strategy 4.3	Ensure services, facilities and infrastructure meet the changing needs of our region.
Objective 5:	**Community health, safety and well being.**
Strategy 5.1	Provide opportunities for our community to be healthy and active.

COMMUNITY ENGAGEMENT:

01 **Inform** - to provide the public with balanced and objective information to help them understand the problem, alternatives, opportunities and/or solutions.

ATTACHMENTS:

Nil

MINUTE

RESOLUTION NUMBER: ORD2020-293

MOVED: Cr B Bourke

RESOLVED:

That Council:

(i) vote funding of $2.25million for the construction of the Go Kart Track at Mount Panorama/Wahluu.

(ii) the Council funds to be sourced by way of loan in 2020/21,

(iii) continue to seek grants and other funding sources for the balance of $2.25million required for the Go Kart Track.

8 RECEIVE AND DEAL WITH GENERAL MANAGER'S AND DIRECTORS' REPORTS

GENERAL MANAGER'S REPORT

The following reports are presented for Council's consideration.

Yours faithfully

D J Sherley
GENERAL MANAGER

8.1.1 REGIONAL PLANNING PANEL - DELEGATES

File No: 18.00274

RECOMMENDATION:

That Council:

(a) appoint its delegates to the Western Regional Planning Panel; and

(b) advise the Secretariat of the Western Regional Planning Panel of these appointments.

REPORT:

The State Government has established Regional Planning Panels (RPP) to provide independent, merit based decision making on regionally significant development. Applications for regionally significant developments are notified and assessed by local Council professional staff and then determined by the relevant regional panel.

The Panels came into operation on 1 July 2009 and were formerly referred to as Joint Regional Planning Panels.

Regional Panels may also have a role in planning proposals, where the Minister for Planning has appointed the regional panel to act as the relevant planning authority (RPA) or has requested the regional panel to undertake a pre or post Gateway review. More information on the roles of the RPP is available at

https://www.planningportal.nsw.gov.au/planningpanels

The responsibilities of Regional Planning Panel members are to:

(a) Exercise their functions in accordance with statutory requirements as set out in the EP&A Act and associated regulations.
(b) Comply with the approved RPP Code of Conduct (refer **attachment 1**).
(c) Promote a sense of confidence in the RPP as independent decision making bodies.
(d) Establish and maintain effective working relationships with the Councils in the relevant RPP region.
(e) Foster a positive working relationship with other RPP members, the Panel Secretariat and the Department of Planning, Industry and Environment.
(f) Follow approved RPP procedures and participate in regular reviews of procedures, to ensure efficient and effective practices are adopted.
(g) Perform their functions with integrity, impartiality, honesty, conscientiousness, care, skill and diligence.
(h) Participate in/chair panel meetings or hold public hearings or panel meetings in a timely, efficient and cost-effective manner while having proper regard to the issues.

Two Council members are appointed by each Council. At least one Council member must have expertise in one or more of the following areas: planning, architecture, heritage, the environment, urban design, land economics, traffic and transport, law,

engineering or tourism. Delegates are appointed for a period of 3 years or such shorter period as may be determined.

In 2017 Bathurst Regional Council appointed members Cr Graeme Hanger (Mayor) and Mr David Sherley with Cr Morse as an alternate delegate. Cr Bourke replaced Cr Hanger following the Mayoral election.

The membership of Cr Morse and GM David Sherley is therefore due to expire and require either replacement or extension. Previously the appointment of new delegates has occurred following a Council election.

FINANCIAL IMPLICATIONS:

Nil at this stage.

BATHURST COMMUNITY STRATEGIC PLAN – OBJECTIVES AND STRATEGIES:

Objective 4:	**Enabling sustainable growth.**
Strategy 4.6	Plan for, assess and regulate development activity.
Objective 6:	**Community leadership and collaboration.**
Strategy 6.1	Communicate and engage with the community, government and business groups on important matters affecting the Bathurst region.
Strategy 6.4	Meet legislative and compliance requirements.

COMMUNITY ENGAGEMENT:

01 **Inform** - to provide the public with balanced and objective information to help them understand the problem, alternatives, opportunities and/or solutions.

ATTACHMENTS:

1. RPP Code of Conduct [**8.1.1.1** - 19 pages]

MINUTE

RESOLUTION NUMBER: ORD2020-267

MOVED: Cr I North SECONDED: Cr A Christian

RESOLVED:

That Council:

(a) appoint the Mayor and General Manager as its delegates to the Western Regional Planning Panel with Councillor Morse as the alternate delegate; and

(b) advise the Secretariat of the Western Regional Planning Panel of these appointments.

DIRECTOR
ENVIRONMENTAL PLANNING AND BUILDING SERVICE'S REPORT

The following reports are presented for Council's consideration.

Yours faithfully

Neil Southorn
DIRECTOR
ENVIRONMENTAL, PLANNING AND BUILDING SERVICES

8.2.1 SECTION 4.15 OF THE ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979

File No: 03.00053

RECOMMENDATION:

That the information be noted.

REPORT:

Section 4.15 of the Environmental Planning and Assessment Act 1979 is provided below to assist Council in the assessment of Development Applications.

4.15 **Evaluation** (cf previous s 79C)

(1) **Matters for consideration—general** In determining a development application, a consent authority is to take into consideration such of the following matters as are of relevance to the development the subject of the development application—

(a) the provisions of—

(i) any environmental planning instrument, and

(ii) any proposed instrument that is or has been the subject of public consultation under this Act and that has been notified to the consent authority (unless the Planning Secretary has notified the consent authority that the making of the proposed instrument has been deferred indefinitely or has not been approved), and

(iii) any development control plan, and

(iiia) any planning agreement that has been entered into under section 7.4, or any draft planning agreement that a developer has offered to enter into under section 7.4, and

(iv) the regulations (to the extent that they prescribe matters for the purposes of this paragraph),

(v) (Repealed)

that apply to the land to which the development application relates,

(b) the likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality,

(c) the suitability of the site for the development,

(d) any submissions made in accordance with this Act or the regulations,

(e) the public interest.

(2) **Compliance with non-discretionary development standards—development other than complying development** If an environmental planning instrument or a regulation contains non-discretionary development standards and development, not being complying development, the subject of a development application complies with those standards, the consent authority—

(a) is not entitled to take those standards into further consideration in determining the development application, and

(b) must not refuse the application on the ground that the development does not comply with those standards, and
(c) must not impose a condition of consent that has the same, or substantially the same, effect as those standards but is more onerous than those standards,

and the discretion of the consent authority under this section and section 4.16 is limited accordingly.

(3) If an environmental planning instrument or a regulation contains non-discretionary development standards and development the subject of a development application does not comply with those standards—
(a) subsection (2) does not apply and the discretion of the consent authority under this section and section 4.16 is not limited as referred to in that subsection, and
(b) a provision of an environmental planning instrument that allows flexibility in the application of a development standard may be applied to the non-discretionary development standard.

Note— The application of non-discretionary development standards to complying development is dealt with in section 4.28(3) and (4).

(3A) **Development control plans** If a development control plan contains provisions that relate to the development that is the subject of a development application, the consent authority—
(a) if those provisions set standards with respect to an aspect of the development and the development application complies with those standards—is not to require more onerous standards with respect to that aspect of the development, and
(b) if those provisions set standards with respect to an aspect of the development and the development application does not comply with those standards—is to be flexible in applying those provisions and allow reasonable alternative solutions that achieve the objects of those standards for dealing with that aspect of the development, and
(c) may consider those provisions only in connection with the assessment of that development application.

In this subsection, ***standards*** include performance criteria.

(4) **Consent where an accreditation is in force** A consent authority must not refuse to grant consent to development on the ground that any building product or system relating to the development does not comply with a requirement of the *Building Code of Australia* if the building product or system is accredited in respect of that requirement in accordance with the regulations.

(5) A consent authority and an employee of a consent authority do not incur any liability as a consequence of acting in accordance with subsection (4).

(6) **Definitions** In this section—
(a) reference to development extends to include a reference to the building, work, use or land proposed to be erected, carried out, undertaken or subdivided, respectively, pursuant to the grant of consent to a development application, and
(b) ***non-discretionary development standards*** means development standards that are identified in an environmental planning instrument or a regulation as non-discretionary development standards.

FINANCIAL IMPLICATIONS:

Nil

BATHURST COMMUNITY STRATEGIC PLAN – OBJECTIVES AND STRATEGIES:

Objective 6: Community leadership and collaboration.

Strategy 6.4 Meet legislative and compliance requirements.

COMMUNITY ENGAGEMENT:

01 **Inform** - to provide the public with balanced and objective information to help them understand the problem, alternatives, opportunities and/or solutions.

ATTACHMENTS:

Nil

MINUTE

RESOLUTION NUMBER: ORD2020-268

MOVED: Cr A Christian SECONDED: Cr I North

RESOLVED:

That the information be noted.

8.2.2 GENERAL REPORT

File No: 03.00053

RECOMMENDATION:

That the information be noted.

REPORT:

The following reports are provided for Council's information.

(a) Applications approved using authority delegated to the Director Environmental Planning & Building Services during September 2020 (**attachment 1**).

(b) Applications refused during September 2020 (**attachment 2**).

(c) Applications under assessment as at the date of compilation of this report (**attachment 3**).

(d) Applications pending determination for greater than 40 days as at the date of compilation of this report (**attachment 4**).

(e) Applications with variations to development standards under Clause 4.6 of Bathurst Regional LEP 2014 approved in September 2020 (**attachment 5**).

(f) No political disclosure statements have been received in relation to any "planning applications" being considered at this meeting.

FINANCIAL IMPLICATIONS:

Nil

BATHURST COMMUNITY STRATEGIC PLAN – OBJECTIVES AND STRATEGIES:

Objective 4: Enabling sustainable growth.

Strategy 4.6 Plan for, assess and regulate development activity.

Objective 6: Community leadership and collaboration.

Strategy 6.4 Meet legislative and compliance requirements.

COMMUNITY ENGAGEMENT:

01 **Inform** - to provide the public with balanced and objective information to help them understand the problem, alternatives, opportunities and/or solutions.

ATTACHMENTS:

1. DAs approved [**8.2.2.1** - 2 pages]
2. DAs refused [**8.2.2.2** - 1 page]
3. DAs pending [**8.2.2.3** - 3 pages]
4. Over 40 days [**8.2.2.4** - 2 pages]
5. Variations [**8.2.2.5** - 1 page]

MINUTE

RESOLUTION NUMBER: ORD2020-269

MOVED: Cr J Rudge SECONDED: Cr A Christian

RESOLVED:

That the information be noted.

8.2.3 DEVELOPMENT APPLICATION 2020/280 - DEMOLITION OF EXISTING DWELLING AND CONSTRUCTION OF SINGLE STOREY DWELLING WITH ATTACHED GARAGE AND CARPORT AT 145 HAVANNAH STREET BATHURST. APPLICANT AND OWNER: ANDARAM CHILDCARE PTY LTD

File No: 2020/280

RECOMMENDATION:

That Council:

(a) as the consent authority, grant consent pursuant to Section 4.16 of the Environmental Planning and Assessment Act 1979 to Development Application No. 2020/280, subject to conditions able to be imposed pursuant to Section 4.17 of the Environmental Planning and Assessment Act 1979, as amended and including conditions to the effect that:

  (i) Demolition is not to commence until a Construction Certificate has been issued for the proposed infill dwelling;
  (ii) The demolition is to be undertaken in a manner whereby the bricks, windows and door joinery can be salvaged and cleaned for reuse in this development if possible.

(b) call a division.

REPORT:

The Site

Council has received a Development Application (DA) for the demolition of an existing dwelling and the construction of a single storey dwelling with attached garage and carport at 145 Havannah Street, Bathurst, described as Lot 1, DP 319327. A location plan and aerial photo are provided at **attachment 1**.

The subject site currently contains a single dwelling.

The site is a corner allotment with street frontage to Havannah Street and secondary frontage to Cross Street. The rear of the site also has access to an unformed Council road.

The proposal

The proposal involves:

- Demolition of the existing single storey dwelling; and

- Construction of a new single storey dwelling with attached garage and carport.

Plans of the proposed development are at **attachment 2**.

Planning Context

Bathurst Regional Local Environmental Plan 2014

The subject site is zoned R1 General Residential under the provisions of the *Bathurst Regional Local Environmental Plan 2014.* A *dwelling house* is permissible with consent in the R1 General Residential zone. The proposal is consistent with the objectives of the zone.

Clause 4.3 Height of buildings

The *Height of Buildings Map* indicates that the maximum building height for the subject property is 9 metres. The proposed dwelling will have an overall height of approximately 5.5 metres. The development therefore complies with Clause 4.3 *Height of buildings*.

Clause 5.10 Heritage Conservation

The subject site is within the Bathurst Heritage Conservation Area but not listed as an individual Heritage Item. See discussion below under Chapter 10 of the DCP.

Bathurst Regional Development Control Plan 2014

Chapter 4 Residential development

A summary of compliance with the principal development standards under Chapter 4 is provided below:

Development Standard	Permissible	Proposed	Compliance
Minimum lot size	550m²	430m²	No*
Height	9.0m	5.5m	Yes
Front setback	must complement existing	1.8m (to verandah) & 3m (to dwelling), complements existing	Yes
Side setback	As per BCA	As per BCA	Yes
Rear setback	As per BCA	As per BCA	Yes
Car parking	1 covered resident space per dwelling	1 covered car parking space	Yes
Private open space area	Minimum 50m² for 4 bedroom dwellings	Approx. 64m²	Yes
Driveway width	Minimum 3m	4.5 m off a 6.0m unformed Council road	Yes
Private open space width	Minimum 4.0m wide	average 8.0m wide	Yes

* While the prescribed minimum lot size for a single dwelling is 550m² and the subject site has an area of 430m², the variation to the minimum lot size is considered appropriate given that the proposal is for a replacement dwelling.

Chapter 10 Urban design and heritage conservation

Statement of Heritage Impact and Historical Assessment

A detailed Statement of Heritage Impact has been prepared in accordance with Section 10.3.3 of the Bathurst Regional Development Control Plan 2014 (See Statement of Heritage Impact at **attachment 3**).

The document provides:

> *The proposed site and dwelling are not listed as heritage items in the NSW Heritage Register nor in the Bathurst LEP and therefore do not need to be assessed for potential impacts under the requirements of the LEP. The street is however identified in the Bathurst Region Heritage Study and is located within the Bathurst Conservation Area.*
>
> *The Bathurst Conservation Area has significance as a predominantly intact and diverse area of 19th and early 20th century houses. The heritage precinct is mainly characterised by detached, semi-detached double and single storey, gabled and/or hipped Victorian, Federation and interwar Bungalow dwellings constructed of face or rendered brick or weatherboard wall cladding with tiled or galvanised corrugated iron roofs complemented by shops, public and industrial buildings, monuments and public spaces.*
>
> *The existing building at No.145 Havannah Street was built in 1929 according to the historical report. The row of bungalows was built for investment purposes on small pieces of land and the buildings supplied modest housing. They were occupied by working families in the first half of the 20th century and in general the occupants were related to the owner. The house forms part of the streetscape in this part of Havannah Street. It informs us of the progression of European colonisation as Bathurst grew in population and the pattern of subdivision of large allotments to create new housing opportunities. The social structure of Bathurst in this area of what was formerly Mill Town, now known as South Bathurst, is evident in the predominance of low cost housing. In Cross Street and Devonshire Lane are small worker's cottages from many eras.*
>
> *There is little potential for archeological significance due to previous site disturbance. The proposed building will be sited on ground already occupied by the existing dwelling and the rear of the site has little remnant garden in evidence. It is recommended that any relics or evidence of prior occupation found during excavation be noted and photographed.*
>
> *The building is not likely to be unique. There are two houses nearby built by the Healey family which are the same. There are better examples of this type of building in other areas of Bathurst which are original 1920's era Federation bungalows. Examples are the buildings at 153 to 157 William Street, the Rocket Street row between Ophir and George Streets and there are many others. The subdivision of the end to end large allotments to form more compact rows of houses facing the street was very common in Bathurst.*

The Statement of Heritage Impact notes the following:

> *The existing dwelling is a two bedroom Federation bungalow exhibiting the typical infill building type that proliferated in the Bathurst city blocks where large parcels of land extending half a city block were subdivided to satisfy the need for*

low-cost new housing development in the 1930's. The building configuration is similar to adjacent infill housing to the southwest built at the same time. In country towns a different palette of materials were used to that in city buildings, with a combination of materials making the unique Australian Federation Bungalow style that was the Australian response to the bungalow style that was developed in America.

Some of the qualities of the Federation Bungalow style that the dwelling shares are simple massing of forms, single storey building configuration with high ceilings, casement front windows, homely simplicity, robust honesty, minimal timber external detailing, molded architraves, outdoor toilets and an outdoor laundry. The remnants of another external room can be seen on the western corner. These types of bungalows were a simple response to the housing demand and the skills available. They had lost the picturesque complexities of the earlier Queen Anne style and do not display their structural carpentry as much as the Californian Bungalow. The more elaborate and decorative houses of this era are located on larger pieces of land, often in elevated locations in Bathurst.

It appears that the building was originally constructed around 1929 according to the Heritage Building Report. The house has been subjected to extensive irreversible damage as outlined in the engineer's report. Most rooms display significant damage caused by long-term structural movement and roof drainage failure. The structure is severely damaged as are ceilings and walls. The engineers note that building is in the highest Category 4 damage rating and it has asbestos throughout.

Cracking has been filled as is evident where the plaster has sustained further damage and the gaps are still very wide. Recent investigations by Calare Civil Pty Ltd have revealed the cause and extent of the building's ongoing problems and the estimated cost of remediation is $227,000 with an additional $52,000 to bring it up to a desirable habitation

The Statement of Heritage Impact draws the following conclusion:

The contributory or significant heritage fabric has deteriorated beyond reasonable repair and would require reconstruction by removal and rebuilding with new fabric. The cost of doing this is so high that it imposes an unacceptable burden on the owners of the building.

The damaged original fabric is beyond reasonable repair and cannot be removed without irreparably damaging a substantial part of the building. The physical fabric of the house and its use as a residence has been compromised through structural damage, deterioration of condition and fabric loss and damage. There is no heritage based requirement to retain the majority of the built elements on the subject site, given that the remedial work to arrest the structural damage would require a re-build. The Engineer's advise that it is not financially viable to repair or retain the existing buildings.

A separate Heritage Building Report is provided at **attachment 4**.

Structural Assessment

A Structural Assessment aims to demonstrate the condition of the building and essential and desirable works. Council's DCP defines essential work to be "any works required to make the building structurally sound and safe and reverse any adverse deterioration". Desirable works means "other work required to make the structure more habitable and comfortable".

Calare Civil Building Condition Survey (Structural Assessment)

A Structural Assessment (prepared by Calare Civil Pty Ltd, dated 13 January 2020) submitted with the application indicates that the building has suffered major damage due to reactive clay movement, unsuitable building techniques and general weathering/deterioration due to a lack of maintenance over a long period of time. Internal flooring that remains is unsound and in an unsafe condition. These concerns have been confirmed by site inspection undertaken by Council Officers. See Structural Assessment at **attachment 5**.

The Structural Assessment prepared by Calare Civil Pty Ltd identifies the following essential and desirable works:

1. *Essential Work (to ensure structural soundness and safety of building, and to extend building life)*

    a) *Underpin all footings $77,000*
    b) *Repair all cracked masonry and apply new render to internal walls $33,000*
    c) *Repair damaged external timber and eaves. $ 3,300*
    d) *Replace roof iron. $20,000*
    e) *Replace all gutters and downpipes, ensure connection to in-ground system $11,000*
    f) *Install additional sub-floor vents. $ 1,100*
    g) *Demolish and re-build front patio (roof, slab, masonry piers). $17,000*
    h) *Pack sub-floor bearers, replace damaged timber and re-level floor throughout dwelling. $20,000*
    i) *Remove all asbestos & replace with alternate material. $34,000*
    j) *Renew damaged earthenware house drainage lines. $11,000*

    Cost estimate $227,400

2. Desirable Work (to make structure more habitable and comfortable)

    a) Replace bathroom including new water proofing. $18,000
    b) Replace Laundry. $16,000
    c) Renew kitchen. $18,000

    Cost estimate $52,000

Bathurst Conservation Area Management Strategy (BCAMS)

In order to assess the conservation significance of the dwelling proposed for demolition and consider the findings of the Statement of Heritage Impact in relation to whether or not demolition can be supported in this instance, an assessment under the *Bathurst Conservation Area Management Strategy* (BCAMS) was undertaken.

The following table provides a summary of the assessment.

Address of Building:	145 Havannah Street
BCAMS Rating:	9
Type of Building/Current Use:	Residential
Period of Construction:	Federation 1900-1929
	Representative
Heritage Listings:	Located within the Heritage Conservation Area.
Streetscape:	The streetscape is an eclectic, yet harmonious, mix of residential buildings from many different eras.
Physical Description:	Brief History: The lot was subdivided in 1900. The dwelling was constructed in after 1929 by Mr. Healey who erected the shop on the corner of Lambert and Havannah Street and four houses fronting Havannah Street (which included the subject dwelling). The dwellings were occupied by the Healey family and relations until 1947. The builder may have been E.A Wright, who was a master builder and alderman on Bathurst Municipal Council where he held the position for a month. Other residents of the dwelling include Tonkin Family in the early 1950s, Mr. John and Catherine Rosser rented the property in the 1950s The dwelling is a late Federation Style bungalow house showing the influence of the style that became regarded as a transition between the Federation Queen Anne and the Inter-War California Bungalow. The house has external walls built of reddish orange brick with two decorative bands of pale grey brick, sized two bricks high, located one third up from the wall base and about 0.5m down from the eave. The green painted corrugated iron roof has a gabled configuration with the front verandah extending as a single skillion towards the front and it protrudes further forward than the front walls. There are large strapped gables on the southwest and northeast sides, and one smaller one at the front. The projecting front verandah has a lower roof and contains the main entrance to the dwelling. The roof pitch is medium. The roof rafter ends are exposed. The projecting eaves are lined with timber boards. The front gable and two side gables have decorative strapping battens over asbestos fibre cement sheeting forming vertical bands. The verandah roof is supported by simple brick columns. The chimneys are of red brick masonry in face brick finish with some decorative brick corbelling.
Condition Description:	The house has been subjected to extensive irreversible damage as outlined in the engineer's report. Most rooms display significant damage caused by long-term structural movement and roof drainage failure. The structure is severely damaged as are ceilings and walls. The engineers note that building is in the highest Category 4 damage rating and it has asbestos throughout.
Statement of Significance:	Historically significant in a local context (1900-1920s)
Heritage Significance	(4) Historically significant in a regional context (pre 1900/state significant)
Streetscape Rating	(3) Contributory
Integrity	(3) Substantially intact
Special Vegetation:	No vegetation is proposed to be removed.

The lot was subdivided in 1900. The dwelling was constructed in after 1929 by Mr. Healey who erected the shop on the corner of Lambert and Havannah Street and four houses fronting Havannah Street (which included the subject dwelling). The dwellings were occupied by the Healey family and relations until 1947.

The builder may have been E.A Wright, who was a master builder and alderman on Bathurst Municiple Council where he held the position for a month.

Other residents of the dwelling include Tonkin Family in the early 1950s, Mr. John and Catherine Rosser rented the property in the 1950s.

A high BCAMs rating has been given to the property, based on age and streetscape contribution. However, the complete demolition of a structurally poor building is supported on the basis of its poor overall condition and the cost of structural remedial works.

Infill development

The applicant has submitted a completed Residential Infill Application. A streetscape elevation has also been submitted to demonstrate the relationship between the proposed dwelling and the adjoining dwellings (see **attachment 6**).

The infill building has been designed to meet the objectives of the Clause 10.4 Infill Development Section of the BR DCP 2014.

The building has been designed to respect neighbouring buildings and the character of the existing building and streetscape.

Character: The building has been designed to reflect the unity and harmony of the streetscape by the design elements which represent the Federation Dwelling which is being demolished.

Scales: The bulk and scale of the building from the street is consistent with the existing building and complements the streetscape. The roof pitch and width of the dwelling is similar to the existing dwelling. The dwelling from the Cross Street elevation is of a different scale to the existing as the length is considerably longer.

Form: The building has been designed to complement some of the features of the existing federation dwelling but can still be read as a new dwelling. The shape and volume of the building compliments the streetscape and the arrangement of the gables are sympathetic to the existing dwelling and adjoining dwellings.

Siting: The new dwelling is located closer to the front boundary than the existing dwelling. This is considered appropriate because the form and bulk of the building will not dominate the streetscape. The length of the building on the Cross Street elevation is considerably longer than existing dwelling (the length of the lot). Cross Street is a small secondary road with minimal traffic.

Materials and Colours: The Applicant is proposing to use Austral Governors red brick for the walls and window sills. The use of brick is supported. The windows on the front façade are timber framed. It is acceptable for the use of Aluminum windows on the Cross Street elevation as this side of the building will primarily be screened by a timber paling fence. The colour of the windows is a woodland grey which will compliment the red brick work.

The colour of the roof needs to be a light grey and in a traditional corrugated profile. The colour of the roof has not been specified on the plans and therefore a condition of consent is recommended.

Detailing: Modern features such as the window awnings have been proposed which allows the building to read as new and not mimicking traditional features of existing building or period. The proportions of the windows on the front façade match the existing building but do not include the decorative lighting, which is supported.

Public Notification

In accordance with Council's Community Participation Plan, the Development Application was advertised and notified to adjoining property owners from 31 August 2020 to 14 September 2020. During the public exhibition period, no submissions were received.

CONCLUSION:

Council has received a Development Application (DA) for the demolition of an existing dwelling and the construction of a single storey dwelling with attached garage and carport at 145 Havannah Street, Bathurst. The Development Application was advertised and notified to adjoining property owners from 31 August 2020 to 14 September 2020. During the public exhibition period, no submissions were received. A high BCAMs rating has been given to the property, based on age and streetscape contribution. However, the complete demolition of a structurally poor building is supported on the basis of its poor overall condition and the cost of structural remedial works. The design of the infill building respects the design elements of the existing building and reflects the character of the existing streetscape.

FINANCIAL IMPLICATIONS:

Nil

BATHURST COMMUNITY STRATEGIC PLAN – OBJECTIVES AND STRATEGIES:

Objective 1:	**Our sense of place and identity.**
Strategy 1.4	Protect and improve the region's landscapes, views, vistas and open space.
Objective 4:	**Enabling sustainable growth.**
Strategy 4.6	Plan for, assess and regulate development activity.

COMMUNITY ENGAGEMENT:

02 **Consult** - to obtain public feedback on alternatives and/or decisions

ATTACHMENTS:

1. Aerial location plan [**8.2.3.1** - 1 page]
2. Plans of proposed development [**8.2.3.2** - 6 pages]
3. Statement of Heritage Impact [**8.2.3.3** - 24 pages]

4. Attachment 4_ Heritage building report [**8.2.3.4** - 29 pages]
5. Structural Report [**8.2.3.5** - 6 pages]
6. Infill application [**8.2.3.6** - 4 pages]

MINUTE

RESOLUTION NUMBER: ORD2020-272

MOVED: Cr I North SECONDED: Cr M Morse

RESOLVED:

That Council:

(a) as the consent authority, grant consent pursuant to Section 4.16 of the Environmental Planning and Assessment Act 1979 to Development Application No. 2020/280, subject to conditions able to be imposed pursuant to Section 4.17 of the Environmental Planning and Assessment Act 1979, as amended and including conditions to the effect that:

   (i) Demolition is not to commence until a Construction Certificate has been issued for the proposed infill dwelling;
   (ii) The demolition is to be undertaken in a manner whereby the bricks, windows and door joinery can be salvaged and cleaned for reuse in this development if possible.

(b) call a division.

On being **PUT** to the **VOTE** the **MOTION** was **CARRIED**

The result of the division was:
In favour of the motion - Cr W Aubin, Cr B Bourke, Cr A Christian, Cr J Fry, Cr G Hanger, Cr J Jennings, Cr M Morse, Cr I North, Cr J Rudge
Against the Motion - nil
Absent - nil
Abstain - Nil

8.2.4 DEVELOPMENT APPLICATION 2020/212 – CONSTRUCTION OF A TWO STOREY DWELLING WITH ATTACHED GARAGE AT 7 CAIN DRIVE KELSO APPLICANT: RAWSON HOMES PTY LTD OWNER: MR & MRS C STOKES

File No: 2020/212

RECOMMENDATION:

That Council:

(a) as the consent authority, grant consent pursuant to section 80 of the Environmental Planning and Assessment Act 1979 to Development Application No. 2020/212, subject to conditions able to be imposed pursuant to Section 4.17 of the Environmental Planning and Assessment Act 1979.

(b) notify those that made submissions of its decision; and

(c) call a division.

REPORT:

The Site

Council has received a Development Application (DA) for the construction of a two storey dwelling with attached garage at 7 Cain Drive, Kelso, described as Lot 207, DP 1252050. An aerial location plan is provided at **attachment 1**.

The site is 868m² and is currently vacant.

The site is accessed off Cain Drive and is surrounded by other residential dwellings or vacant residential land.

The site slopes from the front north east corner to the rear south west corner by up to 3 metres.

The proposal

The proposal involves the construction of a two storey dwelling with attached garage. The dwelling will have an overall height to the ridge of 7.15 metres and is constructed of brickwork and cladding.

The dwelling is predominantly two storey however part of the garage closest to 5 Cain Drive is single storey only.

The ground floor area is proposed to contain a garage, bedroom, living, family and dining

rooms, kitchen, laundry, bathrooms and alfresco. The first floor is proposed to contain bedrooms, bathrooms, lounge and theatre and two decks.

See plans of proposed development at **attachment 2**.

The dwelling will have a front building line setback of 6 metres (8.23 metres to the attached garage).

The dwelling will be 2.57 metres from the common boundary to 9 Cain Drive.

The single storey portion of the garage will be 1.03 metres from the common boundary with 5 Cain Drive. The two storey portion of the proposal will be set back 5.8 metres from the common boundary with 5 Cain Drive.

The proposal will be constructed 16.42 metres from the common boundary at the rear with 6 and 8 Dovey Drive.

The proposed second storey deck at the rear of the dwelling includes 1.8m high "decowood" privacy screens on the south and north (side) elevations.

Ground level changes are proposed of approximately 600mm of cut and fill across the block. No retaining walls are proposed.

Planning Context

Bathurst Regional Local Environmental Plan 2014

The subject site is zoned R1 General Residential under the provisions of the *Bathurst Regional Local Environmental Plan 2014.* The development, being a two storey dwelling with attached garage, is permissible with consent in the zone. The proposal is consistent with the objectives of the zone.

Clause 4.3 Height of buildings

The Height of Buildings Map for this locality identifies a maximum overall building height of 9 metres. The proposed dwelling will have an overall height of 7.15 metres at the ridge of the roof and is therefore less than the prescribed maximum height.

Bathurst Regional Development Control Plan 2014

Clause 4.4.2 Development standards

Council's principal development standards are contained in Chapter 4 of the DCP.

Clause 4.4.2 contains provisions relating to side and rear boundary setbacks. In this case those provisions require the building to be in accordance with the setback provisions in the National Construction Code. The development complies with those standards.

Overshadowing

Shadow diagrams were submitted in accordance with Chapter 4 of the Bathurst Regional DCP 2014.

The shadow diagrams are presented in one hour intervals and illustrate overshadowing of different areas of the adjoining dwelling at 5 Cain Drive between 9am and 3pm.

The adjoining owner has also submitted shadow diagrams in video format which have been reviewed. Screenshots of the video have been taken as close to each hour from 9am to 3pm as possible for the end of June (being the standard prescribed in the DCP). See overshadowing diagrams at **attachment 3**.

Council's DCP indicates that at least 2 hours of sunlight is to be maintained to indoor and outdoor living areas of adjoining properties between 9.00am and 3.00pm on June 21 during the winter solstice. The impact of proposals on existing or proposed solar panels does not form part of Council's adopted planning standards. The standards similarly do not reference overshadowing of the roofs of adjoining properties.

Internally the rooms at 5 Cain on the common boundary consist of bedrooms, bathroom and a kitchen/dining area to the rear.

Typically bedrooms, bathrooms and laundries would not be considered living rooms for the purposes of the DCP.

The indoor and outdoor living areas and backyard open space at 5 Cain will receive more than two hours of sunlight between 9.00am and 3.00pm. The adjoining owners video indicates sunlight to the rear living area commencing at around midday in June. Remaining parts of the dwelling comprising bedrooms, bathroom and laundry will be affected by overshadowing for the majority of the 9.00am-3.00pm period.

It is noted that 5 Cain Drive has been cut in with an existing colorbond fence and retaining wall along the common boundary. This would add to overshadowing on the side of 5 Cain particularly as it relates to the windows along the common boundary.

The proposal complies with the standard for overshadowing for two storey buildings.

Public Notification

The Development Application was notified to adjoining property owners from 30 July 2020 to 10 August 2020. During the notification period one (1) submission was received (**attachment 4**).

In accordance with Council's protocols during COVID-19, a discussion forum was not held and instead a written response to the submission was received on 2 September from Anthony Daintith Town Planning on behalf of Rawson Homes. See response at **attachment 5**.

Issues raised in the submission are outlined below.

- **Loss of privacy**

  Comment: The first floor windows that face 5 Cain Drive are from the theatre, water closet and master bedroom's walk in robe. The window to the water closet is a small square window located 1.55 metres above first floor level. The theatre and walk in robe windows are long narrow horizontal windows located at 1.60 metres and 1.75 metres above first floor level.

  The proposed second storey deck adjoining the rear kitchen/family room at the rear of the dwelling includes a 1.8 metre high "decowood" privacy screen across the entire width of the deck on the southern elevation facing 5 Cain Drive and northern elevation facing 9 Cain Drive. Views from the deck are predominantly across the

rear of the site.

The proposed second storey deck at the front of the dwelling adjoins an office/living room and includes a floor to ceiling decowood privacy screen on the south elevation facing 5 Cain Drive and north elevation facing 9 Cain Drive from 650mm out from the house to the edge of the deck. Views from the deck are predominantly across Cain Drive.

- **Overshadowing**

  Comment: The impact of overshadowing is discussed above.

- **Devaluing property values**

  Comment: Property values are not a planning consideration as they are not a matter prescribed by Section 4.16 of the Environmental Planning and Assessment Act 1979. However, the proposal is consistent with the reasonable expectations for development of the property.

- **Streetscape**

  Comment: The development is not located within a Heritage Conservation Area and there are no specific provisions relevant to character or streetscape.

  Cain Drive is generally characterised by a mix of single storey dwellings with attached garages built within the last two years and vacant blocks where dwellings are yet to be constructed.

  Dovey Drive, to the rear, is similarly characterised by single storey and two storey dwellings with attached garages and vacant blocks where dwellings are yet to be constructed.

  A mixture of single and two storey dwellings is contemplated by Council's planning instruments.

  The Front Building Line Setback in Chapter 4 of the Bathurst Regional DCP 2014 is 6 metres unless the existing streetscape is already established at 8 metres.

  The adjoining property at 5 Cain Drive has a front setback of 6 metres. The dwelling at 7 Cain Drive will have a front setback of 6 metres consistent with others.

  The proposal complies with the standard for front building line setbacks.

CONCLUSION:

The proposed development seeks consent for the construction of a two storey dwelling with attached garage. The proposal is considered adequate to address privacy issues. Overshadowing is consistent with the standards adopted in Council's DCP. The proposal is consistent with nearby developments within the new Kelso estate.

FINANCIAL IMPLICATIONS:

Nil.

BATHURST COMMUNITY STRATEGIC PLAN – OBJECTIVES AND STRATEGIES:

Objective 4:	**Enabling sustainable growth.**
Strategy 4.1	Facilitate development in the region that considers the current and future needs of our community.
Strategy 4.6	Plan for, assess and regulate development activity.
Objective 6:	**Community leadership and collaboration.**
Strategy 6.5	Be open and fair in our decisions and our dealings with people.

COMMUNITY ENGAGEMENT:

02 **Consult** - to obtain public feedback on alternatives and/or decisions

ATTACHMENTS:

1. Aerial location plan [**8.2.4.1** - 1 page]
2. Proposed plans [**8.2.4.2** - 18 pages]
3. Shadow diagrams [**8.2.4.3** - 7 pages]
4. Submission [**8.2.4.4** - 1 page]
5. Applicants response to submission [**8.2.4.5** - 4 pages]

MINUTE

RESOLUTION NUMBER: ORD2020-271

MOVED: Cr A Christian SECONDED: Cr J Rudge

RESOLVED:

That Council:

(a) As the consent authority, grant consent pursuant to section 80 of the Environmental Planning and Assessment Act 1979 to Development Application NO. 2020/212, subject to conditions able to be imposed pursuant to Section 4.17 of the Environmental Planning and Assessment Act 1979.

(b) Notify those that made submissions of its decision; and

(c) Call a division.

On being **PUT** to the **VOTE** the **MOTION** was **CARRIED**

The result of the division was:
In favour of the motion - Cr W Aubin, Cr B Bourke, Cr A Christian, Cr J Fry, Cr G Hanger, Cr J Jennings, Cr M Morse , Cr I North, Cr J Rudge

Against the Motion - nil
Absent - nil
Abstain - Nil

DIRECTOR
CORPORATE SERVICES & FINANCE'S REPORT

The following reports are presented for Council's consideration.

Yours faithfully

A Jones
DIRECTOR
CORPORATE SERVICES AND FINANCE

8.3.1 STATEMENT OF INVESTMENTS

File No: 16.00001

RECOMMENDATION:

That the information be noted.

REPORT:

$72,430,000 was invested at 30/09/2020 in accordance with Council's investment policies, the Minister's Investment Order dated 12 January 2011, the Local Government Act 1993 and associated regulations. All investments have been reconciled with Council's general ledger and are listed below:

	Rating	Balance	Average Return
Short Term 1 – 365 Days (comprising Commercial Bills, Term Deposits, Debentures and Certificates of Deposits):			
National Australia Bank Limited	A1+	$20,000,000.00	1.03%
AMP	A2	$3,000,000.00	1.15%
Bank of Queensland Limited	A2	$8,000,000.00	1.12%
IMB	A2	$1,500,000.00	0.95%
Auswide Bank*	A2	$3,000,000.00	1.51%
Members Equity Bank	A2	$3,000,000.00	1.21%
Maritime, Mining & Power Credit Union Ltd	ADI	$7,500,000.00	1.26%
		$46,000,000.00	**1.13%**
Long Term > 365 Days (comprising Commercial Bills, Term Deposits, Debentures and Bonds):			
Floating Rate Term Deposits			
CBA Deposit Plus 1	AA-	$1,500,000.00	1.04%

CBA Deposit Plus 2	AA-	$1,500,000.00	1.18%
Westpac Coupon Select	AA-	$2,000,000.00	1.12%
Westpac Coupon Select 1	AA-	$3,000,000.00	1.34%
Westpac Coupon Select 2	AA-	$1,500,000.00	1.09%
Westpac Green Tailored Deposit	AA-	$1,500,000.00	0.87%
Maritime Mining & Power Credit Union Ltd	ADI	$1,230,000.00	0.35%
		$12,230,000.00	**1.06%**
Fixed, Negotiable & Tradeable Certificates of Deposits			
AMP Fixed Rate	BBB	$1,000,000.00	2.99%
		$1,000,000.00	**2.99%**
Floating Rate Notes			
CBA Climate Bond	AA-	$1,000,000.00	1.01%
Commonwealth Bank of Australia 2	AA-	$500,000.00	1.03%
National Australia Bank	AA-	$700,000.00	1.01%
HSBC Sydney	AA-	$1,500,000.00	0.91%
Suncorp Metway	A+	$1,000,000.00	1.35%
Rabobank	A+	$1,000,000.00	1.59%
Macquarie Bank	A+	$1,000,000.00	0.84%
UBS AG Australian	A+	$650,000.00	0.97%
Sumitomo Mitsui Banking Corp	A	$1,000,000.00	1.24%
AMP	BBB	$1,000,000.00	1.14%
AMP	BBB	$1,000,000.00	1.46%
AMP	BBB	$1,100,000.00	1.17%
Members Equity 3	BBB	$750,000.00	1.35%
Newcastle Permanent 3	BBB	$1,000,000.00	1.75%
		$13,200,000.00	**1.20%**
Total Investments		**$72,430,000.00**	**1.16%**

These funds were held as follows:

Reserves Total (includes unexpended loan funds)	$24,592,000.00
Grants held for specific purposes	$4,707,000.00
Section 7.11 Funds held for specific purposes	$43,131,000.00
Unrestricted Investments	$0.00

Total Investments	**$72,430,000.00**	
Total Interest Revenue to 30 September 2020	**$210,339.26**	**1.16%**

A Jones
Responsible Accounting Officer

FINANCIAL IMPLICATIONS:

N/A

BATHURST COMMUNITY STRATEGIC PLAN – OBJECTIVES AND STRATEGIES:

Objective 6: Community leadership and collaboration.

Strategy 6.4 Meet legislative and compliance requirements.

COMMUNITY ENGAGEMENT:

01 **Inform** - to provide the public with balanced and objective information to help them understand the problem, alternatives, opportunities and/or solutions.

ATTACHMENTS:

1. Copy of Investments 30 September 2020 pre-accrual [**8.3.1.1** - 2 pages]

MINUTE

RESOLUTION NUMBER: ORD2020-274

MOVED: Cr A Christian SECONDED: Cr W Aubin

RESOLVED:

That the information be noted.

8.3.2 MONTHLY REVIEW - 2020/2024 DELIVERY PLAN AND OPERATIONAL PLAN 2020/2021

File No: 16.00167

RECOMMENDATION:

That the information be noted.

REPORT:

Bathurst Regional Council has in place the Bathurst 2040 Community Strategic Plan which aims to inform the community about the major directions and programs Council is undertaking in shaping the future of the Bathurst Region. These directions are summarised as objectives and strategies in the Community Strategic Plan which was adopted by Council on 16 May 2018. The Plan is available for viewing at the council offices at 158 Russell Street or can be downloaded from the Public Documents section of Council's website, www.bathurst.nsw.gov.au/council/general-information/public-documents. A listing of the Objectives and Strategies from the Bathurst 2040 Community Strategic Plan can be found within the Plan commencing from page 22.

At **attachment 1** is an update of Council's progress towards achieving the Strategies and Objectives for the 2020-2024 Delivery Plan and the Annual Operational Plan 2020-2021.

The Local Government (General) Regulation 2005 has been amended by inserting clause 413A to make it the duty of the General Manager to give timely information to Councillors about any fines or penalty notices from agencies such as the Australian Taxation Office, the Roads and Maritime Services or the Environment Protection Authority, or where a court or tribunal makes a costs order against a council.
Fines or penalty notices this month - Refer to **attachment 1.**

FINANCIAL IMPLICATIONS:

N/A

BATHURST COMMUNITY STRATEGIC PLAN – OBJECTIVES AND STRATEGIES:

Objective 6: Community leadership and collaboration.

Strategy 6.4 Meet legislative and compliance requirements.

COMMUNITY ENGAGEMENT:

01 **Inform** - to provide the public with balanced and objective information to help them understand the problem, alternatives, opportunities and/or solutions.

ATTACHMENTS:

1. Operational Plan - September 2020 [**8.3.2.1** - 51 pages]

MINUTE

RESOLUTION NUMBER: ORD2020-275

MOVED: Cr A Christian SECONDED: Cr I North

RESOLVED:

That the information be noted.

8.3.3 SUNDRY SECTION 356 DONATIONS, BATHURST MEMORIAL ENTERTAINMENT CENTRE COMMUNITY USE SUBSIDY AND MOUNT PANORAMA FEE SUBSIDY

File No: 18.00004

RECOMMENDATION:

That the information be noted and any additional expenditure be voted.

REPORT:

At **attachment 1** is a list of Sundry Section 356 Donations, Bathurst Memorial Entertainment Centre Community Use Subsidies and Mount Panorama Fee Subsidies granted by Council for the period ending 30 September 2020 including a report on annual Rental Subsidies granted by Council.

FINANCIAL IMPLICATIONS:

Council's Sundry Section 356 Donations and Bathurst Memorial Entertainment Centre Community Use Subsidies and Mount Panorama Fee Subsidies are included in the current budget, which currently have a balance as follows:

Section 356:	$ 55,156.50 **
BMEC Community use:	$ 6,818.50
Mount Panorama:	$ 28,381.00

** The above amount includes donations already committed but not yet paid. After allowing for the committed donations the remaining balance is nil.

BATHURST COMMUNITY STRATEGIC PLAN – OBJECTIVES AND STRATEGIES:

Objective 5: Community health, safety and well being.

Strategy 5.3 Help build resilient, inclusive communities.

Objective 6: Community leadership and collaboration.

Strategy 6.5 Be open and fair in our decisions and our dealings with people.

COMMUNITY ENGAGEMENT:

01 **Inform** - to provide the public with balanced and objective information to help them understand the problem, alternatives, opportunities and/or solutions.

ATTACHMENTS:

1. 356 Council Report September 2020 [**8.3.3.1** - 2 pages]

MINUTE

RESOLUTION NUMBER: ORD2020-276

MOVED: Cr I North SECONDED: Cr J Jennings

RESOLVED:

That the information be noted and any additional expenditure be voted.

8.3.4 POWER OF ATTORNEY

File No: 11.00007

RECOMMENDATION:

That the information be noted.

REPORT:

That the General Manager's action in affixing the Power of Attorney to the following be noted.

- KL Ennever – Level 2, 230 Howick Street – Lot 1 DP774489 – Lease variation
- J Grima – 65 Sunbright Road – Lot 65 DP1253021 – Sale Contract
- A Grima – 60 Sunbright Road - Lot 34 DP1253021 – Sale Contract
- JSK Constructions – 53 Sunbright Road – Lot 62 DP1253021 – Sale Contract
- D Campbell – 25 Sunbright Road – Lot 106 DP1253021 – Sale Contract
- H & C Maguire – 36 Sunbright Road – Lot 22 DP1253021 – Sale Contract
- K Kulasegaram – 15 Sunbright Road – Lot 120 DP1263887 – Sale Contract
- M & S Willis – 12 Percival Place – Lot 132 DP1263887 – Sale Contract
- J Connors & G Wingfield – 4 Percival Place – Lot 128 DP1263887 – Sale Contract
- M Cole – 26 Sunbright – Lot 152 DP1263887 – Sale Contract
- DC Projects Bathurst Pty – 2 Kirkland Road – Lot 125 Dp1263887 – Sale Contract
- H Davis – 5 Kirkland Road – Lot 139 DP1263887 – Sale Contract
- T Shotbolt – 7 Kirkland Road – Lot 138 DP1263887 – Sale Contract
- M Longmore & S McKay – 9 Kirkland Road – Lot 137 DP1263887 – Sale Contract
- A & E Davis – 11 Kirkland Road – Lot 136 DP1263887 – Sale Contract
- W & C Davis – 12 Sunbright Road – Lot 145 DP1263887 – Sale Contract
- S Duff – 10 Percival Place – Lot 131 DP1263887 – Sale Contract
- C Conney – 8 Sunbright Road – Lot 143 DP1263887 – Sale Contract
- J & C Prinsloo – 28 Sunbright Road – Lot 153 DP1263887 – Sale Contract
- C Stafford – 8 Percival Place – Lot 130 DP1263887 – Sale Contract
- G Thompson – 7 Lockwood Rise – Lot 116 DP1263887 – Sale Contract
- J Davis – 6 Sunbright Road – Lot 142 DP1263887 – Sale Contract
- G Davis – 3 Kirkland Road – Lot 140 DP1263887 – Sale Contract
- J & G Davis – 10 Sunbright Road – Lot 144 DP1263887 – Sale Contract
- Rocket Street Property – 24 Sunbright Road – Lot 151 DP1263887 – Sale Contract
- M & M James – 7 Sunbright Road – Lot 124 DP1263887 – Sale Contract
- J Stanmore – 5 Lockwood Rise - Lot 117 DP1263887 – Sale Contract
- D & J Butler – 3 Lockwood Rise – Lot 118 DP1263887 – Sale Contract
- K Pillai – 30 Sunbright Road – Lot 154 DP1263887 – Sale Contract
- Alcaha Pty – 24 Wallace Way – Lot 76 DP1253021 – Sale Contract
- M Finn – 52 Sunbright Road – Lot 30 DP1253021 – Sale Contract
- Nick Harvey Construction – Lot 147 DP1263887 – Sale Contract
- M Bullock – 1 Kirkland Road – Lot 141 DP1263887 – Sale Contract
- A Powell – 14 Sunbright Road – Lot 146 DP1263887 – Sale Contract

- K Burke & C Howarth – 15 Kirkland Road – Lot 134 DP1263887 – Sale Contract
- N Church – 6 Pervcival Place – Lot 129 DP1263887 – Sale Contract
- BAR Constructions – 4 Kirkland Road – Lot 126 DP1263887 – Sale Contract
- BAR Constructions – 3 Kirkland Road – Lot 140 DP1263887 – Sale Contract
- L & C Doyle – 6 Bolton Street – Lot 40 DP1253021 – Sales Contract
- Kexit Pty Ltd – 10 Sunbright Road – Lot 144 DP1263887 – Sale Contract
- JSK Constructions – 68 Sunbright Road – Lot 35 DP1263887 – Sales Contract

General Items

- Nil

Linen Plan Release

- Mr RG Morris – 36 lot subdivision – Stage 3: 15 Lot release – Lot 35 & 36 DP1252324 – 1 Samuel Way, The Lagoon

FINANCIAL IMPLICATIONS:

Nil

BATHURST COMMUNITY STRATEGIC PLAN – OBJECTIVES AND STRATEGIES:

Objective 4: Enabling sustainable growth.

Strategy 4.6 Plan for, assess and regulate development activity.

COMMUNITY ENGAGEMENT:

01 **Inform** - to provide the public with balanced and objective information to help them understand the problem, alternatives, opportunities and/or solutions.

ATTACHMENTS:

Nil

MINUTE

RESOLUTION NUMBER: ORD2020-277

MOVED: Cr J Rudge SECONDED: Cr A Christian

RESOLVED:

That the information be noted.

8.3.5 RENEWAL OF SPORTING AND RECREATION LICENCE AGREEMENT - PART LOT 1 DP634401, PART LOT 2 DP634401, LOT 1 DP700629, PART LOT 9 DP1047248 AND PART LOT 40 DP1056379 LOCATED AT MCPHILLAMY PARK MOUNT PANORAMA - BATHURST KART CLUB INC

File No: **21.00135**

RECOMMENDATION:

That Council approve the renewal of a Sporting and Recreational Licence Agreement with the Bathurst Kart Club Inc. for Part Lot 1 DP634401, Part Lot 2 DP634401, Lot 1 DP700629, Part Lot 9 DP1047248 and Part Lot 40 DP1056379 located at McPhillamy Park Mount Panorama for a period of five (5) years as detailed in the report.

REPORT:

At Council's Ordinary Meeting held 4 November 2015, Council resolved to enter into a new Sporting and Recreational Licence Agreement with the Bathurst Kart Club Inc. (the Club) for the proposed go-kart track and associated pit and parking area. At that time the Club provided written acceptance of the Agreement, however both parties agreed to not execute the Agreement until such time that the go-kart facility became operational.

A map of location is provided at **Attachment 1** and is identified by the "Impact Footprint" boundary and "Informal Parking/Paddock Area".

Noting that the original approved Agreement was for a period of five (5) years, the Club have written to Council seeking a renewal of the Agreement.

Set out below are the terms and conditions of the Agreement:

Commencement date:	To be determined
Expiration date:	Five (5) years after commencement date
Licence Fee:	$550.00 p.a. (inclusive of GST)
Outgoings:	100% electricity, gas, telephone, water and sewer as applicable
Insurance:	Twenty (20) million dollars Public Liability insurance
Special Conditions:	Facility must be operational in accordance with the approved modified consent and the conditions contained therein

To keep costs to a minimum, Council will prepare an in-house Sporting and Recreational Licence Agreement.

FINANCIAL IMPLICATIONS:

Should Council resolve in accordance with the recommendation of this report, Council will receive $550.00 p.a. (incl. GST).

BATHURST COMMUNITY STRATEGIC PLAN – OBJECTIVES AND STRATEGIES:

Objective 2: A smart and vibrant economy.

Strategy 2.5 Support Mount Panorama as a premier motor sport and event precinct.

COMMUNITY ENGAGEMENT:

01 **Inform** - to provide the public with balanced and objective information to help them understand the problem, alternatives, opportunities and/or solutions.

ATTACHMENTS:

1. Location Map [**8.3.5.1** - 1 page]

MINUTE

RESOLUTION NUMBER: ORD2020-278

MOVED: Cr W Aubin SECONDED: Cr I North

RESOLVED:

That Council approve the renewal of a Sporting and Recreational Licence Agreement with the Bathurst Kart Club Inc. for Part Lot 1 DP634401, Part Lot 2 DP634401, Lot 1 DP700629, Part Lot 9 DP1047248 and Part Lot 40 DP1056379 located at McPhillamy Park Mount Panorama for a period of five (5) years as detailed in the report.

8.3.6 VARIATION TO FEES IN REVENUE POLICY - SALE OF CATS

File No: 16.00175

RECOMMENDATION:

That Council adopts the amended fee "Sale of Cat – Includes cost of microchip, 1st vaccination, worming and desexing" at $170.00.

REPORT:

Council at its Ordinary Meeting at 15 July 2020, resolved to place on public exhibition a proposed amendment to the fee for "Sale of Cat – Includes cost of microchip, 1st vaccination, worming and desexing".

Council has received one submission in relation to the proposed amendment. A copy of this submission is provided at **Attachment 1**.

In brief, the author of the submission asserts that:

a) Council has acted unlawfully by only allowing submissions to be lodged through Council's internet site; and

b) Council should not do anything that would inhibit the control of these cats or their welfare and increasing their cost if obtained from the pound by nearly 20 per cent would do this.

In response to the matters raised in the submission:

1) In accordance with the provision of Section 706 of the Local Government Act 1993 (the Act), Council must consider all submissions received in writing before making a determination on the matter that has been placed on public exhibition. Whilst the Council advertisement referenced in the submission encouraged that "submissions can be made via Your Say Bathurst…" (emphasis added), Council's practice has been to receive all written submissions, as evidenced by the consideration of this submission which was hand delivered. Accordingly, there is no apparent breach of the Act (or the associated legislation) in the administration of this matter.

2) As noted in the 15 July 2020 report, the proposed amendment or increase in the fee is due to the NSW Government's "Catwise" grant funding program ending. Council staff have negotiated with the Stewart Street Veterinary Clinic, who have agreed as a community service to a reduced cost to allow this desexing program to be able to be continued to be offered. However, with the expiration of the Catwise program funding, an increase in this fee is still necessary. Accordingly, it is proposed that the amended fee be adopted as advertised.

After considering the submission received, and the responses contained within this report it is recommended that Council adopts the amended fee “Sale of Cat – Includes cost of microchip, 1st vaccination, worming and desexing” at $170.00.

FINANCIAL IMPLICATIONS:

Should Council resolve in accordance with the recommendation of this report, there are no financial implications to Council.

BATHURST COMMUNITY STRATEGIC PLAN – OBJECTIVES AND STRATEGIES:

Objective 6: Community leadership and collaboration.

Strategy 6.4 Meet legislative and compliance requirements.

COMMUNITY ENGAGEMENT:

01 **Inform** - to provide the public with balanced and objective information to help them understand the problem, alternatives, opportunities and/or solutions.

ATTACHMENTS:

1. Submission - G A Crisp [**8.3.6.1** - 1 page]

MINUTE

RESOLUTION NUMBER: ORD2020-279

MOVED: Cr I North SECONDED: Cr G Hanger

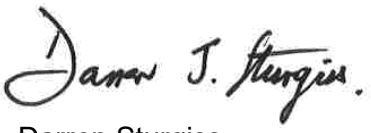
RESOLVED:

That Council adopts the amended fee “Sale of Cat – Includes cost of microchip, 1st vaccination, worming and desexing” at $170.00.

DIRECTOR
ENGINEERING SERVICE'S REPORT

The following reports are presented for Council's consideration.

Yours faithfully



Darren Sturgiss
DIRECTOR
ENGINEERING SERVICES

8.4.1 ASSET MANAGEMENT PLANS

File No: 03.00170-02

RECOMMENDATION:

That Council place the Asset Management Plans as provided in this report on public exhibition for 28 days, inviting comments.

REPORT:

Council has reviewed its Asset Management Plans as required by Integrated Planning and Reporting requirements of the Office of Local Government.

In brief, an Asset Management Plan is developed for the management of one or more infrastructure assets that combines multidisciplinary management techniques (including technical and financial) over the lifecycle of the asset in the most cost-effective manner to provide a specified level of service. A significant component of the plan is a long-term cash flow projection for the activities.

A NATIONAL ASSET MANAGEMENT FRAMEWORK

Assets deliver important services to local communities. A key issue facing local governments throughout Australia is the management of ageing assets in need of renewal and replacement. Infrastructure assets such as roads, drains, water and sewerage assets, bridges and public buildings present particular challenges as their condition and longevity can be difficult to determine, and the increasing demands in terms of quality and standards. The creation of new assets also presents challenges in terms of funding for initial construction and ongoing service costs.

There are seven elements of a national framework identified which include:

1. Development of an asset management policy;
2. Strategy and planning;
3. Governance and management arrangements;
4. Defining levels of service;
5. Data and systems;
6. Skills and processes;
7. Evaluation;

The review of Asset Management Plans are as follows:-

- Aerodrome
- Bridges
- Buildings
- Drainage
- Footpaths
- Parks and Recreation
- Rural Roads

- Sewer
- Solid Waste
- Urban Roads
- Water

These documents are provided at **attachments 1 – 11.**

In accordance with the guidelines for preparation of Asset Management Plans, each of the above plans have identified a renewal funding gap (shown below) that highlights the current short fall of annual funding required to maintain Councils assets to an accepted standard. Note that these figures do not include improvements or upgrades to the asset but required funding to maintain at the current service level. By way of example, the bridges asset management plan funding gap indicates the costs required to maintain and or replace as required an existing single lane bridge with a new single lane bridge; it does not include costs required to upgrade to a dual lane bridge with a higher deck level. Further, the urban roads asset backlog does not provide costings for improvements to Council's road network to allow for future traffic growth. The table also indicates total funding required to bring existing Council infrastructure to an acceptable standard.

The Average Annual Funding Gap is the shortfall of the current budget to fund the predicted asset maintenance and renewal required over a period (1 year or 10 years). It is looking forward in time to see what Council can expect to pay in the future.

The Current Asset Backlog refers to what assets have already expired. It is looking back in time to explain what has already expired but hasn't yet been replaced due to budget constraints.

Asset Management Plan	**Funding Gap** *(Average Annual)*	**Current Asset Backlog (Total)**
Aerodrome	$528,834	$1,023,704
Bridges	$2,020,304	$9,800,000
Buildings	$334,985	$3,349,850
Drainage	$182,951	$8,327
Footpaths	$50,167	$501,666
Parks and Recreation	$432,391	$1,771,382
Rural Roads	$1,021,000	$6,815,929
Sewer	$8,714,000	$479,515
Solid Waste	$436,606	$1,689,000
Urban Roads	$490,857	$17,056,860
Water	$404,610	$1,673,270
TOTAL	**$14,606,705**	**$44,169,504**

Provision and adoption of additional Asset Management Plans will further highlight the growing funding gap between the community's expectations and the ability to fund these levels of service. Further consideration of the identified funding gap will need to be made by Council as part of the annual budgetary process, with input from the Community Strategic Plan.

Some assets can cost as much as five times the initial construction cost for total life cycle costs of the asset therefore initial construction of an asset is only a part of the commitment that Council decides upon and commits to.

The overall asset planning and financial planning is an essential part of managing the

community assets and providing sustainable infrastructure, moving from annual financial planning to a long-term financial plan and strategy.

Providing services in a sustainable manner will require matching of projected asset renewals to meet agreed service levels with planned capital works programs and available revenue. A gap between projected asset renewals, planned asset renewals and funding indicates that further work is required to manage service levels and funding to eliminate any funding gap.

The provision of the aforementioned funding, in an effort, to eliminate the funding gap will assist in alleviating the current asset backlog. The Asset backlog can best be described as the total amount or value of renewal works that need to be undertaken to bring Council's asset stock up to an acceptable standard

The Asset Management Plans are now submitted for Council's consideration.

FINANCIAL IMPLICATIONS:

Funding will need to be incorporated into Annual Operating / Delivery Plans.

BATHURST COMMUNITY STRATEGIC PLAN – OBJECTIVES AND STRATEGIES:

Objective 4:	**Enabling sustainable growth.**
Strategy 4.3	Ensure services, facilities and infrastructure meet the changing needs of our region.

COMMUNITY ENGAGEMENT:

02 **Consult** - to obtain public feedback on alternatives and/or decisions

ATTACHMENTS:

1. Attachment 1 [**8.4.1.1** - 58 pages]
2. Attachment 2 [**8.4.1.2** - 38 pages]
3. Attachment 3 [**8.4.1.3** - 35 pages]
4. Attachment 4 [**8.4.1.4** - 41 pages]
5. Attachment 5 [**8.4.1.5** - 41 pages]
6. Attachment 6 [**8.4.1.6** - 66 pages]
7. Attachment 7 [**8.4.1.7** - 53 pages]
8. Attachment 8 [**8.4.1.8** - 38 pages]
9. Attachment 9 [**8.4.1.9** - 45 pages]
10. Attachment 10 [**8.4.1.10** - 34 pages]
11. Attachment 11 [**8.4.1.11** - 40 pages]

MINUTE

RESOLUTION NUMBER: ORD2020-280

MOVED: Cr G Hanger SECONDED: Cr A Christian

RESOLVED:

That Council place the Asset Management Plans:

- Aerodrome
- Bridges
- Buildings
- Drainage
- Footpaths
- Parks & Recreation
- Rural Roads
- Sewer
- Solid Waste
- Urban Roads
- Water

on public exhibition for 28 days, inviting comments.

8.4.2 UNCONSTRUCTED COUNCIL ROADS AT HILL END

File No: 25.00440

RECOMMENDATION:

That Council approve the transfer of the following Council public roads to the National Parks and Wildlife Service, as detailed in the Director Engineering Services' report:

(a) Belmore Street – Adjacent Lot 221 in DP756905.
(b) Bowen Street – From William Street to Thomas Street.
(c) Havilah Street – From Denison Street to Tambaroora Street.
(d) Price Street – From Denison Street to Reef Street.
(e) Denison Street – From Alexander Street to Albert Street.
(f) Albert Street – From Reef Street to the boundary of Lots 11 and 12 in Section 4 DP758517.

REPORT:

The National Parks and Wildlife Service (NPWS) has identified several Council public roads that appear suitable for incorporating into Hill End Historic Site and have written to Council to consider their inclusion. The roads identified by NPWS are shown in **attachment 1**.

An assessment of the roads under consideration has revealed that they are all unconstructed roads and are not required for maintaining legal access to adjoining properties.

There is however an issue with the proposed incorporation of Ophir Street in the Hill End Historic Site as some encroachments exist which are unsuitable for inclusion in the site (see **attachment 2**). NPWS have offered to survey the road to exclude the encroachments, however this would leave Council with an isolated section of irregular shaped road reserve which is undesirable. It is therefore not recommended to incorporate Ophir Street and Alexander Street into the Hill End Historic Site.

The remaining roads identified by NPWS are suitable for inclusion in the Hill End Historic Site. It is therefore recommended that Council approve the transfer of the following roads.

(a) Belmore Street – Adjacent Lot 221 in DP756905.
(b) Bowen Street – From William Street to Thomas Street.
(c) Havilah Street – From Denison Street to Tambaroora Street.
(d) Price Street – From Denison Street to Reef Street.
(e) Denison Street – From Alexander Street to Albert Street.
(f) Albert Street – From Reef Street to the boundary of Lots 11 and 12 in Section 4 DP758517.

If the recommendation is adopted NPWS will arrange the publication of a notice in the government gazette to reserve the roads as part of Hill End Historic Site. Under the National Parks and Wildlife Act 1974, the gazette notice will have the effect of extinguishing the Council road without needing to undertake a formal road closure under the Roads Act 1993.

FINANCIAL IMPLICATIONS:

Nil

BATHURST COMMUNITY STRATEGIC PLAN – OBJECTIVES AND STRATEGIES:

Objective 4:	**Enabling sustainable growth.**
Strategy 4.3	Ensure services, facilities and infrastructure meet the changing needs of our region.

COMMUNITY ENGAGEMENT:

01 **Inform** - to provide the public with balanced and objective information to help them understand the problem, alternatives, opportunities and/or solutions.

ATTACHMENTS:

1. Council report attachment 1 [**8.4.2.1** - 1 page]
2. Council report attachment 2 [**8.4.2.2** - 1 page]

MINUTE

RESOLUTION NUMBER: ORD2020-281

MOVED: Cr I North SECONDED: Cr A Christian

RESOLVED:

That Council approve the transfer of the following Council public roads to the National Parks and Wildlife Service, as detailed in the Director Engineering Services' report:

(a) Belmore Street – Adjacent Lot 221 in DP756905.
(b) Bowen Street – From William Street to Thomas Street.
(c) Havilah Street – From Denison Street to Tambaroora Street.
(d) Price Street – From Denison Street to Reef Street.
(e) Denison Street – From Alexander Street to Albert Street.
(f) Albert Street – From Reef Street to the boundary of Lots 11 and 12 in Section 4 DP758517.

8.4.3 EASEMENT FOR ELECTRICAL RETICULATION LOT 300 DP1099537 - 23 ZAGREB STREET, KELSO

File No: 2019/403

RECOMMENDATION:

That Council:

(a) approve the creation of an easement for electrical infrastructure to be installed on Lot 300 in DP1099537 at Zagreb Street, Kelso; and

(b) authorise the General Manager to sign the necessary documentation as Council's representative,

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REPORT:

Council will recall the Council meeting of 15 April 2020 where consent was granted to a development application for a new asphalt plant at 23 Zagreb Street, Kelso.

The development requires an upgrade to the power supply, including the installation of a 1000kVA pad mounted substation and associated underground power cables. It is a requirement of Essential Energy that their infrastructure be protected by an easement. Accordingly, a request from the Lessee, Downer EDI has been received seeking Council's consent, as landowner to establish an 'Easement for multi-purpose electrical installation 1, 2.5 and 4.2 wide' as shown in **attachment 1**.

The terms of the proposed easement have been reviewed and are acceptable. For the easement to be registered certain documentation is required to be signed by Council including a landowner deed and the plan of easement.

It is therefore recommended that Council:

(a) approve the creation of an easement for electrical infrastructure to be installed on Lot 300 in DP1099537 at Zagreb Street, Kelso; and

(b) authorise the General Manager to sign the necessary documentation as Council's representative,

FINANCIAL IMPLICATIONS:

Nil

BATHURST COMMUNITY STRATEGIC PLAN – OBJECTIVES AND STRATEGIES:

Objective 4: Enabling sustainable growth.

Strategy 4.1 Facilitate development in the region that considers the current and future needs of our community.

COMMUNITY ENGAGEMENT:

01 **Inform** - to provide the public with balanced and objective information to help them understand the problem, alternatives, opportunities and/or solutions.

ATTACHMENTS:

1. Council report attachment 1 [**8.4.3.1** - 1 page]

MINUTE

RESOLUTION NUMBER: ORD2020-282

MOVED: Cr I North SECONDED: Cr G Hanger

RESOLVED:

That Council:

(a) approve the creation of an easement for electrical infrastructure to be installed on Lot 300 in DP1099537 at Zagreb Street, Kelso; and

(b) authorise the General Manager to sign the necessary documentation as Council's representative,

8.4.4 WATER SECURITY UPDATE

File No: 32.00017

RECOMMENDATION:

That the information be noted.

REPORT:

The previous report to Council regarding water security was at Council's ordinary meeting of 16 September 2020. A compilation of the various water security related Council reports is available from: https://www.bathurst.nsw.gov.au/water-restrictions-council.html#article-id-3338

Current storage in Chifley Dam, Council's main water supply storage is 100.3% as at 6 October 2020. At this time last year storage was 46.4%.

Water Demand

Water demand on the Town Water Supply continues to average 9.4ML/day. This is an excellent result from the Bathurst community. Residential consumption for the last month has averaged 131L/person/day, which is well below the 2014 Drought Management Plan expectations of 219 L/p/d for Level 3, and 183L/p/d for Level 4; this consumption is well below Level 5 (159) and is just above Level 6 (129) requirements.

Due to significant increase in the storage level of Chifley Dam to over 100%, Council has relaxed water restrictions to Level 3 – High, effective from 28 August 2020. Summary of current restrictions are as follows:-

- Watering of lawns and/or gardens is permitted before 10am or after 4pm, using odds and evens system, for a maximum of 60mins total per permitted day.
- Hoses with a trigger nozzle, buckets, watering cans and irrigation systems and microsprays can all be used.
- Topping up of existing pools permitted, for maximum 15min per day.
- Filling of new pools allowable with permission from Council.
- Carwashing is allowed at home on the lawn, using a bucket and trigger nozzle on a hose before 10am or after 4pm; or at registered car washes at any time.
- Topping up of garden features, bird baths and temporary children's pools is permitted.

Compliance

The media and information campaign continues to provide details regarding the current water restrictions that apply, with full details available on the Council website. Enforcement and compliance measures remain in place, with the appointment of a full time Water Inspector supported by administration staff who take all calls through the water hotline, and the water restrictions email. To the end of September 2020, 12 new complaints/enquiries was raised with Council and are being actioned, bringing the overall total to 364. Fourteen (14) new cases required a courtesy letter to be sent, bringing the

total to 230 and this resulted in changes and compliance. There were no caution letters sent, no further penalty infringement notice (fine) issued, keeping those totals to 15 and 4 respectively. In some cases, complaints appeared to have been vexatious, as no evidence of non-compliance could be found on inspection of the relevant property.

As at the end of September 2020, there had been 161 pool top up permits issued in total, 357 residential exemptions approved with conditions in total, and a total of 109 business exemptions approved with conditions.

Chifley Dam weekly updates

Each Tuesday afternoon Council's website is updated with the latest statistics and figures relating to Chifley Dam, and the Bathurst Water Supply. Details are available here: www.bathurst.nsw.gov.au/chifleydam

The three key graphs included at **attachment 1** show the monthly Chifley Dam volume in percent, from 11 November 2002 to 6 October 2020, the yearly comparison of Chifley Dam from 2015 to 2020, and the estimated residential water usage in litres per person per day, along with the anticipated demand forecast in the 2014 Drought Management Plan. Again, current level of Chifley Dam is 100.3%; Winburndale Dam is 75.1%.

Environmental flows only continue to be released from Chifley Dam, with Bathurst Town water supply for the last 34 weeks being sourced from the Fish River.

Short Term Water Supply Improvements

Council has recently received an additional $10M from the NSW State Government to progress the Winburndale Dam pipeline augmentation. This brings the total funding from the NSW State Government for critical water projects to $22M including $2M for design and investigation and $20M for capital works.

Council is preparing its application for authorisation for the Water Harvesting Project, responding to requirements from the NSW Government and has supplied initial documentation to the NSW Government for review. Council staff have met with staff from the NSW State Government Departments involved. Following the provision of additional data in the draft environmental assessment, a second public information consultation session will be carried out.

Given recent pleasing rainfall, the Zero flow Day Zero water supply estimate has extended to at least 2022. Council has nearly finalised assessment of a more cost-effective route for the water harvesting pipeline along the Macquarie River Levee. Final details of the Aboriginal Cultural Heritage Assessment (ACHA) are being completed, for a submission expected in November. Note that the ACHA process as identified in the National Parks and Wildlfe Act 1974 has legislated timeframes for certain processes, which Council sought legal advice and applied to Department of Planning Industry and Environment to shorten, noting that this project remains listed on the Water Supply (Critical Needs) Act 2019. However, this approval was not provided.

Council had also proposed that the Winburndale Dam Pipeline Augmentation project to be listed on the relevant Schedules of the Water Supply (Critical Needs) Act 2019. There is clear justification as to the project need in this regard.

Application to the Natural Resource Access Regulator had been made for approval for reduction in environmental flows from Winburndale Dam and Chifley Dam, to extend the

remaining storage in circumstances of critical water shortages in Bathurst. These two requests have been withdrawn by Council noting that environmental flow reductions will not be provided following an increase in irrigation allocations.

Discussions between Council and Natural Resource Access Regulator continue regarding the simplification of the current Winburndale Dam environmental release conditions.

In relation to irrigation allocation, Councillors would be aware that the Department of Planning, Industry and Environment was to review the Section 324 instrument with regard to irrigation restrictions. Council was contacted via email on 4 September 2020 by DPIE regarding Council's position on irrigation allocations, when Chifley Dam was at 92%. Advice was provided by Council to DPIE on 11 September 2020, with advice that Council's preferred position was for an 80% allocation with no carryovers (i.e. only water allocated in the current year could be used).

Response received from DPIE was that on 10 September, the Section 324 Instrument had been lifted, allowing full 100% allocation. Further information was sought by Council, indicating that carryovers were permitted.

General Allocation Licences operate in the below manner:-

Unregulated rivers have enormous variation in annual flows between years. It is therefore important to allow this variability to be reflected in accounting practices. Unregulated river access licence account management will operate under three year accounting rules. Available water determinations combined with the carryover allowance will enable licence holders to use up to twice their water allocation in a year provided that over a consecutive three year period they do not exceed the sum of their water allocations for those three years.

It is understood that the total irrigation allocation on the Macquarie and Campbells River above the Bathurst Water Filtration Plant is approximately 4,700ML/annum. This industry is an important industry to the Bathurst economy, with an estimated $40M contribution per annum.

Irrigators are legally able to access twice this amount, ie, 9,600ML this water year, however given the three year rule would likely to be a 1.8 times maximum allocation (ie, 8,460ML) noting that 20% allocation was allowed from 1 November 2019 to 30 June 2020. Total water used would of course be subject to weather requirements.

Attention is also drawn to irrigation allocations provided out of the regulated Macquarie River system downstream of Burrendong Dam, which currently has a 12% allocation for irrigation, whilst at a level of 46.4%, equating to over 25.8 times more storage than Chifley Dam.

It is noted that when the allocations were set by DPIE on 1 July 2019, that it took until 1 November 2019 for the 20% allocation to be imposed by DPIE, following extensive advocacy by the Council, with DPIE also requiring that Council consult with the local irrigators. The local irrigators worked well with Council, and of particular note was a self-imposed odds and evens systems suggested by the irrigators, which was anticipated to have reduced demand by 50%.

Council has sought assistance from the NSW State Government for water meters to be installed on irrigators pumping systems, with funding not being made available at this time.

Bathurst Water Restrictions

Attention is drawn to Attachment 1, specifically in the year 2002/03, where the dam without urban water restrictions dropped from a level of 89% to 41%, a total of 48% Russell please check.

With the above-mentioned removal of irrigation restrictions and the potential for a larger irrigation take in the coming summer than was the case in 2002/03, ***should*** the same weather pattern in 2002/3 repeat, it is likely that Chifley Dam without urban water restriction in place be at 40% or lower, prior to the summer of 2021/22. ie, Bathurst may be in a similar situation as it was in the previous summer just experienced.

It is believed to be prudent to maintain Level 3 water restrictions until at least approvals for construction has been provided by the NSW State Government for Council's critical needs projects as described above. This position will continue to be evaluated over the summer of 20/21.

Work Completed to Date

Council has engaged a contractor to carry out strengthening works to Winburndale Dam. Cost of this project is approximately $9.7M, with $2.225M provided by the NSW Government's Safe and Secure Water Program. Work on this has commenced, with to date approximately $5.5M expended. Work will be completed in 2020/2021.

Councillors would also be aware of the $2M provided by the State Government to investigate short term water supply needs, including: -

(a) Stormwater harvesting
(b) Winburndale pipeline improvement works
(c) Groundwater / bore investigation

The above activities involve up to 16 individual consultancies which are being managed by Council for this investigation work, with the bulk of the $2M committed. It is expected that this funding will be largely expended by late 2020.

More detailed progress of work is shown as below:-

WATER INFRASTRUCTURE PROJECTS – PROGRESS	
Project	**Status**
Project Legal Framework	
Legal assessment of suitability of Water Supply (Critical Needs) Act 2019.	Completed
Listing of Water Harvesting project on Water Supply (Critical Needs) Act 2019	Completed
Listing of Winburndale Dam pipeline augmentation project on Water Supply (Critical Needs) Act 2019	Underway. Finalisation of Environmental assessment required as part of submission
Legal Assessment of procurement process, subsequently resolved Ordinary Council Meeting, 11 December 2019.	Completed

Water Harvesting	
Preliminary Yield Analysis	Complete
Detailed Yield Analysis	Complete
Project management framework including legal advice for preparation of GC21 Design and Construct Contract	Complete
Option 1 Route Analysis – Through Levee	
Survey	Complete
Design	Complete
Costing	Complete
Geotechnical Investigation	Complete
Environmental Assessment	Complete
Option 2 Route Analysis - Through public road network	
Survey / Design	Complete
Geotechnical Investigation	Complete
Aboriginal Cultural Heritage Assessment	Complete
European Cultural Assessment	Complete
Crown Road Licence Agreement for formalization of Easements	Complete
Permission from TfNSW for Great Western Highway underbore	Commenced
Permission from John Holland Rail for Great Western Railway underbore	Commenced
Environmental Assessment	Completed
Electrical Assessment	Commenced
Option 3 Route Analysis – Underbore Macquarie River	
Survey / Design	100% complete
Geotechnical Investigation	100% complete
Aboriginal Cultural Heritage Assessment	Commenced, ACHA required for portion of route. Due Diligence Report Completed. Discussions with DPIE regarding shortened ACHA process utilising Critical Needs legislation, which was denied. Test pits have been completed, report being finalised.
European Cultural Assessment	Completed
Permission from TfNSW for Great Western Highway, for trenching under bridge.	Commenced
Permission from John Holland Rail for Great Western Railway underbore	Commenced
Technical Assessment of route by Public Woks Advisory	Completed
Environmental Assessment	Completed
Costing	Preliminary costing completed.

	Detailed costing completed
Stormwater Ponds – Next to Proctor Park - Stage 1b	
Design	Complete
Geotechical Investigation	Complete
Aboriginal Cultural Heritage Assessment	Complete
Flood Impact Assessment	Substantially completed
Costing	On hold
Winburndale Dam Pipeline Augmentation	
Feasability Assessment	Completed
Route Assessment	Completed
Pipeline Sizing	Completed
Electrical Needs Assessment	Completed
Legal opinion regarding existing easement access	Completed
Survey and Design	Commenced
Environmental Assessment	80% complete
Discussions with affected landowner along route	Commenced
Costing	To commence following design completion
Winburndale Dam Water into Water Filtration Plan using existing pipeline	
Water Chemistry Analysis	Completed
Compliance / Risk assessment with Australian Drinking Water Guidelines	Completed
Design for inlet works	Completed
Construction of inlet works	Completed
Commissioning / testing / monitoring of water quality	Completed
Water Filtration Plant Mixing Lagoon – To provide balance tank prior to inlet into Water Filtration Plant	
Water Quality / Risk Assessment	Completed
Survey and Design	Completed
Costing	Competed
Irrigation Allocations	
Discussions with Local Irrigators regarding Council's request to NSW State Government for Section 324 instrument to restrict allocations for 2019/2020 water year	Completed
Provision of detailed assessment to NSW State Government requesting irrigation restriction for 2019/2020 water year, to 20% allocation	Completed
Request to NSW Government requesting consideration of 0% allocation for irrigation allocation for 2020/2021 water year	Completed
State Government announcement that water allocation for local irrigators to be set at 20% for 2020/21 water year.	Completed.
Chifley Dam Environmental Release	
Environmental Assessment for reduction in Environmental release submitted to NSW Government	Completed
Booroolong Frog Survey to Campbells River	Completed

Investigation for additional River Gauging (Level) Stations to Campbells and Fish River, to assist environmental monitoring	Commenced
Preparation of additional detail regarding environmental release conditions	Commenced
Winburndale Dam Environmental Release	
Application for reduction in Environmental release submitted to NSW Government	Completed
Groundwater Assessment	
Desktop investigation of groundwater sources	Completed
Seismic testing of most beneficial areas identified n desktop investigation	Completed
Collation of licenced bores within Bathurst LGA	Completed
Water quality testing of water sourced from sample of existing bores	Completed
Drilling of investigative boreholes	Completed

FINANCIAL IMPLICATIONS:

N/A

BATHURST COMMUNITY STRATEGIC PLAN – OBJECTIVES AND STRATEGIES:

Objective 3: Environmental stewardship.

Strategy 3.2 Protect the City's water supply.

COMMUNITY ENGAGEMENT:

01 **Inform** - to provide the public with balanced and objective information to help them understand the problem, alternatives, opportunities and/or solutions.

ATTACHMENTS:

1. October Water Security Graphs [**8.4.4.1** - 3 pages]

MINUTE

RESOLUTION NUMBER: ORD2020-283

MOVED: Cr A Christian SECONDED: Cr W Aubin

RESOLVED:

That the information be noted.

DIRECTOR
CULTURAL AND COMMUNITY SERVICE'S REPORT

The following reports are presented for Council's consideration.

Yours faithfully

A Cattermole
DIRECTOR
CULTURAL AND COMMUNITY SERVICE'S

8.5.1 KELSO COMMUNITY HUB - PARKS & LEISURE AUSTRALIA AWARD AND GENERAL UPDATE

File No: 09.00026

RECOMMENDATION:

That the information be noted.

REPORT:

Parks and Leisure Australia Award of Excellence

The Kelso Community Hub outdoor recreational space project has received an Award of Excellence through Parks and Leisure Australia (PLA). PLA is the leading industry association for professionals in the sector.

The NSW/ACT Awards of Excellence recognise and celebrate the outstanding initiatives and innovative efforts of 'the people behind the places' which promote good use of leisure time for a number of social, environmental and economic benefits to the community. The Kelso Community Hub outdoor recreational space project was successful in the Play Space Award (<$0.5M). The nomination was submitted in partnership with Fiona Robbe Landscape Architects, who were engaged by Council to design the space.

October school holiday program

Mission Australia facilitated a program during the October 2020 school holidays. The program was held on Tuesday, Wednesday, and Thursday in the first week of the school holidays from 11am until 2pm. The program consisted of sporting activities including soccer, basketball and touch football. Mission Australia also held a barbeque lunch for community members who participated in the program. Over 70 people attended the program across the three days.

Services and programs operating from the Hub

Kelso Community Hub closed from 25 March to 16 June 2020 due to COVID-19. During the COVID-19 closure, NSW Health continued to provide health clinics to the community.

Kelso Community Hub reopened on 16 June 2020 and some services have now recommenced the delivery of programs. There are currently six external services utilising the Hub to deliver programs, with an average of 182 persons utilising the services per month.

Housing Plus hire a space at the Hub on a full-time basis to provide a range of programs including Opportunity Pathways, Housing Plus Tenancy Services, Women's Domestic Violence Court Advocacy Service and Together Home Service. External services are continuing to have a positive impact on the community.

Since reopening in June, several one-off hirers have also utilised the Hub including JBB

Resin, Technical Aid Disabilities and Generosity Church.

Kelso Community Hub staff will be continuing to work with service providers to attract additional programs to operate from the Hub based on identified needs.

FINANCIAL IMPLICATIONS:

There are no financial implications resulting from this report.

BATHURST COMMUNITY STRATEGIC PLAN – OBJECTIVES AND STRATEGIES:

Objective 1:	**Our sense of place and identity.**
Strategy 1.3	Enhance the cultural vitality of the region.
Objective 5:	**Community health, safety and well being.**
Strategy 5.1	Provide opportunities for our community to be healthy and active.
Strategy 5.2	Help make the Bathurst CBD, neighbourhoods and the region's villages attractive and full of life.
Strategy 5.3	Help build resilient, inclusive communities.
Strategy 5.4	Make our public places safe and welcoming.
Strategy 5.5	Plan and respond to demographic changes in the community.
Objective 6:	**Community leadership and collaboration.**
Strategy 6.1	Communicate and engage with the community, government and business groups on important matters affecting the Bathurst region.
Strategy 6.2	Work with our partners and neighbouring councils to share skills, knowledge and resources and find ways to deliver services more efficiently.
Strategy 6.3	Advocate for our community.
Strategy 6.4	Meet legislative and compliance requirements.
Strategy 6.5	Be open and fair in our decisions and our dealings with people.
Strategy 6.7	Invest in our people.
Strategy 6.8	Implement opportunities for organisational improvement.

COMMUNITY ENGAGEMENT:

01 **Inform** - to provide the public with balanced and objective information to help them understand the problem, alternatives, opportunities and/or solutions.

ATTACHMENTS:

Nil

MINUTE

RESOLUTION NUMBER: ORD2020-284

MOVED: Cr G Hanger SECONDED: Cr I North

RESOLVED:

That the information be noted.

8.5.2 BATHURST COMMUNITY SAFETY PLAN 2019-2023 - PROGRESS REPORT

File No: 16.00022, 20.00320, 07.00107

RECOMMENDATION:

That the information be noted.

REPORT:

Council adopted the Bathurst Regional Community Safety Plan 2019-2023 at its meeting held 19 June 2020 (DCCS Report #2).

The plan takes a preventative approach to crime in the Bathurst Regional LGA by focusing on the underlying causes of specific offences. Extensive statistical research and local consultation was undertaken to determine the community's key safety concerns, crime patterns, and successful strategies to combat specific offences.

The objectives of the plan include the reduction of the following focus crimes in the Bathurst LGA:

- Malicious damage to property
- Steal from motor vehicle offences
- Non-domestic violence related assault
- Break and enter dwelling offences
- Fraud
- Drug related offences

The plan is being implemented and coordinated by the Bathurst Regional Community Safety Committee, which is made up of key stakeholders, including:

- Bathurst Regional Council
- Councillors
- Chifley Police District
- Bathurst Community Corrections
- Community Mental Health / Drug & Alcohol Service
- FACS Housing
- Bathurst Liquor Accord
- Bathurst Business Chamber
- TAFE NSW
- Charles Sturt University
- Neighbourhood Centre
- headspace Bathurst
- Bathurst PCYC
- Bathurst Seymour Centre

The plan outlines a range of strategies that will take a multi-faceted approach to tackling the complex nature of crime. The Bathurst Regional Community Safety Committee meet regularly to develop campaigns to address focus crimes contained in the plan.

A number of campaigns have been rolled out to address the actions within the Community Safety Plan 2019-2023.

The Red Bench Project was the first campaign to be rolled out as part of the Plan. The Project is an initiative of the Red Rose Foundation to create a permanent reminder that domestic violence occurs within all communities. Red Benches have been installed in Kings Parade, Machattie Park, Haymarket Reserve and the Kelso Community Hub.

The Avoid Being Scammed – Tips for Seniors' Campaign was launched in March 2020 in response to the high incidence of fraud targeting older people within the community. A tip sheet and notepad were distributed throughout the community to provide simple strategies that residents can use to reduce their risk of becoming a victim of fraud.

In response to the increase in scams during the COVID-19 pandemic, information was shared on Council's website and social media to remind residents to be extra vigilant.

To address steal from motor vehicle offenses, the *Don't Be Next!* campaign was developed to remind residents to Lock It, Secure It, Hide It and Report It. The project included a comprehensive social media and advertising campaign.

CBD CCTV Scheme

In addition to the various campaigns rolled out through the Bathurst Community Safety Plan, the CBD CCTV Scheme has installed closed circuit television in the Bathurst Central Business District as part of a broader community safety strategy in the Bathurst Local Government Area.

The CBD CCTV Scheme was launched in July 2019. Stage 2 of the Scheme was finalised in September 2020.

The Scheme now comprises of 19 cameras and covers almost 5,000 metres of footpath across the CBD. Stage 1 covers almost 2,000 metres of footpath and Stage 2 covers almost 3,000 metres of footpath.

Next priorities of the Bathurst Regional Community Safety Committee

An application for a Break and Enter Dwelling campaign has been successful in securing a NSW Crime Prevention Grant. The grant, valued at $39,544 (plus GST), will assist in the development of a public awareness campaign aiming to reduce the risk of becoming a victim of crime.

It is anticipated that the project will be rolled out from November 2020 until June 2021 and will include a TV commercial, radio advertising and a social media campaign. Chifley Police will also assist with home safety audits and home safety workshops.

Following the delivery of the Break and Enter Dwelling campaign, the Committee will develop further campaigns to address focus crimes included in the Plan.

FINANCIAL IMPLICATIONS:

Funding for this item is contained within existing budgets

BATHURST COMMUNITY STRATEGIC PLAN – OBJECTIVES AND STRATEGIES:

Objective 4:	**Enabling sustainable growth.**
Strategy 4.1	Facilitate development in the region that considers the current and future needs of our community.
Objective 5:	**Community health, safety and well being.**
Strategy 5.1	Provide opportunities for our community to be healthy and active.
Strategy 5.4	Make our public places safe and welcoming.
Objective 6:	**Community leadership and collaboration.**
Strategy 6.1	Communicate and engage with the community, government and business groups on important matters affecting the Bathurst region.

COMMUNITY ENGAGEMENT:

01 **Inform** - to provide the public with balanced and objective information to help them understand the problem, alternatives, opportunities and/or solutions.

ATTACHMENTS:

Nil

MINUTE

RESOLUTION NUMBER: ORD2020-285

MOVED: Cr J Rudge SECONDED: Cr I North

RESOLVED:

That the information be noted.

8.5.3 CREATE NSW FUNDING - BATHURST REGIONAL ART GALLERY (BRAG) AND BATHURST MEMORIAL ENTERTAINMENT CENTRE (BMEC)

File No: **21.00039, 21.00060**

RECOMMENDATION:

That the information be noted.

REPORT:

Bathurst Regional Art Gallery (BRAG) and Bathurst Memorial Entertainment Centre (BMEC) have received multiyear program funding through the recently announced Create NSW Local Government Authorities (LGA) Arts & Cultural Programs Multi-Year Funding program.

Focusing on excellence in arts and cultural outcomes for the communities of NSW, this funding program supports Create NSW's commitment to supporting and strengthening arts and cultural activity across NSW.

Bathurst Regional Council is one of 11 regional NSW LGAs to receive three years of funding through the program, and one of only two (2) regional NSW LGA's to receive triennial funding for multiple facilities.

BMEC has received Create NSW LGA Arts & Cultural Programs Multi-Year Funding 2021-2023 totalling $200,000 to support the Local Stages Program which develops the performing arts in the region, supporting local professional and emerging artists to develop skills and create new work. BMEC's Local Stages Program is recognised as an industry leader in this area.

BRAG has received Create NSW LGA Arts & Cultural Programs Multi-Year Funding 2021-2023 totaling $300,000 to support contemporary art practice in regional NSW through a curated program of exhibitions, education and public programs, residencies, public art projects, and partnerships that support artists and engage a wide cross-section of the community to enhance the cultural vibrancy of the region. This represents a 20% increase on BRAG's previous Create NSW funding, and the first program funding increase since 2016.

FINANCIAL IMPLICATIONS:

There are no financial implications resulting from this report.

BATHURST COMMUNITY STRATEGIC PLAN – OBJECTIVES AND STRATEGIES:

Objective 1: Our sense of place and identity.

Strategy 1.3 Enhance the cultural vitality of the region.

Objective 2: A smart and vibrant economy.

Strategy 2.6 Promote our City and Villages as a tourist destination.

Objective 5: Community health, safety and well being.

Strategy 5.2 Help make the Bathurst CBD, neighbourhoods and the region's villages attractive and full of life.
Strategy 5.4 Make our public places safe and welcoming.
Strategy 5.5 Plan and respond to demographic changes in the community.

Objective 6: Community leadership and collaboration.

Strategy 6.7 Invest in our people.

COMMUNITY ENGAGEMENT:

01 **Inform** - to provide the public with balanced and objective information to help them understand the problem, alternatives, opportunities and/or solutions.

ATTACHMENTS:

Nil

MINUTE

RESOLUTION NUMBER: ORD2020-286

MOVED: Cr J Jennings SECONDED: Cr W Aubin

RESOLVED:

That the information be noted.

8.5.4 BATHURST REGIONAL ART GALLERY (BRAG) AR+ COLLECT - MANAGING COUNCIL'S COLLECTIONS

File No: 21.00039

RECOMMENDATION:

That the information be noted.

REPORT:

Bathurst Regional Art Gallery (BRAG) has completed the first stage of a collection management project in readiness for transfer of its collection of over 2,000 objects to the Central Tablelands Collections Facility in 2021.

Developed as an adaptive program during the Covid-19 global pandemic, AR+ COLLECT provided an invaluable opportunity to utilise the gallery space during shut-down, develop a staged program for re-opening, and give the community unprecedented 'behind-the-scenes' access to the BRAG collection.

Spanning twelve (12) weeks, collection activities included digitisation, condition reporting, cataloguing, curating, and research, providing 1,154 hours of employment to Bathurst Regional Council gallery and collections management staff.

AR+COLLECT not only provided a rare opportunity to watch gallery staff at work but also provided a unique opportunity to experience the breadth of the BRAG collection. This project saw the entire painting and framed works collection (980 objects) move from storage racks through the gallery in a constant rotation of work.

Stage two of the AR+ COLLECT project will include digitisation and cataloguing of BRAG's Works on Paper, Ceramics, and Sculpture collections, and transition to a new Collection Management System that will give the community, artists, and researchers unprecedented online access to this important regional collection.

An overview of the AR+ COLLECT project is provided at attachment 1.

FINANCIAL IMPLICATIONS:

There are no financial implications resulting from this report.

BATHURST COMMUNITY STRATEGIC PLAN – OBJECTIVES AND STRATEGIES:

Objective 1: Our sense of place and identity.

Strategy 1.3 Enhance the cultural vitality of the region.

Objective 2: A smart and vibrant economy.

Strategy 2.1 Support local business and industry.
Strategy 2.6 Promote our City and Villages as a tourist destination.

COMMUNITY ENGAGEMENT:

01 **Inform** - to provide the public with balanced and objective information to help them understand the problem, alternatives, opportunities and/or solutions.

ATTACHMENTS:

1. 8 Oct 20 Art Collect Overview [**8.5.4.1** - 35 pages]

MINUTE

RESOLUTION NUMBER: ORD2020-287

MOVED: Cr J Rudge SECONDED: Cr I North

RESOLVED:

That the information be noted.

9 REPORTS OF OTHER COMMITTEES

9.1 TRAFFIC COMMITTEE REPORT - 6 October 2020

File No: 07.00006

RECOMMENDATION:

That the recommendations of the Traffic Committee Meeting of Bathurst Regional Council held on 6 October 2020 be adopted.

REPORT:

The Minutes of the Traffic Committee Meeting of Bathurst Regional Council held on 6 October 2020 are **attached.**

FINANCIAL IMPLICATIONS:

Nil

BATHURST COMMUNITY STRATEGIC PLAN – OBJECTIVES AND STRATEGIES:

Objective 6: Community leadership and collaboration.

Strategy 6.4 Meet legislative and compliance requirements.

COMMUNITY ENGAGEMENT:

01 **Inform** - to provide the public with balanced and objective information to help them understand the problem, alternatives, opportunities and/or solutions.

ATTACHMENTS:

1. Traffic Committee Meeting Minutes 6 October 2020 [**9.1.1** - 3 pages]

MINUTE

RESOLUTION NUMBER: ORD2020-288

MOVED: Cr W Aubin SECONDED: Cr I North

RESOLVED:

That the recommendations of the Traffic Committee Meeting of Bathurst Regional Council held on 6 October 2020 be adopted.

10 NOTICES OF MOTION

11 RESCISSION MOTIONS

12 COUNCILLORS / DELEGATES REPORTS

12.1 MINUTES - BATHURST REGIONAL YOUTH COUNCIL

File No: 11.00020

RECOMMENDATION:

That the information be noted.

REPORT:

The Youth Council considered a number of items at their meeting held on Tuesday 15 September 2020, including the following:

- RUOK? Day Debrief
- Recruitment of the Bathurst Regional Youth Council 2020/2021 - feedback and suggestions.

This meeting was the final meeting of the 2019/2020 Youth Council, following the extension to their period of service until September.

The Minutes of the Youth Council Meeting held on Tuesday 15 September 2020 are **attached.**

FINANCIAL IMPLICATIONS:

There are no financial implications resulting from this report.

BATHURST COMMUNITY STRATEGIC PLAN – OBJECTIVES AND STRATEGIES:

Objective 4:	**Enabling sustainable growth.**
Strategy 4.1	Facilitate development in the region that considers the current and future needs of our community.
Objective 5:	**Community health, safety and well being.**
Strategy 5.1	Provide opportunities for our community to be healthy and active.
Strategy 5.4	Make our public places safe and welcoming.

Objective 6: Community leadership and collaboration.

Strategy 6.1 Communicate and engage with the community, government and business groups on important matters affecting the Bathurst region.

COMMUNITY ENGAGEMENT:

01 **Inform** - to provide the public with balanced and objective information to help them understand the problem, alternatives, opportunities and/or solutions.

ATTACHMENTS:

1. Youth Council Meeting 15 September 2020 [**12.1.1** - 4 pages]

MINUTE

RESOLUTION NUMBER: ORD2020-289

MOVED: Cr A Christian SECONDED: Cr G Hanger

RESOLVED:

That the information be noted.

12.2 BATHURST WAR MEMORIAL CARILLON

File No: 04.00021

RECOMMENDATION:

a) That the new top octave of bells in the Bathurst War Memorial Carillon be named the Peace Bells;

b) That Council approve the installation of the clavier on the higher floor of the Carillon Tower;

c) That Council, in conjunction with the Bathurst RSL Sub Branch host a ceremony for the dedication of the completed Carillon.

d) That Council host a meeting of the Australian Carillonists Society in March 2021.

REPORT:

This report has been submitted by Councillor Morse in her capacity as Council's delegate to the Carillon Working Party.

When the Carillon was built in 1933 to honour those from the Bathurst area who served in the First World War there were insufficient funds to install a clavier, the instrument by which the bells of a Carillon are played. Together with a lack of trained Carillonists, the Bathurst War Memorial Carillon has never been a true Carillon and is listed on the internet as a 'Bell Tower'.

The 47 bells are the true War Memorial with the tower being constructed to house the bells. Bathurst now regards the tower and the bells as its War Memorial where ceremonies are held on Anzac Day and Armistice Day as well as other significant occasions. It is one of only two War Memorial Carillons in Australia, the other being at Sydney University.

Over the year's funds were raised to purchase a clavier but it was not until the Bathurst War Memorial Carillon Group was established in 2017 that serious fund raising took place. State and Government grants, together with funds provided by the Bathurst community, enabled the upgrade of the Eternal Flame, the replacement of the original faulty top tier of bells, the purchase of a new top octave of bells and the purchase of a clavier and a practice clavier on which carillonists can be trained.

The original bells were purchased by Bathurst and its surrounding villages. The three largest were inscribed in memory of those who served, the fallen and the War Nurses with the remaining bells each bearing the name of a village.

A Report to Council from the Carillon Working Group in August 2018 stated:

In agreement with the RSL Subbranch the three present unnamed bells are to be named

'Hill End and Tambaroora', 'Black Springs' and 'Bathurst'. The new 12 higher sounding bells are to be named 'The Peace Bells'.

The replacement unnamed bells were named accordingly but the naming of the Peace Bells was not formally approved by Council. It is now proposed that Council approve the new bells be named the Peace Bells.

The new Eternal Flame was commissioned and unveiled in 2019; and the practice clavier arrived at the beginning of 2020. The Bathurst War Memorial Public Fund Trust, which has been managing funds, donated the practice clavier to the Mitchell Conservatorium under a confidential agreement, the details of which are not available to Council.

The President of the Australian Society of Carillonists, Lyn Fuller, has begun training four Bathurst carillonists through a program co-ordinated by a newly formed association, the Friends of the Bathurst War Memorial Carillon Assn Inc.

The real clavier, the instrument which will play the 47 bells of the Carillon, is currently being installed by two members of staff of the Taylors Bell Company, world experts in carillon installation.

Advice from Taylors and from the Australian Carillonists Society was to house the clavier on the top floor of the tower and to construct a canopy to protect the instrument. Henry Bialowas, who prepared the original Conservation Management Plan and the Heritage Impact Statement for the Carillon and the Tower, has designed the canopy which will be constructed by Tablelands Builders, who have made a significant contribution in kind to the work.

It is hoped that there will be an occasion to mark the completion of the upgrade of the Carillon and Tower, with guests including State and Federal Government Ministers.

The Carillonist Society of Australia has been extremely supportive of the project to install the claviers and to train carillonists. Council hosted their conference in 2018 with its members being very excited at having a new instrument in Australia. Members of the Society are among the world's finest players and they are very keen to have the opportunity to play the Carillon during their conference.

FINANCIAL IMPLICATIONS:

As it is not known what is required in the hosting of the meeting of the Carillon Society of Australia an estimate of costs and therefore funding is not able to be provided at this moment.

BATHURST COMMUNITY STRATEGIC PLAN – OBJECTIVES AND STRATEGIES:

Objective 1: Our sense of place and identity.

Strategy 1.2 Protect, enhance and promote the region's European heritage assets and character.

Objective 2: A smart and vibrant economy.

Strategy 2.6 Promote our City and Villages as a tourist destination.

COMMUNITY ENGAGEMENT:

01 **Inform** - to provide the public with balanced and objective information to help them understand the problem, alternatives, opportunities and/or solutions.

ATTACHMENTS:

Nil

MINUTE

RESOLUTION NUMBER: ORD2020-290

MOVED: Cr M Morse SECONDED: Cr J Jennings

RESOLVED:

a) That the new top octave of bells in the Bathurst War Memorial Carillon be named the Peace Bells;

b) That Council note the intention to install the clavier on the higher floor of the Carillon Tower;

c) That Council support a ceremony for the dedication of the completed Carillon.

d) That Council host a meeting of the Australian Carillonists Society in March 2021.

13 RESOLVE INTO CONFIDENTIAL COMMITTEE OF THE WHOLE O DEAL WITH CONFIDENTIAL REPORTS

13.0 RESOLVE INTO CONFIDENTIAL COMMITTEE OF THE WHOLE

Recommendation: That:

(a) Council resolve into closed Council to consider business identified, together with any late reports tabled at the meeting.

(b) Pursuant to section 10A(1)-(3) of the Local Government Act 1993, the media and public be excluded from the meeting on the basis that the business to be considered is classified confidential under the provisions of section 10A(2) as outlined above.

(c) Correspondence and reports relevant to the subject business be withheld from access.

In accordance with the Local Government Act 1993 and the Local Government (General) Regulation 2005:

1. In accordance with Section 9(2A) of the Local Government Act 1993, it is the opinion of the General Manager that the following business is of a kind as referred to in section 10A(2) of the Act and should be dealt with in a part of the meeting closed to the media and public.

2. In accordance with Section 10B(1) it is considered that discussion of the matter in open meeting, would on balance, be contrary to the public interest.

3. In accordance with Section 10A(4) members of the public are invited to make representations to the Council as to whether the matters should or should not be dealt with in Confidential Committee.

MINUTE

RESOLUTION NUMBER:

MOVED: Cr I North SECONDED: Cr A Christian

The Mayor invited members of the public to make submissions on whether the matter/s should or should not be dealt with in Confidential Committee.

There were no representation from the public.

RESOLVED:

That:

(a) Council resolve into closed Council to consider business identified, together with any late reports tabled at the meeting.

(b) Pursuant to section 10A(1)-(3) of the Local Government Act 1993, the media and public be excluded from the meeting on the basis that the business to be considered is classified confidential under the provisions of section 10A(2) as outlined above.

(c) Correspondence and reports relevant to the subject business be withheld form access.

In accordance with the Local Government Act 1993 and the Local Government (General) Regulation 2005:

1. In accordance with Section 9(2A) of the Local Government Act 1993, it is the opinion of the General Manager that the following business is of a kind as referred to i section 10A(2) of the Act and should be dealt with in a part of the meeting closed to the media and public.

2. In accordance with Section 10B(1) it is considered that discussion of the matter in open meeting, would on balance, be contrary to the public interest.

3. In accordance with Section 10A(4) members of the public are invited to make representations to the Council as to whether the matters should or should not be dealt with in Confidential Committee.

13.1 DIRECTOR CORPORATE SERVICES AND FINANCE'S REPORT

13.1.1 COMMUNITY LEASE AGREEMENT - PART LOT 180 DP862410 LOCATED AT UNIT 1, 55 SEYMOUR STREET BATHURST - AUSTRALIAN UNITY HOME CARE SERVICES PTY LTD

Reason: 10A (2) (d) (i) Contains commercial information of a confidential nature that would, if disclosed, prejudice the commercial position of the person who supplied it. Discussion of the matter in open council would, on balance, be contrary to the public interest as it would prejudice the commercial position of the person who supplied it.

This item relates to the proposal to enter into a community lease agreement for Unit 1, 55 Seymour Street Bathurst, with Australian Unity Home Care Services Pty Ltd.

MINUTE

RESOLUTION NUMBER: CONF2020-75

MOVED: Cr I North SECONDED: Cr M Morse

RESOLVED:

That Council approves entering into a community lease agreement for Part Lot 180 DP862410, at Unit 1, 55 Seymour Street Bathurst, with Australian Unity Home Care Services Pty Ltd for a period of two (2) years with an option period of two (2) years as detailed in the report.

13.1.2 EXPRESSION OF INTEREST - BATHURST TENNIS CENTRE PART LOT 10 DP1157553, PART LOT 100 DP1255393 AND PART LOT 7006 DP1057676 LOCTED AT 261 DURHAM STREET, BATHURST

Reason: 10A (2) (d) (i) Contains commercial information of a confidential nature that would, if disclosed, prejudice the commercial position of the person who supplied it. Discussion of the matter in open council would, on balance, be contrary to the public interest as it would prejudice the commercial position of the person who supplied it.

This item relates to the proposal to enter into a Lease Agreement of the Bathurst Tennis Centre at 261 Durham Street, Bathurst, with Mr and Mrs Milton.

MINUTE

RESOLUTION NUMBER: CONF2020-76

MOVED: Cr I North SECONDED: Cr J Jennings

RESOLVED:

That Council approves entering into a Lease Agreement with Mr Andrew Mitton and Mrs Frances Mitton for Part Lot 10 DP1157553, Part Lot 100 DP1255393 and Part Lot 7006 DP1057676 known as the Bathurst Tennis Centre located at 261 Durham Street, Bathurst for a period of five (5) years as detailed in this report.

13.2 DIRECTOR ENGINEERING SERVICE'S REPORT

13.2.1 WALKWAY CLOSURE - RYAN PLACE, KELSO

Reason: 10A (2) (d) (i) Contains commercial information of a confidential nature that would, if disclosed, prejudice the commercial position of the person who supplied it. Discussion of the matter in open council would, on balance, be contrary to the public interest as it would prejudice the commercial position of the person who supplied it.

This item relates to the proposed walkway closure at Ryan Place, Kelso.

MINUTE

RESOLUTION NUMBER: CONF2020-77

MOVED: Cr A Christian SECONDED: Cr I North

RESOLVED:

That Council adopt Option 2 as detailed in the report.

14 RESOLVE INTO OPEN COUNCIL

MINUTE

RESOLUTION NUMBER: ORD2020-291

MOVED: Cr J Rudge SECONDED: Cr J Jennings

RESOLVED:

That Council resume open Council.

15 ADOPT REPORT OF THE COMMITTEE OF THE WHOLE

15.0.1 RESUME NORMAL RECORDING OF COUNCIL MEETING

MINUTE

RESOLUTION NUMBER: ORD2020-292

MOVED: Cr I North SECONDED: Cr J Rudge

RESOLVED:

That the Report of the Committee of the Whole, resolution numbers Conf2020-75 to Conf2020-77 be adopted.

16 MEETING CLOSE

MINUTE

The Meeting closed at 7.58pm.

CHAIR:

Ordinary Meeting of Council Agenda - 21 October 2020 Attachments

MINUTES OF THE ORDINARY MEETING OF BATHURST REGIONAL COUNCIL HELD ON Wednesday 16 September 2020

1 RECORDING OF MEETINGS

2 MEETING COMMENCES

MINUTE

Meeting commenced at 6.00pm.

Present: Cr W Aubin, Cr B Bourke, Cr A Christian, Cr J Fry, Cr G Hanger, Cr M Morse, Cr I North, Cr J Rudge

3 PRAYER AND ACKNOWLEDGEMENT OF COUNTRY

4 APOLOGIES

MINUTE

MOVED: Cr I North SECONDED: Cr J Fry

RESOLVED: That the apology of Cr J Jennings be accepted and leave of absence granted.

5 MINUTES

5.1 CONFIRMATION OF MINUTES - ORDINARY MEETING OF BATHURST REGIONAL COUNCIL HELD 19 August 2020

File No: 11.00005

MINUTE

RESOLUTION NUMBER: ORD2020-262

MOVED: Cr I North SECONDED: Cr W Aubin

RESOLVED:
That the Minutes of the Ordinary Meeting of Bathurst Regional Council held on 19 August 2020 be adopted.

6 DECLARATION OF INTEREST

Declaration of Interest

MINUTE

RESOLUTION NUMBER: ORD2020-225

MOVED: Cr W Aubin SECONDED: Cr I North

RESOLVED: That the Declaration of Interest be noted.

Cr Fry declared a non-pecuniary interest in item 8.2.3 of the DEPBS Report.

Cr Fry declared a non-pecuniary interest in item 11.1 of the agenda.

Cr Fry declared a non-pecuniary interest in item 11.2 of the agenda.

Cr Morse declared a non-pecuniary interest in item 13.1.4 of the DCSF Confidential Report.

7 MAYORAL MINUTE

7.1 COVID-19 BUSINESS AND COMMUNITY - STIMULUS MEASURES

File No: **14.00764, 16.00179**

MINUTE

RESOLUTION NUMBER: ORD2020-226

MOVED: Cr B Bourke

RESOLVED:
That Council;

Notes the actions taken to date.

Waive the Parks & Gardens Active Spaces Community Groups User Fees for 2020/21 as follows:

Rec Code		Job Number	$
010	**Playing Fields & Parks – Leases**	**1233.110.120**	
Charge fees for the use of playing fields by sporting bodies to recoup 20% of maintenance costs.			
	Bathurst Archers		282.00

	Bathurst BMX Club		2,000.00
	Bathurst Cycle Club		2,000.00
	Bathurst Mountain Bikes		1,006.00
	Bathurst Cricket Association		19,629.00
	Bathurst Croquet Club		282.00
	Bathurst Miniature Railway		282.00
	Bathurst Pistol Club		282.00
	Bathurst Pony Club		1,289.00
	Bathurst Swimming Club		282.00
	Bathurst Touch Football		6,038.00
	Bathurst Triathlon Club		282.00
	Denison Dog Club		282.00
	Eglinton Tennis Club		282.00
	Macquarie View Tennis Club		282.00
			Total = $34,500

Provide the Bathurst District Sport and Recreational Council (BDS&RC) with $10,000 to assist affiliated sporting bodies to cover costs incurred due to COVID-19. Further, that Council delegates to the BDS&RC be delegated the authority to approve any proposed methodology/allocations for COVID-19 expenditure payments.

Provide Arts OutWest with $10,000 to be utilised in assisting the organisation to achieve its Mission.

Adopt the budget variations as detailed within this report.

8 RECEIVE AND DEAL WITH GENERAL MANAGER'S AND DIRECTORS' REPORTS

8.1.1 DISCLOSURES BY COUNCILLORS AND DESIGNATED PERSONS RETURNS

File No: 11.00002

MINUTE

RESOLUTION NUMBER: ORD2020-227

MOVED: Cr I North SECONDED: Cr A Christian

RESOLVED:

That the completed Disclosure of Interest of Councillors and Designated Persons Returns for Councillors and relevant staff be noted for the period ending 30 June 2020.

8.1.2 Election of Deputy Mayor

File No: 12.00004

MINUTE

One nomination for the position of Deputy Mayor was received for Cr North.

There being only one nomination, Cr North was declared elected as Deputy Mayor for the period to September 2021.

8.2.1 SECTION 4.15 OF THE ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979

File No: 03.00053

MINUTE

RESOLUTION NUMBER: ORD2020-229

MOVED: Cr W Aubin SECONDED: Cr A Christian

RESOLVED:
That the information be noted.

8.2.2 GENERAL REPORT

File No: 03.00053

MINUTE

RESOLUTION NUMBER: ORD2020-230

MOVED: Cr W Aubin SECONDED: Cr I North

RESOLVED:
That the information be noted.

8.2.3 MODIFICATION OF DA 2019/367 - DEMOLITION OF COMMERCIAL BUILDING AND PART DWELLING, CONSTRUCTION OF FOOD AND DRINK PREMISES WITH DRIVE-THROUGH, CHANGE FROM DWELLING TO OFFICE - 103 & 105 STEWART STREET BATHURST. APPLICANT: MCDUCK. OWNER: GULLIFER

File No: 2019/367

MINUTE

Cr Fry declared Non-Pecuniary non-significant interest in this item and remained in the chamber.

Reason: A cousin of the Councillor owns a property in Stewart Street opposite the proposed development.

MINUTE

RESOLUTION NUMBER: ORD2020-231

MOVED: Cr A Christian SECONDED: Cr I North

RESOLVED:
That Council:

(a) support the variation to Clause 12.2.4(a) “Advertising Signage – Locational Requirements” of *Bathurst Regional Development Control Plan 2014*.

(b) oppose the variation to Clause 12.2.5(c) “Advertising Signage – General Development Standards” of *Bathurst Regional Development Control Plan 2014.*

(c) oppose the proposed modifications to Condition Nos. 2, 30 and 31.

(d) as the consent authority, grant consent pursuant to Section 4.16 of the *Environmental Planning and Assessment Act 1979* to the Modification of Development Consent Application No. 2019/367, by:

1. **Altering** Condition No. 6 to read as follows:

   Further consideration is to be given to the selection of materials for the construction of acoustic barriers and this is to be determined by the Applicant’s acoustic engineer and approved by Council, prior to the issue of the Construction Certificate.

2. **Altering** Condition No. 9 to read as follows:

   Prior to the issue of the Construction Certificate, evidence shall be submitted to Council of the lodgement of plans with NSW Lands Registry Services to consolidate Lot 1 in DP 737574 and Lot 5 in DP 1086710 into one parcel.

Evidence of consolidation of the land is to be provided to Council from NSW Land Registry Services demonstrating that the consolidation has been registered prior to any Occupation Certificate.

3. **Altering** Condition No. 55 to read as follows:

   The concrete footpath adjoining the property is to be removed and replaced for all redundant and new driveways. Any damaged or misaligned sections of footpath are to be removed and replaced. New footpaths are to be 1.2 metres wide and 100 mm thick and constructed in accordance with Bathurst Regional Council's Guidelines for Engineering Works.

   NOTE 1: Any pavement damaged during construction is to be replaced at the full cost of the landowner(s).

4. **Altering** Condition No. 85 to read as follows:

   Prior to the issue of any Occupation Certificate, a sign must be installed in a prominent position at the entrance of the drive-through lane, which states the following:

   "Poorly tuned or malfunctioning cars may be reported to the NSW Environment Protection Authority (EPA)".

5. **Deleting** Condition No. 109, which states:

   Sign Nos. S06 must not be illuminated.

6. **Altering** Condition No. 119 to read as follows:

   If odour management measures are found to be insufficient by Council, Council reserves the right to require that an investigation be undertaken by a suitably qualified air quality consultant appointed by the Applicant to identify odour causes, at the expense of the landowner(s). Any recommendations made by the air quality consultant to reduce odour impacts must be implemented at the landowner(s) expense.

7. **Altering** Condition No. 126 to read as follows:

   Offensive odours, as defined by the *Protection of the Environment Operations Act 1997*, from the premises must not be detectable at the nearest sensitive land uses.

8. **Adding** Condition No. 145 to read as follows:

   The upward light ratio and maximum average illuminance of Sign No. S06 must comply with the requirements of Australian Standard AS4282:2019 *"Control of the obtrusive effects of outdoor lighting"*. All relevant mitigation measures (including the use of a dimmer, shields and baffles) must be appropriately installed prior to the issue of any Occupation Certificate.

   NOTE: The applicable Environmental Zone is A2 (Low district brightness) under Australian Standard AS4282:2019.

(e) call a division.

On being **PUT** to the **VOTE** the **MOTION** was **CARRIED**

The result of the division was:
In favour of the motion - Cr W Aubin, Cr B Bourke, Cr A Christian, Cr G Hanger, Cr M Morse , Cr I North, Cr J Rudge
Against the Motion - Cr J Fry
Absent - Cr J Jennings
Abstain - Nil

8.2.4 DEVELOPMENT APPLICATION 2020/183 - PROPOSED SHED - 78 GILMOUR STREET KELSO. APPLICANT & OWNER: MR J SMITH

File No: 2020/183

MINUTE

The following motion was moved.

MOVED: Cr I North SECONDED: Cr W Aubin

That Council:

(a) support the variation to Clause 6.2 "Siting" of *Bathurst Regional Development Control Plan 2014*.

(b) as the consent authority, grant consent pursuant to Section 4.16 of the *Environmental Planning and Assessment Act 1979* to Development Application No. 2020/183, subject to conditions able to be imposed pursuant to Section 4.17 of the *Environmental Planning and Assessment Act 1979*, as amended, including but not limited to:

1. The development shall be carried out in accordance with the approved plans (including any alterations or additions marked by Council), unless as otherwise amended by the conditions of this Development Consent.

2. The external materials on the building (including walls and roof) are to be a uniform colour. The colour of the building is to be lighter and the following colours are recommended from the colourbond range or equivalent:

   a) Surfmist; or
   b) Evening Haze; or
   c) Shale Grey.

3. The cladding on the walls and roof of the proposed building is to be of traditional corrugated profile.

4. The applicant is to submit to Council, for endorsement, a Landscape Plan prepared in accordance with Chapter 13 of the *Bathurst Regional Development Control Plan 2014*, prior to the issue of any Construction Certificate.

   The landscaping must screen the shed from Gilmour Street and Lot 61 DP 816507 (72 Gilmour Street). The vegetation is to be fast growing, evergreen and a mature planting.

   Council is to certify that the Landscape Plan is in accordance with *Bathurst Regional Development Control Plan 2014*, prior to the issue of any Construction Certificate.

5. During the carrying out of the proposed works, if any archaeological remains are discovered, the developer is to stop works immediately and notify the Heritage Division, NSW Office of Environment & Heritage. Any such find is to be dealt with appropriately and in accordance with the Heritage Act 1977, recorded, and details given to Council prior to the continuing of works.

   NOTE 1: A Section 140 Permit will need to be obtained to disturb archaeological relics. This permit is to be obtained from the Department of Premier & Cabinet (Heritage), prior to the disturbance of the archaeological relics.

6. Erosion and sediment control measures are to be established prior to commencement of construction and maintained to prevent silt and sediment escaping the site or producing erosion. This work must be carried out and maintained in accordance with the Landcom Soils and Construction Volume 1 – "The Blue Book" OR the International Erosion Control Association Requirements.

   NOTE 1: All erosion and sediment control measures must be in place prior to earthworks commencing and implemented for the duration of the construction. Copies of the above guidelines are available from Council's Environmental, Planning & Building Services Department.

7. The shed is not to be used for residential purposes without Council's consent.

8. The shed is not to be used for commercial or industrial purposes or the storage of goods associated with commercial or industrial undertaking.
9. That the owner be asked to consider removal of the container currently on the property.
10. Call a division

The following AMENDMENT was MOVED

MOVED: Cr G Hanger SECONDED: Cr J Fry

RESOLVED: That Council;

1. That consideration of D.A 2020/183 be deferred,

2. Call a division

On being **PUT** to the **VOTE** the **AMENDMENT** was **LOST**

The result of the division was:
In favour of the motion - Cr J Fry, Cr G Hanger, Cr J Rudge
Against the Motion - Cr W Aubin, Cr B Bourke, Cr A Christian, Cr M Morse , Cr I North
Absent - Cr J Jennings
Abstain - Nil

The following AMENDMENT was MOVED

MOVED: Cr M Morse SECONDED: Cr G Hanger

That Council:

(a) support the variation to Clause 6.2 "Siting" of *Bathurst Regional Development Control Plan 2014*.

(b) as the consent authority, grant consent pursuant to Section 4.16 of the *Environmental Planning and Assessment Act 1979* to Development Application No. 2020/183, subject to conditions able to be imposed pursuant to Section 4.17 of the *Environmental Planning and Assessment Act 1979*, as amended, including but not limited to:

1. The development shall be carried out in accordance with the approved plans (including any alterations or additions marked by Council), unless as otherwise amended by the conditions of this Development Consent.

2. The external materials on the building (including walls and roof) are to be a uniform colour. The colour of the building is to be lighter and the following colours are recommended from the colourbond range or equivalent:

   a) Surfmist; or
   b) Evening Haze; or
   c) Shale Grey.

3. The cladding on the walls and roof of the proposed building is to be of traditional corrugated profile.

4. The applicant is to submit to Council, for endorsement, a Landscape Plan prepared in accordance with Chapter 13 of the *Bathurst Regional Development Control Plan 2014*, prior to the issue of any Construction Certificate.

   The landscaping must screen the shed from Gilmour Street and Lot 61 DP 816507 (72 Gilmour Street). The vegetation is to be fast growing, evergreen and a mature planting.

   Council is to certify that the Landscape Plan is in accordance with *Bathurst Regional Development Control Plan 2014*, prior to the issue of any Construction Certificate.

5. During the carrying out of the proposed works, if any archaeological remains are discovered, the developer is to stop works immediately and notify the Heritage Division, NSW Office of Environment & Heritage. Any such find is to be dealt with appropriately and in accordance with the Heritage Act 1977, recorded, and details given to Council prior to the continuing of works.

   NOTE 1: A Section 140 Permit will need to be obtained to disturb archaeological relics. This permit is to be obtained from the Department of Premier & Cabinet (Heritage), prior to the disturbance of the archaeological relics.

6. Erosion and sediment control measures are to be established prior to commencement of construction and maintained to prevent silt and sediment escaping the site or producing erosion. This work must be carried out and maintained in accordance with the Landcom Soils and Construction Volume 1 – "The Blue Book" OR the International Erosion Control Association Requirements.

   NOTE 1: All erosion and sediment control measures must be in place prior to earthworks commencing and implemented for the duration of the construction. Copies of the above guidelines are available from Council's Environmental, Planning & Building Services Department.

7. The shed is not to be used for residential purposes.

8. Call a division

On being **PUT** to the **VOTE** the **AMENDMENT** was **LOST**

The result of the division was:
In favour of the motion - Cr M Morse,
Against the Motion - Cr W Aubin, Cr B Bourke, Cr A Christian, Cr J Fry, Cr G Hanger, , Cr I North, Cr Jacqui Rudge
Absent - Cr J Jennings
Abstain - Nil

The original **MOTION** was then put.

MOVED: Cr I North SECONDED: Cr W Aubin

That Council:

(a) support the variation to Clause 6.2 "Siting" of *Bathurst Regional Development Control Plan 2014*.

(b) as the consent authority, grant consent pursuant to Section 4.16 of the *Environmental Planning and Assessment Act 1979* to Development Application No. 2020/183, subject to conditions able to be imposed pursuant to Section 4.17 of the *Environmental Planning and Assessment Act 1979*, as amended, including but not limited to:

1. The development shall be carried out in accordance with the approved plans (including any alterations or additions marked by Council), unless as otherwise amended by the conditions of this Development Consent.

2. The external materials on the building (including walls and roof) are to be a uniform colour. The colour of the building is to be lighter and the following colours are recommended from the colourbond range or equivalent:

   a) Surfmist; or
   b) Evening Haze; or
   c) Shale Grey.

3. The cladding on the walls and roof of the proposed building is to be of traditional corrugated profile.

4. The applicant is to submit to Council, for endorsement, a Landscape Plan prepared in accordance with Chapter 13 of the *Bathurst Regional Development Control Plan 2014*, prior to the issue of any Construction Certificate.

   The landscaping must screen the shed from Gilmour Street and Lot 61 DP 816507 (72 Gilmour Street). The vegetation is to be fast growing, evergreen and a mature planting.

   Council is to certify that the Landscape Plan is in accordance with *Bathurst Regional Development Control Plan 2014*, prior to the issue of any Construction Certificate.

5. During the carrying out of the proposed works, if any archaeological remains are discovered, the developer is to stop works immediately and notify the Heritage Division, NSW Office of Environment & Heritage. Any such find is to be dealt with appropriately and in accordance with the Heritage Act 1977, recorded, and details given to Council prior to the continuing of works.

   NOTE 1: A Section 140 Permit will need to be obtained to disturb archaeological relics. This permit is to be obtained from the Department of Premier & Cabinet (Heritage), prior to the disturbance of the archaeological relics.

6. Erosion and sediment control measures are to be established prior to commencement of construction and maintained to prevent silt and sediment escaping the site or producing erosion. This work must be carried out and maintained in accordance with the Landcom Soils and Construction Volume 1 – "The Blue Book" OR the International Erosion Control Association Requirements.

   NOTE 1: All erosion and sediment control measures must be in place prior to earthworks commencing and implemented for the duration of the construction. Copies of the above guidelines are available from Council's Environmental, Planning & Building Services Department.

7. The shed is not to be used for residential purposes without Council's consent.

8. The shed is not to be used for commercial or industrial purposes or the storage of goods associated with commercial or industrial undertaking.
9. That the owner be asked to consider removal of the container currently on the property.
10. Call a division

On being **PUT** to the **VOTE** the **MOTION** was **CARRIED**

The result of the division was:
In favour of the motion - Cr W Aubin, Cr B Bourke, Cr A Christian, Cr I North,
Against the Motion - Cr J Fry, Cr G Hanger, Cr M Morse, Cr Jacqui Rudge
Absent - Cr J Jennings
Abstain - Nil

The Mayor Cr B Bourke used his casting vote to vote in favour on the motion.

8.2.5 MODIFICATION OF DA 2018/367 – DEMOLITION AND RECONSTRUCTION OF EXISTING DWELLING WITH NEW ADDITIONS, SECONDARY DWELLING, GARAGE, POOL AT 277 HOWICK STREET, BATHURST. APPLICANT: MR D & MRS R BEDWELL. OWNER: MR D & MRS R BEDWELL

File No: 2018/367

MINUTE

RESOLUTION NUMBER: ORD2020-233

MOVED: Cr I North SECONDED: Cr J Fry

RESOLVED:

That Council:

(a) as the consent authority, grant consent pursuant to Section 4.16 of the Environmental Planning and Assessment Act 1979 to the modification to Development Application No. 2018/367, subject to conditions able to be imposed pursuant to Section 4.17 of the Environmental Planning and Assessment Act 1979, as amended and including conditions to the effect that:

(i) the existing chimney is to be retained, or if necessary, be reconstructed to its original design using the original bricks.

(b) call a division.

On being **PUT** to the **VOTE** the **MOTION** was **CARRIED**

The result of the division was:
In favour of the motion - Cr W Aubin, Cr B Bourke, Cr A Christian, Cr J Fry, Cr G Hanger, Cr M Morse, Cr I North, Cr J Rudge
Against the Motion - nil
Absent - Cr J Jennings
Abstain - Nil

8.2.6 DEVELOPMENT APPLICATION 2019/361 - DEMOLITION OF 2 EXISTING DWELLINGS, 4 LOT RESIDENTIAL SUBDIVISION, BOUNDARY ADJUSTMENT, ERECTION OF 2 NEW EXHIBITION HOMES, 78 & 82 SYDNEY RD & 15 BOYD ST KELSO; OWNER: MR J MASSIH; APPLICANT: RAWSON COMMUNITIES

File No: 2019/361

MINUTE

RESOLUTION NUMBER: ORD2020-234

MOVED: Cr I North SECONDED: Cr W Aubin

RESOLVED:
That Council

(a) as the consent authority, grant consent pursuant to Section 4.16 of the *Environmental Planning and Assessment Act 1979* to Development Application No. 2019/361, subject to conditions able to be imposed pursuant to Section 4.17 of the *Environmental Planning and Assessment Act 1979*, as amended, including but not limited to:

(i) Prior to the commencement of demolition, the developer is to submit to Council two (2) separate electronic copies of a photographic record, one for Council's records and one for the Bathurst & District Historical Society. The photographic record is to be prepared in accordance with the guidelines for the photographic recording of sites for which approval has been granted for the works.

This is to include full set of measured drawings (floor plan and elevation) inclu ding schedule of external materials for the dwelling known as 78 Sydney Road .

(ii) During the carrying out of the proposed works, if any archaeological remains are discovered, the developer is to stop works immediately and notify the Heritage Division, NSW Office of Environment & Heritage. Any such find is to be dealt with appropriately and in accordance with the Heritage Act 1977, recorded, and details given to Council prior to the continuing of works.

NOTE 1: A Section 140 Permit will need to be obtained to disturb archaeological relics. This permit is to be obtained from the Department of Premier & Cabinet (Heritage), prior to the disturbance of the archaeological relics.

(iii) Demolition is not to commence until a Construction Certificate has been is sued for the proposed infill replacement dwelling.

(iv) Any materials suitable for reuse should be recovered and recycled wherev

er possible. A schedule of materials to be salvaged is to be provided to Co uncil for approval prior to the commencement of demolition.

(b) call a division.

On being **PUT** to the **VOTE** the **MOTION** was **CARRIED**

The result of the division was:
In favour of the motion - Cr W Aubin, Cr B Bourke, Cr A Christian, Cr J Fry, Cr G Hanger, Cr M Morse, Cr I North, Cr J Rudge
Against the Motion - nil
Absent - Cr J Jennings
Abstain - Nil

8.2.7 DEVELOPMENT APPLICATION 2020/95 - ADDITIONS AND ALTERATIONS TO OXFORD HOTEL, 166-170 WILLIAM STREET BATHURST; OWNER: LION MAJESTIC PTY LTD; APPLICANT:GROUP ARCHITECTS PTY LTD

File No: 2020/95

MINUTE

RESOLUTION NUMBER: ORD2020-235

MOVED: Cr W Aubin SECONDED: Cr G Hanger

RESOLVED:
That Council:

(a) That Council defer determination of DA 2020/95 pending submission of a parking study that demonstrates adequate parking can be provided on the premises.

(b) call a division.

On being **PUT** to the **VOTE** the **MOTION** was **CARRIED**

The result of the division was:
In favour of the motion - Cr W Aubin, Cr B Bourke, Cr A Christian, Cr J Fry, Cr G Hanger, Cr M Morse, Cr I North, Cr J Rudge
Against the Motion - nil
Absent - Cr J Jennings
Abstain - Nil

8.2.8 DEVELOPMENT APPLICATION 2020/220 - SHED AT 6 IRONBARK CLOSE, KELSO. APPLICANT: T MOORE. OWNER: S BUCKLEY AND T MOORE

File No: 2020/220

MINUTE

RESOLUTION NUMBER: ORD2020-236

MOVED: Cr I North SECONDED: Cr W Aubin

RESOLVED:
That Council:

(a) as the consent authority, grant consent pursuant to Section 4.16 of the Environmental Planning and Assessment Act 1979 to Development Application No. 2020/143, subject to conditions able to be imposed pursuant to Section 4.17 of the Environmental Planning and Assessment Act 1979, as amended and including conditions to the effect that:

(i) The shed is not to be used for commercial or industrial purposes

(ii) The shed is not to be used for human occupation under any circumstances

(b) notify those that made submissions of its decision; and

(c) call a division.

On being **PUT** to the **VOTE** the **MOTION** was **CARRIED**

The result of the division was:
In favour of the motion - Cr W Aubin, Cr B Bourke, Cr A Christian, Cr J Fry, Cr G Hanger, Cr I North
Against the Motion - Cr M Morse, Cr J Rudge
Absent - Cr J Jennings
Abstain - Nil

8.2.9 DOORS OPEN! CAMPAIGN UPDATE

File No: 20.00071

MINUTE

RESOLUTION NUMBER: ORD2020-237

MOVED: Cr I North SECONDED: Cr W Aubin

RESOLVED:

That the information be noted

8.3.1 STATEMENT OF INVESTMENTS

File No: 16.00001

MINUTE

RESOLUTION NUMBER: ORD2020-238

MOVED: Cr J Fry SECONDED: Cr W Aubin

RESOLVED:

That the information be noted.

8.3.2 MONTHLY REVIEW - 2020/2024 DELIVERY PLAN AND OPERATIONAL PLAN 2020/2021

File No: 16.00167

MINUTE

RESOLUTION NUMBER: ORD2020-239

MOVED: Cr M Morse SECONDED: Cr W Aubin

RESOLVED:

That the information be noted.

8.3.3 SUNDRY SECTION 356 DONATIONS, BATHURST MEMORIAL ENTERTAINMENT CENTRE COMMUNITY USE SUBSIDY AND MOUNT PANORAMA FEE SUBSIDY

File No: 18.00004

MINUTE

RESOLUTION NUMBER: ORD2020-240

MOVED: Cr A Christian SECONDED: Cr I North

RESOLVED:
That the information be noted and any additional expenditure be voted.

8.3.4 POWER OF ATTORNEY

File No: 11.00007

MINUTE

RESOLUTION NUMBER: ORD2020-241

MOVED: Cr W Aubin SECONDED: Cr J Fry

RESOLVED:

That the information be noted.

8.3.5 REQUEST FOR REFUND OF APPLICATION FEES - DEVELOPMENT APPLICATION NO. 2020/245 - RETAINING WALL AT LOT 239, DP 750357, 417 CONROD STRAIGHT, MOUNT PANORAMA

File No: 2020/245

MINUTE

RESOLUTION NUMBER: ORD2020-242

MOVED: Cr J Fry SECONDED: Cr W Aubin

RESOLVED:
That Council not approve the Bathurst Light Car Club's request for refund of development application fees for DA 2020/245.

8.3.6 COVID-19 PROTOCOLS FOR SPORTING EVENTS (NON-COUNCIL)

File No: 14.00764

MINUTE

RESOLUTION NUMBER: ORD2020-243

MOVED: Cr I North SECONDED: Cr A Christian

RESOLVED:
That the information be noted.

8.3.7 UPDATE DELEGATIONS REGISTER

File No: 41.00088

MINUTE

RESOLUTION NUMBER: ORD2020-244

MOVED: Cr W Aubin SECONDED: Cr I North

RESOLVED:
That Council adopt the updated delegations register.

8.3.8 CODE OF CONDUCT

File No: 11.00024

MINUTE

RESOLUTION NUMBER: ORD2020-245

MOVED: Cr A Christian SECONDED: Cr I North

RESOLVED:

That Council:

(a) Adopt the new Model Code of Conduct and Procedures.

(b) Adopt the Procedures for the Administration of the Code of Conduct

(c) Increase the current cap on the value of gifts from $50 to $100.

(d) Adopt the additional Council Criteria contained in Addendum A of the previous Council adopted version of the Procedures for the Administration of the Code of Conduct as an addendum to the new Procedures for the Administration of the Code of Conduct.

8.3.9 STATEMENT BY COUNCIL ON FINANCIAL REPORTS

File No: 16.00137, 41.00089

MINUTE

RESOLUTION NUMBER: ORD2020-246

MOVED: Cr M Morse SECONDED: Cr G Hanger

RESOLVED:

That Council:

(a) refer the draft Financial Statements to Council's auditors, Audit Office of NSW, for audit;

(b) sign the Certificates with respect to the General Purpose Financial Statements and the Special Purpose Financial Statements for the year ended 30 June 2020;

(c) adopt the Accounting Policies shown in the financial reports.

8.3.10 REQUEST FOR FINANCIAL ASSISTANCE - BATHURST DISTRICT CRICKET ASSOCIATION

File No: 18.00104

MINUTE

RESOLUTION NUMBER: ORD2020-247

MOVED: Cr I North SECONDED: Cr A Christian

RESOLVED:
That

(a) Council note that the 2020/2021 Parks and Gardens Active Spaces Community Groups User Fees for the Bathurst District Cricket Association has been waived, refer to Mayoral Minute 16.09.2020; and

(b) The Bathurst District Cricket Association be invited to make a further application for years two to five of their proposals once their cost reduction measures have been quantified and realised.

8.3.11 REQUEST FOR FINANCIAL ASSISTANCE - EARLYSTART KELSO PRESCHOOL AND FAMILY CENTRE

File No: 18.00004

MINUTE

RESOLUTION NUMBER: ORD2020-248

MOVED: Cr I North SECONDED: Cr J Fry

RESOLVED:

That Council make available a $25,000 loan to the Early Start Kelso Preschool and Family Centre over a 5 year period, in accordance with Council's Donations - Section 356 Policy.

8.4.1 WATER SECURITY UPDATE

File No: 32.00017

MINUTE

RESOLUTION NUMBER: ORD2020-249

MOVED: Cr W Aubin SECONDED: Cr A Christian

RESOLVED:
That the information be noted.

8.5.1 BATHURST RAIL MUSEUM - SIX MONTH UPDATE

File No: 21.00120

MINUTE

RESOLUTION NUMBER: ORD2020-250

MOVED: Cr I North SECONDED: Cr A Christian

RESOLVED:
That the information be noted.

8.5.2 REVIEW OF FAMILY DAY CARE EDUCATOR ADVANCES POLICY

File No: 11.00008, 41.00089

MINUTE

RESOLUTION NUMBER: ORD2020-251

MOVED: Cr I North SECONDED: Cr W Aubin

RESOLVED:

That Council adopt the updated Family Day Care Educator Advances Policy, as outlined in the report.

8.5.3 DESTINATION BRAND IMPLEMENTATION AND DESTINATION MANAGEMENT PLAN - QUARTERLY REPORT

File No: 20.00299

MINUTE

RESOLUTION NUMBER: ORD2020-252

MOVED: Cr W Aubin SECONDED: Cr G Hanger

RESOLVED:

That the information be noted.

9 REPORTS OF OTHER COMMITTEES

9.1 TRAFFIC COMMITTEE REPORT - 1 SEPTEMBER 2020

File No: 07.00006

MINUTE

RESOLUTION NUMBER: ORD2020-253

MOVED: Cr W Aubin SECONDED: Cr M Morse

RESOLVED:

That the recommendations of the Traffic Committee Meeting of Bathurst Regional Council held on 1 September 2020 be adopted.

10NOTICES OF MOTION

10.1 Local Health District and Bathurst Health Service

File No: 18.00035-04

MINUTE

RESOLUTION NUMBER: ORD2020-254

MOVED: Cr W Aubin SECONDED: Cr I North

RESOLVED:

That Council:

(a) Commend the Local Health District and Bathurst Health Service for its response to the covid19 pandemic;

(b) Acknowledge the professionalism and dedication of the workforce of the Bathurst Health Service;

(c) Encourage the Local Health District to finalise its infrastructure planning, integrate that planning with the planning of other agencies, including Council, and private sector entities;

(d) Request the NSW Government prepare and publish a long term capital works plan for health infrastructure for the region;

(e) Commence urgent discussions with the Local Health District and NSW Government over a three hub referral network model that elevates Bathurst to the same status as Orange and Dubbo within the Local Health District framework;

(f) Commence discussions with Lithgow City Council on its preferred local health district model;

(g) Urge the Local Health District to abandon its proposed emergency orthopaedic service in favour of one that leads to a full time permanent orthopaedic service in Bathurst and prioritises Bathurst based staff to work within the community of Bathurst; and

(h) Request that the Local Health District guarantee the continuity of services at Daffodil Cottage and for mental health for the community of Bathurst.

MOVED: Cr A Christian SECONDED: Cr I North

RESOLVED:

That Council grant an extension of time to Cr Aubin.

11 RESCISSION MOTIONS

11.1 NOTICE OF RESCISSION OF MOTION

File No: 2019/367-05/019

Cr J Fry declared a Non- Pecuniary, non- significant interest in this item and remained in the chamber.

Reason: A cousin of the Councillor owns a property in Stewart Street opposite the proposed development.

MINUTE

RESOLUTION NUMBER: ORD2020-255

MOVED: Cr A Christian SECONDED: Cr M Morse

RESOLVED:

That Council: rescind the following motion from the Ordinary Council Meeting held 19 August 2020 Item 7.2.8

That Council:

(a) not support the application for modification of Development Consent No 2019/367 to delete condition No 5 relating to access onto Howick Street and,

(b) as the consent authority, refuse consent pursuant to Section 4.16 of the Environmental Planning and Assessment Act 1979 to the modification of Development Application No 2019/367, for the following reason:

- The development has the potential to impact on the safety, efficiency and effective and ongoing operation and function of the intersection of Howick and Stewart Streets.

(c) call a division

On being **PUT** to the **VOTE** the **MOTION** was **CARRIED**

The result of the division was:
In favour of the motion - Cr B Bourke, Cr A Christian, Cr M Morse , Cr I North
Against the Motion - Cr W Aubin, Cr J Fry, Cr G Hanger, Cr J Rudge
Absent - Cr J Jennings
Abstain - Nil

The Mayor Cr B Bourke used his casting vote to vote in favour of the motion.

11.2 THIS ITEM WILL BE WITHDRAWN IF THE RESCISSION MOTION IS LOST. MODIFICATION DEVELOPMENT APPLICATION 2019/367 – DEMOLITION AND CONSTRUCTION OF FAST FOOD RESTAURANT (TACO BELL) AT 103 & 105 STEWART ST. APPLICANT: McDUCK PROPERTIES . OWNER JB GULLIFER

File No: 2019/367

Cr J Fry declared a Non - Pecuniary non-significant interest in this item and remained in the chamber.

Reason: A cousin of the Councillor owns a property in Stewart Street opposite the proposed development.

MINUTE

RESOLUTION NUMBER: ORD2020-256

MOVED: Cr A Christian SECONDED: Cr I North

RESOLVED:
That Council:

(a) support the application for modification of Development Consent No 2019/367 to delete condition No 5 relating to access onto Howick Street and,

(b) as the consent authority, grant consent pursuant to Section 4.16 of the Environmental Planning and Assessment Act 1979 to the modification of Development Application No. 2019/367,

- The development has the potential to impact on the safety, efficiency and effective and ongoing operation and function of the intersection of Howick and Stewart Streets.

(c) call a division.

On being **PUT** to the **VOTE** the **MOTION** was **CARRIED**

The result of the division was:
In favour of the motion - Cr B Bourke, Cr A Christian, Cr M Morse , Cr I North
Against the Motion - Cr W Aubin, Cr J Fry, Cr G Hanger, Cr J Rudge
Absent - Cr J Jennings
Abstain - Nil

The Mayor Cr B Bourke used his casting vote to vote in favour of the motion

12COUNCILLORS / DELEGATES REPORTS

12.1 MINUTES - BATHURST COMMUNITY SAFETY COMMITTEE

File No: 07.00107

MINUTE

RESOLUTION NUMBER: ORD2020-257

MOVED: Cr I North SECONDED: Cr W Aubin

RESOLVED:
That the information be noted.

12.2 MINUTES - BATHURST REGIONAL YOUTH COUNCIL - 28 JULY 2020

File No: 11.00020

MINUTE

RESOLUTION NUMBER: ORD2020-258

MOVED: Cr M Morse SECONDED: Cr W Aubin

RESOLVED:
That the information be noted.

12.3 COUNCILLORS MEETINGS WITH COMMUNITY GROUPS/WORKING PARTIES HELD 12 AUGUST 2020

File No: 11.00019

MINUTE

RESOLUTION NUMBER: ORD2020-259

MOVED: Cr I North SECONDED: Cr W Aubin

RESOLVED:

That the information be noted.

13 RESOLVE INTO CONFIDENTIAL COMMITTEE OF THE WHOLE TO DEAL WITH CONFIDENTIAL REPORTS

MINUTE

RESOLUTION NUMBER:

MOVED: Cr I North SECONDED: Cr A Christian

The Mayor invited members of the public to make submissions on whether the matter/s should or should not be dealt with in Confidential Committee.

There were no representation from the public.

RESOLVED:
That:

(a) Council resolve into closed Council to consider business identified, together with any late reports tabled at the meeting.

(b) Pursuant to section 10A(1)-(3) of the Local Government Act 1993, the media and public be excluded from the meeting on the basis that the business to be considered
is classified confidential under the provisions of section 10A(2) as outlined above.

(c) Correspondence and reports relevant to the subject business be withheld from access.

In accordance with the Local Government Act 1993 and the Local Government (General)
Regulation 2005:

1. In accordance with Section 9(2A) of the Local Government Act 1993, it is the opinion of the General Manager that the following business is of a kind as referred to in section 10A(2) of the Act and should be dealt with in a part of the meeting closed to the media and public.

2. In accordance with Section 10B(1) it is considered that discussion of the matter in open meeting, would on balance, be contrary to the public interest.

3. In accordance with Section 10A(4) members of the public are invited to make representations to the Council as to whether the matters should or should not be dealt with in Confidential Committee.

13.1 DIRECTOR CORPORATE SERVICES AND FINANCE'S REPORT

13.1.1 PROPOSED NEW COMMERCIAL LEASE AT PART LOT 193 DP821845 KNOWN AS OLD RAGLAN SCHOOL HALL AT 58 CHRISTIE STREET, RAGLAN

Reason: 10A (2) (d) (i) Contains commercial information of a confidential nature that would, if disclosed, prejudice the commercial position of the person who supplied it. Discussion of the matter in open council would, on balance, be contrary to the public interest as it would prejudice the commercial position of the person who supplied it.

This item relates to the proposed new commercial least at part Lot 193 in DP821845 known as Old Raglan School Hall at 58 Christie Street

File No: **22.00876-03**

MINUTE

RESOLUTION NUMBER: CONF2020-66

MOVED: Cr I North SECONDED: Cr W Aubin

RESOLVED:
That Council approves entering into a new commercial lease agreement for part Lot 193 in DP821845, known as Old Raglan School Hall at 58 Christie Street, as detailed in the report.

13.1.2 VARIATION TO BATHURST 1000 MOTOR RACING EVENT AGREEMENT DUE TO COVID-19

Reason: 10A (2) (c) Contains commercial information of a confidential nature that would, if disclosed, confer a commercial advantage on a person with whom the Council is conducting (or proposes to conduct) business, and Commercial information of a confidential nature that would, if disclosed, (i) prejudice the commercial position of the person who supplied it, (ii) confer a commercial advantage on a competitor of the Council.

This item relates to the request from Supercars Australia to waive the track hire fee for the 2020 Bathurst 1000 event.

MINUTE

RESOLUTION NUMBER: CONF2020-67

MOVED: Cr I North SECONDED: Cr W Aubin

RESOLVED:
That Council act in accordance with the recommendations of this report.

13.1.3 REQUEST FOR FINANCIAL ASSISTANCE - BATHURST TENNIS CENTRE

Reason: 10A (2) (d) (i) Contains commercial information of a confidential nature that would, if disclosed, prejudice the commercial position of the person who supplied it. Discussion of the matter in open council would, on balance, be contrary to the public interest as it would prejudice the commercial position of the person who supplied it.

This item relates to the proposal to waive rent for the Bathurst Tennis Club.

MINUTE

RESOLUTION NUMBER: CONF2020-68

MOVED: Cr I North SECONDED: Cr G Hanger

RESOLVED:
That Council:

(a) approve a 100% rent waiver for the month of April 2020; and

(b) approve a 50% rent waiver commencing from the month of May 2020, and for each subsequent month that Mr & Mrs Mitton remain eligible as defined by the National Cabinet Mandatory Code of Conduct – SME Commercial Leasing Principles Code; and

(c) reassesses this decision at the end of December 2020.

13.1.4 CATHOLIC DIOCESE OF BATHURST - FOOTPATH SURROUNDING THE CATHEDRAL OF ST MICHAEL & ST JOHN

Reason: 10A (2) (d) (ii) Contains commercial information of a confidential nature that would, if disclosed, confer a commercial advantage on a competitor of the council. Discussion of the matter in open council would, on balance, be contrary to the public interest as it would prejudice the commercial position of the Council.

This item relates to discussions with the Catholic Diocese concerning the requirement to restore footpaths outside the Cathedral in William and Keppel Streets.

Cr M Morse declared non - pecuniary significant interest and left the chamber.

Reason: Cr Morse is a committee member of the Cathedral Restoration Committee.

MINUTE

RESOLUTION NUMBER: CONF2020-69

MOVED: Cr G Hanger SECONDED: Cr J Rudge

RESOLVED:

That Council act in accordance with Option 6 as detailed in the report, with Council staff to undertake the work.

13.2 DIRECTOR ENGINEERING SERVICE'S REPORT

13.2.1 TENDER FOR REGIONAL COLLECTION & DISPOSAL OF USED MOTOR OIL – NETWASTE TENDER

Reason: 10A (2) (d) (i) Contains commercial information of a confidential nature that would, if disclosed, prejudice the commercial position of the person who supplied it. Discussion of the matter in open council would, on balance, be contrary to the public interest as it would prejudice the commercial position of the person who supplied it.

This item relates to the proposal with NetWaste to engage a contractor for the collection and disposal of used motor oil.

MINUTE

RESOLUTION NUMBER: CONF2020-70

MOVED: Cr A Christian SECONDED: Cr I North

RESOLVED:

That Council act in accordance with the Director Engineering Services' report.

13.2.2 PROPOSED ROAD WIDENING AND LAND ACQUISITION AFFECTING LOT 2 IN DP1170456, LOT 104 IN DP1208454 AND LOT 126 IN DP750394 - OPHIR ROAD, DUNKELD

Reason: 10A (2) (d) (i) Contains commercial information of a confidential nature that would, if disclosed, prejudice the commercial position of the person who supplied it. Discussion of the matter in open council would, on balance, be contrary to the public interest as it would prejudice the commercial position of the person who supplied it.

This item relates to the proposal for road widening and land acquisition for the replacement of the Ophir Road bridge crossing of Evans Plains Creek at Dunkeld.

MINUTE

RESOLUTION NUMBER: CONF2020-71

MOVED: Cr G Hanger SECONDED: Cr I North

RESOLVED:

That Council:

(a) approve the proposed road widening affecting Lot 2 in DP1170456, Lot 104 in DP1208454 and Lot 126 in DP750394 at Ophir Road, Dunkeld and dedicate the road to the public.

(b) approve the terms proposed as detailed in the Director Engineering Services' report

13.2.3 EXPRESSION OF INTEREST – THE JUNKTION REUSE AND RECOVERY CENTRE LOCATED ON LOT 20 DP 1119593, KNOWN AS 357 COLLEGE RD ORTON PARK

Reason: 10A (2) (d) (i) Contains commercial information of a confidential nature that would, if disclosed, prejudice the commercial position of the person who supplied it. Discussion of the matter in open council would, on balance, be contrary to the public interest as it would prejudice the commercial position of the person who supplied it.

This item relates to the proposal to enter into a new lease agreement.

MINUTE

RESOLUTION NUMBER: CONF2020-72

MOVED: Cr G Hanger SECONDED: Cr W Aubin

RESOLVED:
That Council enters into a new Lease agreement with Hope Bathurst Incorporated, trading as Hope Care The Junktion (Hope Care), for a period of five (5) years with the option for an extension for a further five (5) years as detailed in the report.

13.2.4 TENDER FOR STORMWATER DRAINAGE PIPES

Reason: 10A (2) (d) (i) Contains commercial information of a confidential nature that would, if disclosed, prejudice the commercial position of the person who supplied it. Discussion of the matter in open council would, on balance, be contrary to the public interest as it would prejudice the commercial position of the person who supplied it.

This item relates to the proposed tender for the supply and delivery of concrete stormwater drainage pipes.

MINUTE

RESOLUTION NUMBER: CONF2020-73

MOVED: Cr I North SECONDED: Cr W Aubin

RESOLVED:
That Council accept the tender from Holcim Australia Pty Ltd for supply of stormwater drainage pipes, headwalls and lintels, to 31 December 2022.

14 RESOLVE INTO OPEN COUNCIL

MINUTE

RESOLUTION NUMBER: ORD2020-260

MOVED: Cr J Rudge SECONDED: Cr I North

RESOLVED: That Council resume open Council.

15 ADOPT REPORT OF THE COMMITTEE OF THE WHOLE

MOVED: Cr I North SECONDED: Cr A Christian

RESOLVED:

That the Report of the Committee of the Whole, resolution numbers Conf2020-66 to Conf2020-73 be adopted.

16MEETING CLOSE

MINUTE

The Meeting closed at 9:25.

CHAIR:

BATHURST REGIONAL COUNCIL

Bathurst Regional Council
PMB 17
158 Russell Street
BATHURST NSW 2795
Telephone: 02 6333 6111
Fax: 02 6331 7211
Email: council@bathurst.nsw.gov.au

Important Notice!

This map is not a precise survey document. Accurate locations can only be determined by a survey on the ground.

N

Drawn By:	David Luck
Date:	21/10/2020
Projection:	GDA94 / MGA zone 55
Map Scale:	1:7500 @ A4

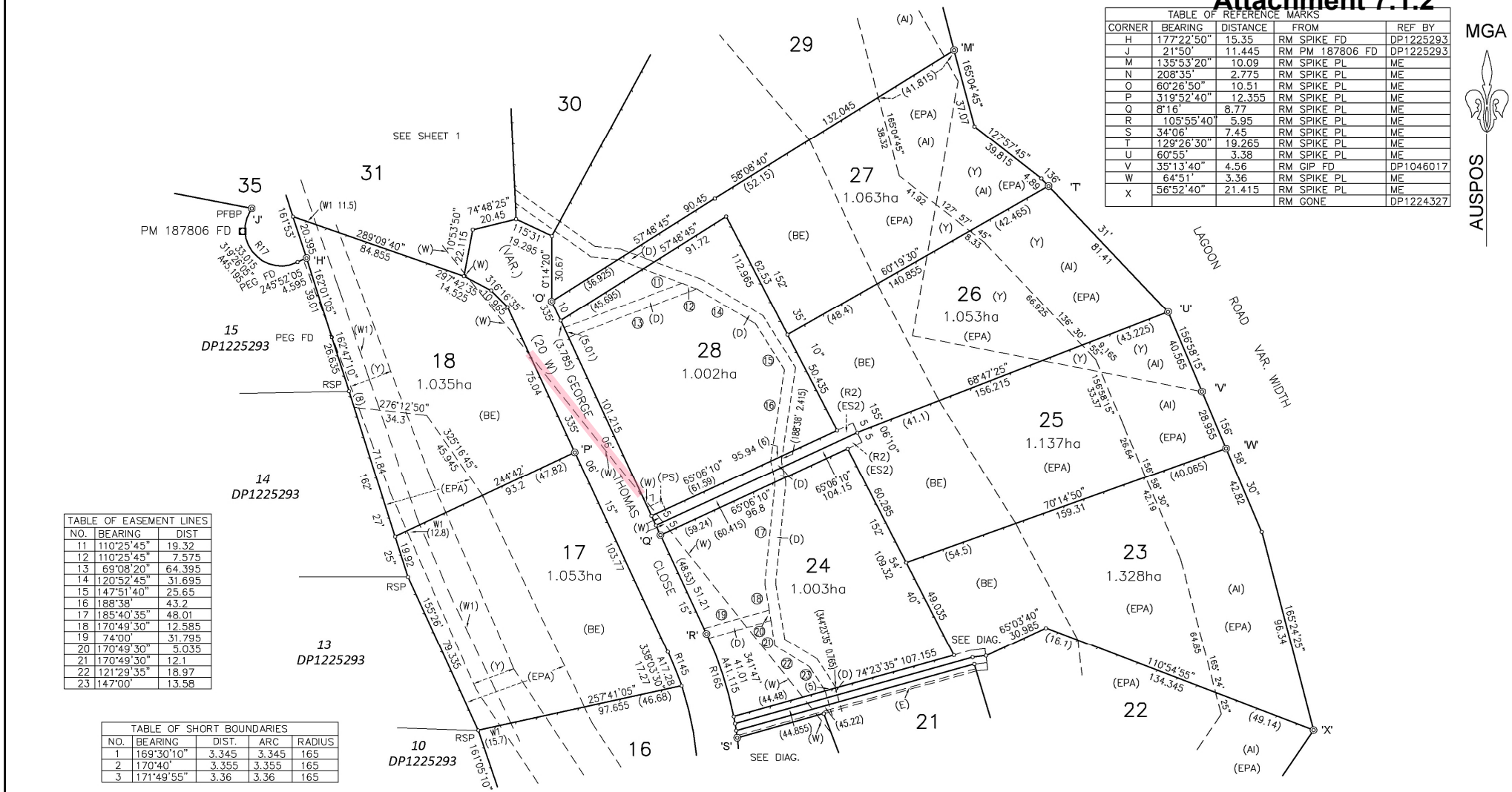
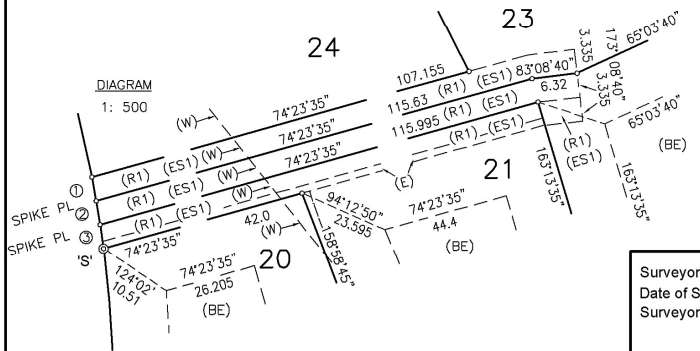


TABLE OF REFERENCE MARKS				
CORNER	BEARING	DISTANCE	FROM	REF BY
H	177°22'50"	15.35	RM SPIKE FD	DP1225293
J	21°50'	11.445	RM PM 187806 FD	DP1225293
M	135°53'20"	10.09	RM SPIKE PL	ME
N	208°35'	2.775	RM SPIKE PL	ME
O	60°26'50"	10.51	RM SPIKE PL	ME
P	319°52'40"	12.355	RM SPIKE PL	ME
Q	8°16'	8.77	RM SPIKE PL	ME
R	105°55'40"	5.95	RM SPIKE PL	ME
S	34°06'	7.45	RM SPIKE PL	ME
T	129°26'30"	19.265	RM SPIKE PL	ME
U	60°55'	3.38	RM SPIKE PL	ME
V	35°13'40"	4.56	RM GIP FD	DP1046017
W	64°51'	3.36	RM SPIKE PL	ME
X	56°52'40"	21.415	RM SPIKE PL	ME
			RM GONE	DP1224327

TABLE OF EASEMENT LINES		
NO.	BEARING	DIST
11	110°25'45"	19.32
12	110°25'45"	7.575
13	69°08'20"	64.395
14	120°52'45"	31.695
15	147°51'40"	25.65
16	188°38'	43.2
17	185°40'35"	48.01
18	170°49'30"	12.585
19	74°00'	31.795
20	170°49'30"	5.035
21	170°49'30"	12.1
22	121°29'35"	18.97
23	147°00'	13.58

TABLE OF SHORT BOUNDARIES				
NO.	BEARING	DIST.	ARC	RADIUS
1	169°30'10"	3.345	3.345	165
2	170°40'	3.355	3.355	165
3	171°49'55"	3.36	3.36	165

DIAGRAM
1: 500



(W) – EASEMENT FOR WATER SUPPLY OVER EXISTING LINE OF PIPES (APPROXIMATE POSITION) (DP1075085)

(WL) – EASEMENT FOR WATER SUPPLY OVER EXISTING LINE OF PIPES (APPROXIMATE POSITION) (DP1224327)

NOTE: ALL FENCING IS NEW GRIPLOCK 1P UNLESS OTHERWISE NOTED

(D) EASEMENT FOR DRAINAGE OF WATER 5 WIDE
(PS) – EASEMENT FOR MULTI–PURPOSE ELECTRICAL INSTALLATION 4.2 WIDE
(E) – EASEMENT FOR UNDERGROUND POWERLINES 1 WIDE
(R1) – RIGHT OF ACCESS 3.335 WIDE
(R2) – RIGHT OF ACCESS 5 WIDE
(ES1) – EASEMENT FOR SERVICES 3.335 WIDE
(ES2) – EASEMENT FOR SERVICES 5 WIDE
(W1) – EASEMENT FOR WATER SUPPLY OVER EXISTING LINE OF PIPES (APPROXIMATE POSITION)
(BE) – RESTRICTION ON THE USE OF LAND – BUILDING ENVELOPE
(EPA) – RESTRICTION ON THE USE OF LAND – ENVIRONMENTAL PROTECTION AREA
(AI) – RESTRICTION ON THE USE OF LAND – AGRICULTURAL INTERFACE (40 WIDE)
(Y) LAND EXCLUDES MINERALS – SEE CROWN GRANT(S)

Surveyor: DAVID ALFRED BROOKS Date of Survey: 19/06/2020 Surveyor's Ref: 21935	PLAN OF SUBDIVISION OF LOTS 35 & 36 IN DP1252324	LGA: BATHURST REGIONAL Locality: THE LAGOON Subdivision No: Lengths are in metres. Reduction Ratio 1:1250	Registered:

David Sherley

From: [redacted]
Sent: Tuesday, 20 October 2020 4:51 PM
To: Cr Bobby Bourke
Cc: Darren Sturgiss; David Sherley; Erin Fitzpatrick
Subject: Urgent - Easement Admin Error - Apsleyviews Estate, The Lagoon

Dear Bobby

Thank you for your time today.

As outlined to you, the issue with the easement is an administrative issue only. This situation has arisen due to an oversight of the surveyor who should have ensured the easement was released prior to this current development.

The commercial reality has huge implications for both me and the purchasers who have signed contracts. They are hoping to settle as soon as possible to ensure that they receive the Government Grant of $25000 for new home builders.

I appreciate that there are rules in place for Council meetings, but I really appreciate the opportunity of this being considered for tomorrow night's meeting (21st October, 2020).

Kind regards

Reg Morris
[redacted]

Sydney District and Regional Planning Panels Code of Conduct

August 2020

NSW Department of Planning, Industry and Environment | dpie.nsw.gov.au

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Contents

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Introduction

This Code of Conduct (Code) applies to all members of the Sydney District and Regional Planning Panels (panels), including:

- chairs
- state appointed members
- council nominees
- alternates acting for panel members.

The Code outlines the standards of conduct expected of panel members. It is the personal responsibility of each panel member to comply with this Code. The Code will be kept under review and will be subject to changes that may be required to reflect the experience of the implementation and operation of the panels.

Purpose of the Code

This Code sets out the minimum requirements of behaviour for panel members in carrying out their functions. The Code has been developed to assist panel members to:

a. understand the standards of conduct that are expected while carrying out the functions of a panel member
b. act honestly, ethically and responsibly
c. exercise a reasonable degree of care and diligence
d. act in a way that enhances public confidence in the integrity of the role of panels in the planning system.

As public officials, members of the panels have a particular obligation to act in the public interest. All members of the panels must:

- comply with the ethical framework for the public sector set out in the *Public Sector Employment and Management Act 2002* and the *Government Sector Employment Act 2013*
- have a clear understanding of their public duty and legal responsibilities
- act for a proper purpose and without exceeding their powers.

Application of the Model Code of Conduct for Local Councils in NSW (Model Code)

Councils are required under the *Local Government Act 1993* to adopt a code of conduct. Such codes must incorporate the provisions of the 'Model Code' prescribed under the Local Government (General) Regulation 2005.

Council's adopted code applies to, amongst others, councillors, the general manager, council staff and members of council committees. The Model Code does not apply to planning panel members. However, parts of the Model Code have been used to assist in the development of this Code, along with other relevant codes of conduct applying to members of state boards and other statutory bodies.

It is recognised that councillors and council staff may undertake functions as a member of a planning panel separate to their ordinary functions as a councillor or member of council staff. When exercising functions **as a panel member**, councillors and council staff must ensure that they comply with this Code.

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Council staff are not subject to this Code where they are responsible for:

- dealing with development matters under the *Environmental Planning and Assessment Act 1979* (EP&A Act),
- preparing assessment reports, and/or
- assisting a planning panel in the exercise of its functions.

The Model Code requires that council staff act lawfully, ethically and fairly. In relation to development decisions, council staff must ensure decisions are properly made and parties involved in the development process are dealt with fairly. People must not use their position to influence other council officials in the performance of their duties or to obtain a private benefit for themselves or for somebody else.

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Code of Conduct

1. Key principles

Integrity

1.1. You must not place yourself under any financial or other obligation to any individual or organisation that might be reasonably thought to influence you in the exercise of your functions as a planning panel member.

Leadership

1.2. You have a duty to promote and support the key principles of this Code by demonstrating leadership and maintaining and strengthening the public's trust and confidence in planning panels and their role in the planning system.

Selflessness

1.3. You have a duty to make decisions in the public interest. You must not make a decision or take action that causes or results in you obtaining:

- a financial benefit (including avoiding a financial loss), or
- other benefits for yourself, your family, friends or business interests.

Impartiality

1.4. You should make decisions on merit and in accordance with your statutory obligations when carrying out your functions as a planning panel member.

Accountability

1.5. You are accountable to the public for your decisions and actions and should consider issues on their merits, taking into account the views of others.

Openness

1.6. You have a duty to be as open as possible about your decisions and actions.

Honesty

1.7. You have a duty to act honestly and in good faith for the proper purpose.

Respect

1.8. You must treat others with respect at all times.

2. General conduct obligations

General conduct

2.1. You must not conduct yourself in carrying out your functions as a planning panel member in a manner that is likely to bring the planning panel into disrepute. Specifically, you must not act in a way that:

a. contravenes the EP&A Act[1]

b. is improper or unethical

[1] A reference to the *Environmental Planning and Assessment Act 1979* (EP&A Act) includes a reference to the Environmental Planning and Assessment Regulation 2000.

c. is an abuse of power
d. causes, comprises or involves intimidation, harassment or verbal abuse, or
e. causes, comprises or involves discrimination, disadvantage or adverse treatment.

2.2. You must act lawfully, honestly and exercise a reasonable degree of care and diligence in carrying out your functions as a planning panel member, having regard to the statutory obligations under the EP&A Act.

Fairness and equity

2.3. You must consider issues consistently, promptly, conscientiously and fairly.

2.4. You must take all relevant facts known to you, or that you should be reasonably aware of, into consideration and have regard to the particular merits of each case. You must not take irrelevant matters or circumstances into consideration when making decisions.

Making decisions and taking actions

2.5. You must ensure that decisions and actions are reasonable, fair and for the proper purpose and that parties involved in the development process are dealt with fairly.

2.6. You must ensure that no action, statement or communication between yourself and others (such as applicants, objectors, councillors and members of the public) conveys any suggestion of willingness to provide improper concessions or preferential treatment, or suggests that you are not bringing an open mind to the decision.

2.7. You should attend all briefings, meetings and other business of the planning panel as far as is possible, and allow the necessary time to prepare.

3. Conflicts of interests

General

3.1. A conflict of interests exists where there is an actual, potential, or reasonably perceived conflict between a panel member's private interests or other duties, and the impartial performance of their functions as a planning panel member.

An 'actual' conflict of interests is where there is a direct conflict between a member's duties and responsibilities and their private interests or other duties.

A 'potential' conflict of interests is where a panel member has a private interest or other duty that could conflict with their duties as a panel member in the future.

A 'reasonably perceived' conflict of interests is where a person could reasonably perceive that a panel member's private interests or other duties are likely to improperly influence the performance of their duties as a panel member, whether or not this is in fact the case.

3.2. Panel members must avoid or appropriately manage any conflicts of interests. The onus is on the individual panel member to identify a conflict of interests and take appropriate action.

3.3. Any conflicts of interests must be managed to uphold the probity of planning panel decision making. When considering whether or not a conflict of interests exists, panel members should consider how others would view their situation.

3.4. Private interests can be of two types: pecuniary or non-pecuniary.

3.5. A conflict of duties may also constitute a conflict of interest.

Management of conflicts

3.6. Where possible, the source of the conflict of interest should be removed. For example, by way of divestment of the interest / issue that is creating the conflict such as the sale of shares, or by severing the connection, for example resignation from a position in another organisation giving rise to the conflict or ceasing to provide services.

3.7. The overriding principle for managing conflicts of interests is early and complete disclosure to the chair. The onus for this disclosure lies with individual planning panel members.

3.8. Where the panel chair considers that an actual, potential or reasonably perceived conflict of interests has not been disclosed or appropriately managed by a panel member, the conflict may be considered by the chair, and wider panel if considered necessary after hearing submissions from the panel member. The chair will make a decision as to how to manage the situation, which can include determining that the panel member should step aside from the panel for that matter, and record reasons for that decision. In making the decision, the chair is to have regard to upholding the reputation of the planning panel. If a panel member fails to step aside where requested their comments or vote is not to be considered in the determination of the matter.

3.9. When the conflict of interest arises as a result of an interest of the chair, the deputy chair is to assume the chair's leadership role in the management of the conflict process.

Pecuniary interests

3.10. A pecuniary interest is an interest that a person has in a matter because of a reasonable likelihood or expectation of appreciable financial gain or loss to the person[2].

3.11. A person does not have a pecuniary interest in a matter if the interest is so remote or insignificant that it could not reasonably be regarded as likely to influence any decision that person might make[3].

3.12. A member has a pecuniary interest in a matter if the pecuniary interest is the interest of the member, the member's spouse or de facto partner or a relative[4] of the member, or a partner or employer of the member, or a company or other body of which the member, or a nominee, partner or employer of the member, is a member.

3.13. The obligation on planning panel members with respect to pecuniary interests are set out in clause 27 of Schedule 2 of the EP&A Act (attached at **Appendix A**). All planning panel members must comply with the requirements set out in this provision. In particular:

a. If a member has a pecuniary interest in a matter being considered or about to be considered at a meeting of a planning panel and the interest appears to raise a conflict with the proper performance of the member's duties in relation to the consideration of the matter, the member must, as soon as possible after the relevant facts have come to the member's attention, disclose the nature of the interest at or before a meeting of the planning panel.

b. After a member has disclosed the nature of an interest in any matter, the member must not, unless the Minister or the planning panel otherwise determines:

[2] The term 'pecuniary interests' adopted by this Code is based on the definition of that term in s.442(1) of the *Local Government Act 1993*.
[3] See s.442(2) *Local Government Act 1993* or if it is an interest referred to in s.448(a), (b), (e) or (g) of the *Local Government Act 1993*.
[4] The term 'relative' adopted by this Code is the definition of that term under s 3 of the *Local Government Act 1993*.

- be present during any deliberation of the panel with respect to the matter, or
- take part in any decision of the panel with respect to the matter.

Non-pecuniary interests

3.14. A non-pecuniary interest is a private or personal interest that a person has that may, for example, be based on a family or personal relationship, membership of an association, society or trade union or involvement or interest in an activity which may include an interest of a financial nature[5].

3.15. You should consider possible non-pecuniary interests that may arise while carrying out your duties as a planning panel member. Where possible, the source of potential conflict should be removed.

3.16. However, where this is not possible, if a member has a non-pecuniary interest in a matter and the interest appears to raise a conflict with the proper performance of the member's duties, the member must follow the procedures set out in clause 27 of schedule 2 of the EP&A Act in the same manner as if the interest was a pecuniary interest.

Conflicts of duties

3.17. A conflict of duties is a conflict between competing and incompatible public duties. For example, a conflict of duties arises where public officials hold more than one official position which requires them to address competing objectives or interests.

3.18. Panel members must ensure that any employment, business or other roles or activities they engage in will not:

a. conflict with, impair or otherwise prevent the full exercise of their functions as a planning panel member

b. involve using confidential information or resources obtained through their role as a planning panel member, or

c. discredit, bring into disrepute or disadvantage the reputation of the planning panel.

3.19. The following situations are considered to represent a conflict of duties for panel members (however this list is not exhaustive):

a. members who have current or previous involvement in a specific project, or site, that is subject of a DA for regional development, or a planning proposal that is subsequently reviewed by a planning panel, for example as a consultant,

b. councillor members where they have deliberated or voted on, or otherwise considered, a matter, and/or been present when such consideration is undertaken, in their role at council and that matter, or a related matter, subsequently comes before the panel. Matters which are considered to be related to a panel matter include, but are not limited to:

- a planning proposal for the site
- a voluntary planning agreement for the development or planning proposal
- a Masterplan for the development or planning proposal
- a Plan of Management for the development
- property matters related to the site, including leases, licences, purchase of land, disposal of land and management of lands
- legal matters related to the site, development or proposal

[5] The term 'non-pecuniary interest' as adopted by this Code is based on the meaning of that term under the Local Government Model Code of Conduct.

- consideration on whether to make a submission to the panel on a DA for regional development

c. council staff members that have:

- presented, or been present at a council meeting, that considers an assessment report for the planning panel, or a related matter as per section 3.19(b)
- been directly or indirectly involved in the preparation of the assessment report for the planning panel
- approved agenda items for reporting to council meetings or have been a signatory to correspondence in relation to matters that may come before a panel.

3.20. Members of a particular planning panel will have a close working relationship with each other. Therefore, to avoid a perception of bias, a planning panel member must not represent an applicant, council or submitter at a planning panel meeting for a planning panel of which they are a permanent member or have been used regularly as an alternate member. A planning panel chair must not represent an applicant, council or submitter at any planning panel meeting.

3.21. A planning panel member may not undertake any employment, business or other roles or activities, in relation to a DA, planning proposal or development site for which the member has participated in making a determination on as a panel member, for at least two (2) years following the determination.

3.22. Councillors who have deliberated or voted on a matter in their role at council and that matter, or a related matter, subsequently comes before the panel, are to stand aside from their place on the panel, and allow council's nominated alternative member to take their place, to avoid any perceptions of bias or pre-judgement.

3.23. A councillor must stand aside from their place on the panel if suspended as a councillor for any reason (including under sections 438I, 438W 440C, 440I, 482 or 482A of the *Local Government Act 1993*), for the period of that suspension. This is because the roles and responsibilities of a panel member are so similar to that of a councillor that the continuation of the suspended councillor on the panel during the period of his or her suspension would adversely affect the reputation of the panel.

3.24. A councillor must stand aside from their place on the panel if dismissed as a councillor due to misconduct under section 440B, 482 or 482A of the *Local Government Act 1993*. This is because the roles and responsibilities of a panel member are so similar to that of a councillor that the continuation of the dismissed councillor on the panel would adversely affect the reputation of the panel.

3.25. A conflict of duties may arise for council staff[6] (including general managers and other senior staff) who are nominated to sit as a member of the planning panel. In selecting its members to a planning panel, council should have regard to the conflict of duties that may be created for a person nominated to the planning panel if they were in any way responsible for or involved in the assessment and recommendation of a matter to be determined by the planning panel, approving agenda items for reporting to council meetings, or being signatory to correspondence in relation to matters that may come before a panel.

Council employees (including general managers and other senior staff) who are nominated to sit as a member of the planning panel must ensure that appropriate measures are in place to manage potential conflicts and ensure they will be able to comply with the requirements of this Code[7].

[6] A reference in this section to council 'staff' includes a reference to council contractors or consultants.
[7] In particular Part 6 of the Code.

Political Donations

3.26. Planning panel members should be aware that political contributions or donations may give rise to a pecuniary or non-pecuniary interest. It is the responsibility of planning panel members to determine in each instance whether such an interest arises and whether the provisions of this Code and clause 27 of schedule 2 of the EP&A Act applies.

3.27. Where a planning panel member makes a disclosure under clause 27(1)(b) of schedule 2 to the EP&A Act with respect to an interest which arises because of a political donation, the planning panel is required to take this into consideration in determining under clause 27(6) whether it is appropriate for the member to be present during any deliberations or take part in any decision with respect to the matter.

4. Recording declarations of interest

4.1. Planning panel members are required to complete and sign a declaration of interest form in relation to each matter which is considered by the panel, either before, or at the commencement of consideration of the matter.

4.2. Where any pecuniary or non-pecuniary interest in a matter before the planning panel has been disclosed by a member, whether declared before or at the commencement of the panel meeting, this will be noted in the panel's decision record , even when the member is not in attendance.

Records of all panel briefings and meetings are made available on the planning Panels website.

4.3. As a member of a government board or committee, all planning panel members are also required to adhere to the Department of Premier and Cabinet's Guidelines 'Conduct Guidelines for Members of NSW Government Boards and Committees' ("the DPC Guidelines").

In accordance with the DPC Guidelines, planning panel members are required to disclose interests which include positions and pecuniary interests in corporations, partnerships or other businesses that may be relevant to the activities of the planning panel.

These declarations will be required to be made by panel members on an annual basis. Taken together, schedule 2 of the EP&A Act and the requirements of the DPC Guidelines ensure that the pecuniary interest disclosure requirements for planning panel members are the same as those for local government councillors.

4.4. A register of declarations made by planning panel members, will be maintained by the Planning Panels Secretariat (secretariat), in accordance with the DPC Guidelines. Upon request, the register of declarations will be available for inspection at the secretariat during normal office hours.

5. Personal benefit

Personal dealings with council

5.1. Planning panel members may have reason to have private dealings with a council that is within the region where they are a planning panel member (for example as a ratepayer). Planning panel members must not expect or request preferential treatment in relation to any matter in which they have a private interest because of their role as a planning panel member. Planning panel members must avoid any action that could lead members of the public to believe that they are seeking preferential treatment.

Gifts and benefits

5.2. Planning panel members must not:

a. seek or accept a bribe or other improper inducement,

b. seek gifts or benefits of any kind,

c. accept any gift or benefit that may create a sense of obligation on your part or may be perceived to be intended or likely to influence you in carrying out your public duty,

d. accept any gift or benefit of more than token value, or

e. accept an offer of money, regardless of the amount.

5.3. A gift or benefit is any item, service, prize, hospitality or travel which has an intrinsic value and/or value to the recipient, a member of their family, relation, friend or associate.

5.4. Generally speaking token gifts and benefits include:

a. free or subsidised meals, beverages or refreshments provided in conjunction with:

i. the discussion of matters before the planning panel

ii. conferences, or

iii. social functions organised by groups.

b. invitations to and attendance at local social, cultural and sporting events,

c. gifts of single bottles of reasonably priced alcohol at end of year functions and public occasions, and

d. ties, scarves, coasters, tie pins, diaries, chocolates or flowers.

5.5. Gifts and tokens that have more than a token value include, but are not limited to, tickets to major sporting events, corporate hospitality at a corporate facility at major sporting events, discounted products for personal use, the frequent use of facilities such as gyms, use of holiday homes, free or discounted travel.

5.6. As a general rule, any gift from an applicant, objector or associate of an applicant or objector in relation to a matter to be determined by a planning panel would fall into a category referred to in paragraph 5.2(c) and therefore should not be accepted.

5.7. The planning panels secretariat is to maintain a register of gifts for each planning panel to ensure the receipt and disposal of gifts is conducted in an open and transparent manner. When offered a gift or benefit, planning panel members must inform the secretariat of the following information for the purposes of making a recording on the register of gifts:

- the person who made the offer and the date on which the offer was made
- whether or not you accepted the gift/benefit
- whether the gift or benefit was allocated to another person or body
- the value of the gift or benefit.

Planning panel members should also advise the planning panel chair of any such notification to the planning panels secretariat.

6. Relationship between planning panel members, council and council staff

Obligations of planning panel members

6.1. Section 2.27 of the EP&A Act provides that a planning panel is entitled:

a. to have access to, and to make copies of and take extracts from records of the council relevant to the exercise of the planning panel's functions
b. to the use of staff and facilities of the council in order to exercise the planning panel's functions
c. to any assistance or action by the council for the purposes of exercising the planning panel's functions.

All such requests for assistance will be made by the planning panel chair to the general manager (or such other staff member nominated by the general manager).

6.2. Planning panel members have a responsibility to promote and support an effective and co-operative working relationship with the council, general manager and council staff and contractors.

Inappropriate interactions

6.3. Planning panel members must not engage in inappropriate interactions when exercising functions as a planning panel member.

6.4. In relation to council staff[8], planning panel members must not:

a. approach, make requests of, make enquiries or issue instructions to council staff other than through the planning panels secretariat and in accordance with this Code
b. be overbearing or threatening to council staff
c. make personal attacks on council staff in a public forum
d. direct or pressure council staff in the performance of their work or recommendations they make, or
e. influence or attempt to influence staff in the preparation of assessment reports or other information to be submitted to the planning panel.

6.5. If a planning panel member is approached by any person about a development application that is to be determined by the planning panel, the planning panel member must not discuss the development.

6.6. The planning panels Operational Procedures recognises that there may be some circumstances where it is appropriate for the planning panel to be briefed by the applicant with council staff in attendance. Where this occurs, a record of the meeting, including attendees and matters discussed, will be made publicly available.

However, individual members of the planning panel must not hold private meetings, briefings, site visits or discussions in respect of the matter.

6.7. Where meetings, briefings or site visits occur panel members should not express any views that would indicate pre-judgement of the matter.

7. Relationship between planning panel members and others

7.1. Planning panel members must adhere to the Key Principles and General Conduct Obligations contained in this Code when dealing with others, including council staff, councillors, Department of Planning, Industry and Environment staff and the secretariat.

[8] A reference in this clause to council 'staff' includes a reference to council contractors or consultants.

8. Protecting and using information

8.1. Information must be handled in accordance with section 10.5 of the EP&A Act.

8.2. In addition to the obligations under section 10.5 of the EP&A Act, planning members must:

a. protect confidential information,

b. only release confidential information if you have authority to do so,

c. only use confidential information for the purpose it is intended to be used,

d. not use confidential information gained through your position as a planning panel member for the purpose of securing a private benefit for yourself or for any other person,

e. not use confidential information with the intention to cause harm or detriment to the planning panel or any other person or body, and

f. not disclose any information discussed during a confidential session of a planning panel.

8.3. When dealing with personal information, planning panel members must comply with the *Privacy and Personal Information Protection Act 1998*.

9. Use of public resources

9.1. Planning panel members may be provided with equipment and other resources to perform planning panel functions. All such resources are to be used only for planning panel purposes and in accordance with any guidelines or rules about the use of those resources.

10. Public comment/media

10.1. The planning panel chair is responsible for speaking to the media on behalf of the planning panel, to allow its decisions to be properly represented and communicated. The chair can authorise another planning panel member to speak to the media on behalf of the planning panel at any time. Other non-authorised members can speak to the media about planning panel matters however, in doing so, they do not represent the views of the planning panel.

11. Lobbying

11.1. All planning panel members must comply with the *NSW Lobbyists Code of Conduct* published on the Department of Premier and Cabinet's website (www.dpc.nsw.gov.au). The Lobbyists Code regulates contact between registered lobbyists and Government representatives and *M2014-13- NSW Lobbyists Code of Conduct* restricts the circumstances in which a lobbyist can be appointed to a NSW Government board or committee.

11.2. Members of the planning panel have a responsibility to consider the Lobbyists Code and declare if they could potentially be considered a lobbyist. The application of the Lobbyists Code then takes precedence for further action and decisions and would be monitored by the chair.

12. Breaches of this Code

Reporting suspected breaches

12.1. Planning panel members are required to report suspected breaches of the Code to the planning panel chair or the Minister.

12.2. Any other person may report a suspected breach of the Code under the planning panels' Complaints Handling Policy.

Reporting possible corrupt conduct

12.3. Planning panel members are subject to the *Independent Commission Against Corruption Act 1988* and the *Ombudsman Act 1974*. Planning panel members are urged to report suspected corrupt conduct, as well as maladministration and serious and substantial waste of public resources.

12.4. The *Public Interest Disclosures Act 1994* provides protection to public officials who voluntarily report suspected corrupt conduct. Access to a Public Interest Disclosure Officer can be arranged through the Department of Planning, Industry and Environment. The planning panel chair is under a duty to report to the Independent Commission Against Corruption (ICAC) any matter that they suspect on reasonable grounds concerns or may concern corrupt conduct[9].

12.5. Planning panel members, or any other persons, can also report directly to the following investigative bodies:

a. Corrupt conduct should be reported to the Independent Commission against Corruption (ICAC) [10],

b. Maladministration[11] should be reported to the NSW Ombudsman, and

c. Serious and substantial waste of public money should be reported to the NSW Auditor General.

Handling of suspected breaches

12.6. Suspected breaches of the Code will be handled in accordance with the planning panels' Complaints Handling Policy.

12.7. The planning panel chair may take such steps as s/he thinks appropriate to investigate and take action in respect of the alleged breach.

12.8. A person who is alleged to have breached the Code must be given:

a) the full particulars of the alleged breach[12]

b) an opportunity to respond to the allegations

c) the right to have a legal or other representative present during any meetings/discussions in respect of the matter.

12.9. Serious breaches of the Code may be referred to the Minister in respect of state members or the relevant council with respect to council nominees. Proven breaches of the Code may warrant removal from office.

12.10. The Minister may remove a planning panel state member from office at any time and without notice. The Minister must provide a written statement of the reasons for removing the member from office and make that statement publicly available.

[9] Section 11, ICAC Act.
[10] Section 10 of the ICAC Act allows any person to make a complaint to the Independent Commission Against Corruption about a matter that concerns or may concern corrupt conduct.
[11] Maladministration is defined in s 11(2) of the *Public Interest Disclosures Act 1994*
[12] These particulars should not include the details of the person who made the allegation.

12.11. The relevant council may remove its nominee/s from office at any time and without notice. The general manager of the applicable council must provide a written statement of the reasons for removing the member from office and make that statement publicly available. The council must also notify the planning panels secretariat.

12.12. The Minister may remove any member if the Independent Commission Against Corruption recommends that consideration be given to the removal of the member because of corrupt conduct by the member.

13. Acknowledgement of this Code

13.1. On appointment all planning panel members are required to acknowledge in writing that they will abide by the principles, obligations and requirements of this Code.

Appendix A

Extract from Schedule 2 of the *Environmental Planning and Assessment Act 1979*

27 Disclosure of pecuniary interests

(1) If:

(a) a member has a pecuniary interest in a matter being considered or about to be considered at a meeting of the planning body

(b) the interest appears to raise a conflict with the proper performance of the member's duties in relation to the consideration of the matter

the member must, as soon as possible after the relevant facts have come to the member's knowledge, disclose the nature of the interest at a meeting of the planning body.

(2) A member has a pecuniary interest in a matter if the pecuniary interest is the interest of:

(a) the member, or

(b) the member's spouse or de facto partner or a relative of the member, or a partner or employer of the member, or

(c) a company or other body of which the member, or a nominee, partner or employer of the member, is a member.

(3) However, a member is not taken to have a pecuniary interest in a matter as referred to in subclause (2) (b) or (c):

(a) if the member is unaware of the relevant pecuniary interest of the spouse, de facto partner, relative, partner, employer or company or other body, or

(b) just because the member is a member of, or is employed by, a council or a statutory body or is employed by the Crown, or

(c) just because the member is a member of, or a delegate of a council to, a company or other body that has a pecuniary interest in the matter, so long as the member has no beneficial interest in any shares of the company or body.

(4) A disclosure by a member at a meeting of the planning body that the member, or a spouse, de facto partner, relative, partner or employer of the member:

(a) is a member, or is in the employment, of a specified company or other body, or

(b) is a partner, or is in the employment, of a specified person, or

(c) has some other specified interest relating to a specified company or other body or to a specified person,

is a sufficient disclosure of the nature of the interest in any matter relating to that company or other body or to that person which may arise after the date of the disclosure and which is required to be disclosed under subclause (1).

(5) Particulars of any disclosure made under this clause must be recorded by the regional panel in a book kept for the purpose and that book must be open at all reasonable hours to inspection by any person on payment of the fee determined by the planning body.

(6) After a member has disclosed the nature of an interest in any matter, the member must not, unless the Minister or the planning body otherwise determines:

(a) be present during any deliberation of the panel with respect to the matter, or

(b) take part in any decision of the panel with respect to the matter.

(7) For the purposes of the making of a determination by the planning body under subclause (6), a member who has a direct or indirect pecuniary interest in a matter to which the disclosure relates must not:

(a) be present during any deliberation of the panel for the purpose of making the determination, or

(b) take part in the making by the panel of the determination.

(8) A contravention of this clause does not invalidate any decision of the planning body.

(9) This clause extends to a council nominee of a Sydney district or regional planning panel, and the provisions of Part 2 (Duties of disclosure) of Chapter 14 of the *Local Government Act 1993* do not apply to any such nominee when exercising functions as a member of the panel.

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Type	Year	No.	Value	Description	Address	Date Determine
10	2017	283	$40,000	Modify & extend existing sheds for farm use & change of use to distill	3249 O'Connell Road BREWONGLE	24/09/2020
10	2019	361	$815,000	Demolition of 2 existing dwellings, 4 lot residential subdivision, bou	15 Boyd Street KELSO	29/09/2020
10	2018	198	$0	MOD - Alterations and additions to commercial building	7 Keppel Street BATHURST	28/09/2020
10	2020	154	$10,000	Change of use from light industry (Unit 3) to vehicle sales or hire pr	11 Corporation Avenue ROBIN HILL	7/09/2020
10	2020	169	$11,000	Construction of farm shed	1588 Trunkey Road GEORGES PLAINS	1/09/2020
10	2018	341	$0	Construction of safety fence and amendment to pylon sign	16 Ingersole Drive KELSO	8/09/2020
10	2020	183	$40,000	Construction of shed	78 Gilmour Street KELSO	24/09/2020
10	2020	187	$900,000	Light industry, industrial retail, car park, earthworks & retaining wa	26 Bradwardine Road ROBIN HILL	14/09/2020
10	2020	204	$550,000	Change of use from shearers quarters to dwelling Additions and alterat	289 Lachlan Road ROCKLEY	29/09/2020
10	2020	220	$19,800	Garage	6 Ironbark Close KELSO	24/09/2020
10	2020	224	$110,000	Additions and alterations to dwelling and partial demolition	36 Durham Street BATHURST	23/09/2020
10	2020	227	$18,700	Garage additions to detached habitable area	246 Eleven Mile Drive EGLINTON	8/09/2020
10	2018	77	$70,000	MOD - Part demolition, additions & alterations to two storey dwelling	103 Havannah Street BATHURST	14/09/2020
10	2020	229	$150,000	1. demolition of existing shed 2. construction of clubhouse	Alexander Street EGLINTON	28/09/2020
10	2020	231	$136,515	Second rural transportable dwelling	13 Paling Yards Road WATTLE FLAT	7/09/2020
10	2020	235	$2,000	Change of use from nursing home to offices	50 Busby Street SOUTH BATHURST	14/09/2020
10	2020	236	$440,000	Additions and alterations to existing dwelling	123 Rankin Street BATHURST	8/09/2020
10	2020	240	$220,000	Alterations and additions to existing dwelling	125 Keppel Street BATHURST	14/09/2020
10	2020	244	$320,000	Alterations and additions to existing dwelling	5 Reef Street HILL END	1/09/2020
10	2020	248	$120,000	Alterations and additions to existing dwelling	317 Lambert Street BATHURST	11/09/2020
10	2020	251	$0	2 lot residential subdivision	19 Nelson Street RAGLAN	30/09/2020
10	2020	253	$475,000	Dual occupancy and two lot residential subdivision	64 Wentworth Drive KELSO	14/09/2020
10	2019	367	$0	MOD - Demolition, change of use, construction of food & drink premises	105 Stewart Street BATHURST	24/09/2020
10	2018	367	$600,000	MOD Separate Dwelling - Additions and Swimming Pool and Garage/Shed	277 Howick Street BATHURST	21/09/2020
10	2020	258	$0	Three (3) lot residential subdivision	64 Osborne Avenue WEST BATHURST	3/09/2020
10	2020	262	$30,415	shed	1 Davidson Street ABERCROMBIE	1/09/2020
10	2020	263	$65,000	Additions to existing industrial shed	14 Wembley Place KELSO	14/09/2020
10	2020	269	$420,000	Dual Occupancy (second dwelling) and two lot residential subdivision	2 Nile Street RAGLAN	10/09/2020
10	2020	273	$16,000	Carport	20 Amber Close KELSO	17/09/2020
10	2020	274	$28,000	Shed	7 Campbell Close LLANARTH	8/09/2020
10	2020	275	$16,700	Construction of a shed	27 James Barnet Drive KELSO	7/09/2020
10	2020	276	$15,000	Shed	25 Nile Street RAGLAN	8/09/2020
10	2020	278	$45,000	Dwelling additions and alterations	860 Freemantle Road BILLYWILLINGA	17/09/2020
10	2019	367	$0	MOD - Demolition, change of use, construction of food & drink premises	105 Stewart Street BATHURST	24/09/2020
10	2020	279	$0	Change of use from garage to habitable room	8 Alexander Street EGLINTON	2/09/2020
10	2020	281	$0	Two lot residential subdivision (boundary adjustment)	6 Peard Close EGLINTON	1/09/2020
10	2020	282	$0	2 lot residential subdivision	35 Parer Road ABERCROMBIE	24/09/2020
10	2020	283	$70,000	Earthworks and shed	6 Eugenie Street RAGLAN	16/09/2020
10	2020	284	$582,528	Dual occupancy and two lot residential subdivision	18 Miriyan Drive KELSO	14/09/2020
10	2019	220	$270,000	MOD - Dual occupancy (2nd dwelling) and 2 lot residential subdivision	62 Hamilton Street EGLINTON	1/09/2020
10	2020	285	$210,000	Prefabricated amenities building and footings, deck, awning	55 Sydney Road KELSO	14/09/2020
10	2020	287	$7,000	Retaining wall and earthworks	2 Newlands Crescent KELSO	17/09/2020
10	2020	288	$0	Additions / alterations to exisitng dwelling	10 Nelson Street RAGLAN	10/09/2020

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Type	Year	No.	Value	Description	Address	Date Determine
10	2020	179	$520,000	Dual Occupancy and two lot Residential subdivision	40 Sunbright Road KELSO	3/09/2020
10	2020	291	$0	Use of existing converted habitable rooms	49 Waddell Place WINDRADYNE	1/09/2020
10	2020	292	$490,000	Two storey dwelling with attached garage, earthworks and retaining wal	4 Dovey Drive KELSO	24/09/2020
10	2020	294	$1,000	Change-of-use andf minor internal alterations	225 Howick Street BATHURST	14/09/2020
10	2020	296	$30,000	Alterations to existing commercial premises	107 George Street BATHURST	10/09/2020
10	2020	297	$32,000	Alterations and additions to existing dwelling	16 Morrisset Street BATHURST	18/09/2020
10	2020	298	$38,000	Shed	13 Leo Grant Drive KELSO	1/09/2020
10	2020	300	$19,965	Construction of a shed	64 Arabella Place ROBIN HILL	7/09/2020
10	2020	302	$14,500	Construction of a retaining wall	99 Graham Drive KELSO	30/09/2020
18	2020	141	$40,000	Inground swimming pool and fence	7 Darvall Drive KELSO	1/09/2020
18	2020	143	$24,000	Construction of an inground swimming pool and fence	60 Mendel Drive KELSO	2/09/2020
10	2020	307	$7,590	Conversion of alfresco to habitable room	62 Ashworth Drive KELSO	16/09/2020
18	2020	144	$350,360	Single storey dwelling and atached garage	22 Bolton Street KELSO	3/09/2020
10	2020	308	$33,500	Construction of a shed	45 Windemere Road ROBIN HILL	16/09/2020
18	2020	145	$258,000	Single storey dwelling with attached garage	17 Bolton Street KELSO	3/09/2020
10	2019	387	$820,000	MOD - Three (3) units and a four (4) lot residential subdivision	11 Peard Close EGLINTON	9/09/2020
10	2020	310	$40,000	Dwelling alterations and additions	12 Leo Grant Drive KELSO	28/09/2020
10	2020	311	$15,000	Additions and alterations to dwelling	43 Lew Avenue EGLINTON	14/09/2020
10	2020	312	$17,000	Shed with awning	21 Willow Drive KELSO	8/09/2020
18	2020	147	$50,000	Inground swimming pool and fence	29 Ignatius Place KELSO	15/09/2020
18	2020	148	$286,548	Construction of a single storey dwelling with attached garage	46 Sunbright Road KELSO	7/09/2020
18	2020	149	$315,000	Construction of a single storey dwelling with attached garage	14 Fairleigh Place KELSO	7/09/2020
10	2020	272	$49,500	Garage	5 Delaware Crescent ROBIN HILL	14/09/2020
10	2017	20	$400,000	MOD - Installation of ten silos	25 Stockland Drive KELSO	17/09/2020
18	2020	150	$28,500	Inground swimming pool and fence	50 Parer Road ABERCROMBIE	10/09/2020
18	2020	151	$37,000	Construction of an inground swimming pool and fence	21 Willow Drive KELSO	9/09/2020
18	2020	152	$387,142	Two storey dwelling and attached garage	18 Meagher Street LLANARTH	11/09/2020
18	2020	153	$22,000	Inground swimming pool and fence	308 Laffing Waters Lane LAFFING WATERS	9/09/2020
10	2020	319	$63,864	Earthworks and retaining walls	89 Graham Drive KELSO	11/09/2020
18	2020	154	$259,350	Single storey dwelling and attached garage	70 Sunbright Road KELSO	11/09/2020
18	2020	155	$18,000	Construction of an inground swimming pool and fence	150 Stewart Street EVANS PLAINS	11/09/2020
10	2020	320	$4,500	Front fence	176 Bentinck Street BATHURST	24/09/2020
10	2020	326	$40,000	Alterations and additions to existing dwelling	71 Stanley Street BATHURST	28/09/2020
10	2020	328	$2,500	Earthworks	8 Matthews Street WINDRADYNE	15/09/2020
18	2020	158	$300,325	Single storey dwelling with attached garage	34 Newlands Crescent KELSO	17/09/2020
10	2020	334	$25,970	construction of a shed and installation of a rainwater tank	49 Wellington Street PEEL	29/09/2020
18	2020	160	$448,793	Single storey dwelling with attached garage	89 Graham Drive KELSO	18/09/2020
10	2020	337	$380,000	Construction of a single storey dwelling with attached garage	47 Darwin Drive LLANARTH	30/09/2020
10	2018	140	$450,000	MOD - Upgrade, replacement of bells and addition of bells	Russell Street BATHURST	28/09/2020
10	2010	847	$188,000	Dwelling additions and alterations excluding works under previous CCs	15 Boundary Road ROBIN HILL	30/09/2020
18	2020	161	$409,400	Single storey dwelling and attached garage	8 Matthews Street WINDRADYNE	22/09/2020
18	2020	162	$100,000	Additions to dwelling	64 Arabella Place ROBIN HILL	22/09/2020
18	2020	163	$38,700	Inground swimming pool and fence	2 Robindale Court ROBIN HILL	22/09/2020
18	2020	164	$23,000	Additions to a dwelling	9 Opal Court KELSO	22/09/2020
18	2020	165	$19,000	Construction of additions to a dwelling	8 Tandora Street KELSO	22/09/2020
18	2020	166	$259,600	Single storey dwelling with attached garage	2 Newlands Crescent KELSO	22/09/2020
18	2020	167	$73,271	Additions to a dwelling	13 Ecrates Place KELSO	25/09/2020
18	2020	168	$378,470	Single storey dwelling with attached garage	16 Ignatius Place KELSO	25/09/2020
18	2020	170	$342,150	Single storey dwelling with attached garage	117 Hughes Street KELSO	30/09/2020

DA's Refused

1/09/2020 - 30/09/2020

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Type	Year	No.	Value	Description	Address	Date Determine
10	2017	111	$0	Subdivision - Residential	3991 O'Connell Road KELSO	7/09/2020

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Type	Year	No.	Value	Description	Address
10	2017	214	$75,000	Internal office addition to existing hangar	PJ Moodie Drive RAGLAN
10	2018	395	$0	204 lot residential subdivision	Colville Street WINDRADYNE
18	2019	11	$292,000	Single storey dwelling with attached garage	31 Darling Street EGLINTON
10	2017	142	$0	MOD Internal and external alterations to existing commercial building	205 Howick Street BATHURST
10	2019	146	$0	10 Lot industrial subdivision	Havannah Street BATHURST
18	2019	96	$850,909	Alterations to commercial building	39 William Street BATHURST
18	2019	137	$329,000	Single storey dwelling and attached secondary dwelling	13 Wallace Way KELSO
18	2019	141	$55,980	In ground swimming pool	194 Gestingthorpe Road PERTHVILLE
18	2019	149	$46,379	Inground swimming pool with safety barrier	18 McGillan Drive KELSO
18	2019	151	$4,260	Garage conversion to a habitable space and pergola	194 Gestingthorpe Road PERTHVILLE
18	2019	152	$16,480	cabana	194 Gestingthorpe Road PERTHVILLE
18	2019	153	$56,791	Inground fibreglass swimming pool and safety barrier	29 Coolabah Close KELSO
18	2019	160	$80,000	Commercial - Fitout of shop (barber shop)	210 Howick Street BATHURST
10	2019	328	$50,000	Additions and alterations to church	36A Bant Street BATHURST
18	2019	165	$290,000	single storey dwelling with attached garage	14 Burlington Rise KELSO
10	2020	9	$0	Demolition of existing workshop and construction of new workshop	42 Durham Street BATHURST
10	2020	31	$420,000	Bakery and cafe and two lot subdivision	369 Stewart Street MITCHELL
10	2020	32	$1,700,000	Motel and two lot commercial subdivision	369 Stewart Street MITCHELL
10	2020	60	$8,000,000	Motel, garden centre, storage/warehouse and 3 lot subdivision	61 Sydney Road RAGLAN
10	2020	87	$4,900,000	Caltex highway service station and restuarant	214 Sydney Road KELSO
10	2020	92	$2,815,000	New service station, fast food outlet and 3 lot subdivision	5350 Great Western Highway RAGLAN
10	2020	95	$1,250,000	Additions and alterations to an existing hotel	170 William Street BATHURST
10	2020	103	$700,000	Demolition of existing dwelling house and commercial building	113 Durham Street BATHURST
10	2020	107	$375,000	Rural dwelling	Tarana Road BREWONGLE
10	2020	110	$0	38 lot industrial subdivision with new roads	4040 O'Connell Road KELSO
10	2020	111	$450,000	Multiple dwellings - three and four lot residential subdivision	121 William Street BATHURST
10	2020	117	$100,000	Additions and alterations to dwelling	37 Reef Street HILL END
10	2017	111	$0	25 Lot Subdivision	3991 O'Connell Road KELSO
10	2020	126	$2,880	Alterations to dwelling - replace window	31 Havannah Street BATHURST
10	2020	127	$1,500,000	Nine two storey units	20 Griffin Street MITCHELL
10	2020	133	$0	8 lot consolidation and two lot subdivision	1 High Street HILL END
18	2020	66	$402,500	Proposed principal and attached secondary dwelling	49 Sunbright Road KELSO
10	2020	146	$49,900	Reclamation project - sunny corner mine	Austral Street SUNNY CORNER
10	2020	156	$30,000	Shop 1 - fitout of existing unit for use as cafe	11 Corporation Avenue ROBIN HILL
10	2020	167	$250,000	Alterations and additions to existing commercial premises	250 Stewart Street BATHURST
10	2020	172	$12,000	Use of existing conversion of shed to dwelling and additions	3821 Limekilns Road WATTLE FLAT
10	2020	180	$0	198 lot residential subdivision and new roads	Limekilns Road KELSO
10	2020	190	$0	Three lot rural subdivision	1078 Lachlan Road CALOOLA
10	2020	193	$350,000	Industrial warehouse shed	35 Vale Road SOUTH BATHURST
10	2020	194	$160,000	Demolition of part Dudley Hotel and construct carpark	250 Stewart Street BATHURST
10	2020	199	$8,500	Use of existing alterations to unit development	4 Keppel Street BATHURST
10	2020	200	$7,000	Use of existing alterations - internal timber staircase	4 Keppel Street BATHURST
10	2020	201	$9,500	use of existing atlerations to unit development	4 Keppel Street BATHURST
10	2020	202	$6,500	Use of existing masonary fence	6 Keppel Street BATHURST
10	2020	211	$5,000	Retaining wall	6 Gell Place ABERCROMBIE
10	2020	212	$637,925	Two storey dwelling with attached garage	7 Cain Drive KELSO
10	2020	217	$176,937	Installation of two light towers in existing recreation area	189A Browning Street BATHURST
10	2020	234	$433,131	Single storey dwelling	2210 Turondale Road TURONDALE
10	2020	246	$60,000	Two storey rural dwelling	3782 Limekilns Road WATTLE FLAT
10	2015	171	$0	MOD - Eleven lot residential subdivision and roads	38 Gilmour Street KELSO
10	2020	260	$130,000	Hangar	167 Freemantle Road EGLINTON
10	2020	266	$0	46 lot residential subdivision including one open space	67 Emerald Drive KELSO
10	2020	268	$200,000	Installation of water reticulation system	67 Emerald Drive KELSO
10	2020	270	$821,128	Two storey dwelling with attached garage	16 Gell Place ABERCROMBIE
10	2020	280	$0	Demolition of existing dwelling and construction of new dwelling	145 Havannah Street BATHURST
10	2020	286	$0	Two lot residential subdivision and two lot strata subdivision	313 Lambert Street BATHURST

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Type	Year	No.	Value	Description	Address
10	2020	289	$113,200	Alterations and additions to industrial building	17 Upfold Street GORMANS HILL
10	2020	290	$11,385	Enclose existing patio to habitable room	3 Lockyer Place LLANARTH
10	2020	293	$230,000	Single storey dwelling and attached garage	7 Lewins Street SOUTH BATHURST
10	2020	295	$31,500	Shed with attached carport	3 Mulley Close WINDRADYNE
10	2020	299	$0	Four lot rural subdivision	4985 Great Western Highway GLANMIRE
10	2020	301	$26,212	Construction of a shed	226 Rankin Street BATHURST
18	2020	140	$349,839	Single storey dwelling with attached garage	5 Driscoll Close KELSO
10	2020	303	$480,000	Rural single storey dwelling and alter sewage management system	18 Arcadia Place MEADOW FLAT
10	2020	304	$18,000	Internal alterations to existing dwelling	161 Russell Street BATHURST
10	2020	305	$1,800,000	Demolition and part demolish of dwellings, construct 2 storey motel	103 Durham Street BATHURST
10	2020	306	$45,000	Commercial internal alterations to existing two storey premises	265 Durham Street WEST BATHURST
10	2020	309	$45,000	Retaining wall	7 Nancarrow Place KELSO
10	2017	283	$40,000	MOD Farm Shed - Rural Outbuilding and Commercial	3249 O'Connell Road BREWONGLE
10	2020	313	$505,000	Single storey dwelling with detached shed	428 Conrod Straight MOUNT PANORAMA
10	2020	314	$15,000	Change of use from garage to habitable rooms	1336 Limekilns Road CLEAR CREEK
10	2020	315	$598,432	single storey dwelling with attached garage	59 Evans Plains Road DUNKELD
10	2020	316	$90,000	Additions and alterations to existing dwelling	68 Christie Street RAGLAN
10	2020	317	$465,000	Rural workers cottage	250 Fitzgeralds Valley Road FITZGERALDS V
10	2020	318	$1,960,000	Six multi-dwellings houses	1 Rankin Street BATHURST
10	2020	321	$80,000	Farm Shed - Rural Outbuilding	821 Ophir Road ROCK FOREST
10	2020	322	$312,000	Construction of six silos and weighbridge	95 Lee Street KELSO
10	2020	323	$9,369	Construction of a garage	43 Graham Drive KELSO
10	2020	324	$35,000	Construction of a farm building	2529 Sofala Road WIAGDON
10	2020	325	$34,000	Conversion of shed to habitable rooms	32 Beath Street WATTLE FLAT
10	2020	327	$255,000	Additions and alterations to existing dwelling	16 Ophir Street BATHURST
10	2009	148	$314,176	Separate Dwelling - Additions and Swimming Pool and Other - Residentia	120 Eglinton Road LLANARTH
10	2020	329	$25,200	Shed	15 Darling Street EGLINTON
10	2020	330	$45,000	Shed	26A Gilmour Street KELSO
10	2020	332	$0	Demolish rural dwelling	447 Limekilns Road KELSO
10	2020	333	$27,000	Construction of a farm shed	17 Station Street BREWONGLE
10	2020	335	$225,000	Demolish dwelling, remove trees & construct new replacement dwelling	29 Durham Street BATHURST
10	2020	336	$65,000	Alterations to office building and use of space	7 Keppel Street BATHURST
10	2020	338	$0	Use of existing garage	13 Oates Place EGLINTON
10	2018	193	$0	Underground cellar	3 Clairvaux Lane KELSO
10	2020	339	$72,000	Two storey addition	39 Wellington Street EGLINTON
10	2020	340	$17,000	Shed and installation of two water tanks	308 Stewart Street BATHURST
10	2020	341	$265,194	Additions and alterations to existing dwelling	228 Russell Street BATHURST
10	2020	342	$569,250	Single storey dwelling with attached garage	23 George Thomas Close THE LAGOON
10	2020	343	$220,000	Alterations and additions to vehicle repair station	85-87 Sydney Road KELSO
10	2020	344	$3,533,244	Proposed animal shelter and offices	Hampden Park Road KELSO
10	2020	345	$172,315	Additions and alteration to existing dwelling	22 Billywillinga Road BILLYWILLINGA
10	2020	346	$14,000	Garage / Shed	29 Prince Street PERTHVILLE
10	2020	347	$60,000	Alteration to existing building and external painting	225 Howick Street BATHURST
10	2020	348	$15,000	Use of existing bakery and cafe within existing tenancy	7 Keppel Street BATHURST
10	2020	349	$826,000	Bulk liquids storage area	16 Adrienne Street RAGLAN
10	2020	350	$37,754	demolish existing shed construct garage, retaining walls, fences	25 Phantom Street ROCKLEY
10	2020	351	$0	two lot rural subdivision	201 Timber Ridge Road WALANG
18	2020	172	$290,000	Single story drwelling with attached garage	38 Lew Avenue EGLINTON
10	2020	352	$129,000	Shed and retaining wall	9 Vista Place WHITE ROCK
18	2020	174	$0	Separate Dwelling - New	67 Woodside Drive MOUNT RANKIN
10	2020	353	$27,000	Shed	6 Wallace Way KELSO
10	2020	354	$10,000	Construction of a front and side fence	327 Rankin Street BATHURST
10	2020	355	$80,000	Additions and alteration to exsiting dwelling	43 Windemere Road ROBIN HILL
10	2020	356	$20,000	Commercial alterations to existing facade	132 William Street BATHURST
10	2020	357	$577,702	Separate Dwelling - New and Dual Occupancy - New	16 Wallace Way KELSO
10	2020	358	$9,800	Extension of Existing Shed	480 Eleven Mile Drive EGLINTON
10	2019	220	$270,000	Modification to boundary	62 Hamilton Street EGLINTON

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Type	Year	No.	Value	Description	Address
10	2020	359	$7,000	Carport	83 Bant Street SOUTH BATHURST
10	2020	360	$4,000	Use of existing retaining wall	37 Westbourne Drive LLANARTH
10	2020	361	$225,000	Additions / alterations to existing dwelling	58 Seymour Street BATHURST
10	2020	362	$120,000	Separate Dwelling - Additions	159 Blue Ridge Drive WHITE ROCK
10	2020	363	$500	Fence	5 View Street KELSO
10	2020	364	$9,900	Garage/Shed	58 Ilumba Way KELSO
10	2020	365	$0	Commercial - Painting of Premises	163 George Street BATHURST
10	2020	366	$0	Commercial - Painting of Premises	163 George Street BATHURST
10	2020	367	$8,060	Carport	6 Ironstone Avenue WHITE ROCK

App Typ	Year	No	Description	Address	Application Date	Days Open	Stop Days	Reason
10	2015	171	MOD - Eleven lot residential subdivision and roads	38 Gilmour Street KELSO	24/07/2020	70	52	Additional information requested
10	2017	142	MOD Internal and external alterations to existing	205 Howick Street BATHURST	28/02/2019	582	562	Additional information requested
10	2017	214	Internal office addition to existing hangar	PJ Moodie Drive RAGLAN	16/06/2017	1,204	1,158	Additional information requested
10	2018	395	204 lot residential subdivision	Colville Street WINDRADYNE	18/10/2018	715	686	Awaiting Information and referral responses
10	2019	146	10 Lot industrial subdivision	Havannah Street BATHURST	14/05/2019	507	36	Waiting further info
10	2019	328	Additions and alterations to church	36A Bant Street BATHURST	18/10/2019	350	332	Waiting further info
10	2020	9	Demolition of existing workshop and construction of new	42 Durham Street BATHURST	15/01/2020	261		Waiting further info
10	2020	31	Bakery and cafe and two lot subdivision	369 Stewart Street MITCHELL	4/02/2020	241	237	Additional information requested
10	2020	32	Motel and two lot commercial subdivision	369 Stewart Street MITCHELL	4/02/2020	241	237	Additional information requested
10	2020	60	Motel, garden centre, storage/warehouse and 3 lot	61 Sydney Road RAGLAN	26/02/2020	219	178	Awiting Referral Responses
10	2020	87	Caltex highway service station and restuarant	214 Sydney Road KELSO	17/03/2020	199		Awaiting Integrated Agencies response
10	2020	92	New service station, fast food outlet and 3 lot subdivision	5350 Great Western Highway RAGLAN	18/03/2020	198	182	Additional information requested
10	2020	95	Additions and alterations to an existing hotel	170 William Street BATHURST	20/03/2020	196		Deferred pending additional Info
10	2020	103	Demolition of existing dwelling house and commercial building	113 Durham Street BATHURST	31/03/2020	185	163	Report to October Council Meeting
10	2020	107	Rural dwelling	Tarana Road BREWONGLE	2/04/2020	183		With DPIE for concurrence
10	2020	110	38 lot industrial subdivision with new roads	4040 O'Connell Road KELSO	2/04/2020	183	81	Waiting further info
10	2020	111	Multiple dwellings - three and four lot residential subdivision	121 William Street BATHURST	7/04/2020	178	124	Additional information requested
10	2020	117	Additions and alterations to dwelling	37 Reef Street HILL END	15/04/2020	170	140	Adiitonal information requested
10	2020	126	Alterations to dwelling - replace window	31 Havannah Street BATHURST	24/04/2020	161	149	Additional information requested - Heritage
10	2020	127	Nine two storey units	20 Griffin Street MITCHELL	27/04/2020	158	64	Amended plans requested
10	2020	133	8 lot consolidation and two lot subdivision	1 High Street HILL END	4/05/2020	151	110	RFS requested additional information
10	2020	146	Reclamation project - sunny corner mine	83 Dark Corner Road SUNNY CORNER	13/05/2020	142	135	Awaiting Referral responses
10	2020	156	Shop 1 - fitout of existing unit for use as cafe	11 Corporation Avenue ROBIN HILL	19/05/2020	136		Waiting further info
10	2020	167	Alterations and additions to existing commercial premises	250 Stewart Street BATHURST	27/05/2020	128		under assessment
10	2020	172	Use of existing conversion of shed to dwelling and additions	3821 Limekilns Road WATTLE FLAT	2/06/2020	122	94	under assessment
10	2020	180	198 lot residential subdivision and new roads	Limekilns Road KELSO	5/06/2020	119		Awaiting referral responses
10	2020	190	Three lot rural subdivision	1078 Lachlan Road CALOOLA	12/06/2020	112		Waiting further info
10	2020	193	Industrial warehouse shed	35 Vale Road SOUTH BATHURST	17/06/2020	107		Waiting on response from TfNSW
10	2020	194	Demolition of part Dudley Hotel and construct carpark	250 Stewart Street BATHURST	17/06/2020	107		Awaiting response from TfNSW
10	2020	199	Use of existing alterations to unit development	4 Keppel Street BATHURST	24/06/2020	100	59	Under assessment
10	2020	200	Use of existing alterations - internal timber staircase	4 Keppel Street BATHURST	24/06/2020	100	59	Under assessment
10	2020	201	use of existing atlerations to unit development	4 Keppel Street BATHURST	24/06/2020	100	59	Under assessment
10	2020	202	Use of existing masonary fence	2A Keppel Street BATHURST	24/06/2020	100	59	Under assessment
10	2020	211	Retaining wall	6 Gell Place ABERCROMBIE	3/07/2020	91		Under assessment
10	2020	212	Two storey dwelling with attached garage	7 Cain Drive KELSO	3/07/2020	91	49	Report to October Council meeting

10	2020	217	Installation of two light towers in existing recreation area	189A Browning Street BATHURST	6/07/2020	88	With Dubbo Council for peer review
10	2020	234	Single storey dwelling	2210 Turondale Road TURONDALE	15/07/2020	79	76 Awiting referal resonse
10	2020	246	Two storey rural dwelling	3782 Limekilns Road WATTLE FLAT	23/07/2020	71	Under assessment
10	2020	260	Hangar	167 Freemantle Road EGLINTON	3/08/2020	60	42 Additional information requested
10	2020	266	46 lot residential subdivision including one open space	67 Emerald Drive KELSO	4/08/2020	59	Awaiting comments from NRAR
10	2020	268	Installation of water reticulation system	67 Emerald Drive KELSO	4/08/2020	59	Awaiting comments from NRAR
10	2020	270	Two storey dwelling with attached garage	16 Gell Place ABERCROMBIE	5/08/2020	58	Under assessment
10	2020	280	Demolition of existing dwelling and construction of new	145 Havannah Street BATHURST	14/08/2020	49	Report to October Council meeting
10	2020	286	Two lot residential subdivision and two lot strata subdivision	313 Lambert Street BATHURST	20/08/2020	43	6 Additional information requested
10	2020	289	Alterations and additions to industrial building	17 Upfold Street GORMANS HILL	20/08/2020	43	Under assessment
10	2020	290	Enclose existing patio to habitable room	3 Lockyer Place LLANARTH	21/08/2020	42	Additional information requested

DA's Approved Under SEPP 1

1/09/2020 - 30/09/2020

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Council DA	Lot	DP	Stre	Street Name	Suburb	Postcode	Category	Environmental Planning Instrument	Zoning Of Land	Development Standard To Be Varied	Justification Of Variation	Extent Of Variation	Concurring Authority	Date Determined
2020/0251	101	817034	19	Nelson St	RAGLAN	2795	Subdivision	Bathurst Regional Local Environmental Plan	R1 General Residential	4.1	Minor variation due to Battle Axe handle exclusion	<10%	COUNCIL	30/09/2020

BATHURST REGIONAL COUNCIL

Bathurst Regional Council
PMB 17
158 Russell Street
BATHURST NSW 2795
Telephone: 02 6333 6111
Fax: 02 6331 7211
Email: council@bathurst.nsw.gov.au

Drawn By: Wayne McDonald

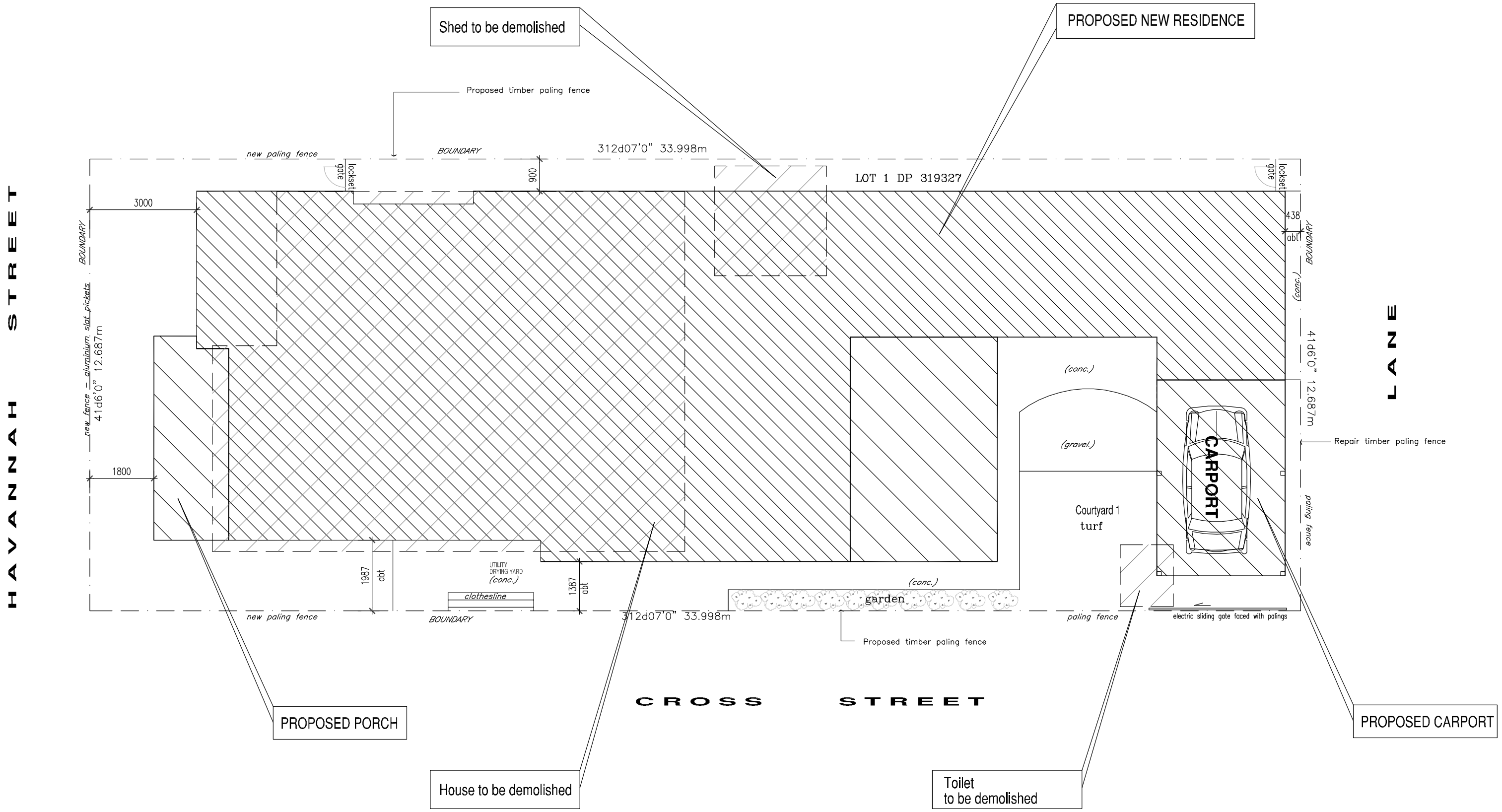
Date: 25/09/2020

Projection: GDA94 / MGA zone 55

Map Scale: 1:500 @ A4

PROPOSED NEW RESIDENCE
AT No.145 HAVANNAH STREET BATHURST. NSW. 2795
FOR A. & D. WADHAM

DRAWING SCHEDULE



PROPOSED SITE PLAN

SCALE 1:100

Site information is preliminary only and is subject to confirmation by survey.

Dial Before You Dig
Before starting any demolition, excavation or construction on the site, the relevant person/s should make an independent and updated enquiry of 'Dial Before You Dig' and any relevant service providers to ascertain the existence, location and depth of further services (if any) and the accurate location of those not able to have been surveyed at the time of preparing this plan (or data). Survey information is indicative only.

LEGEND

- Building to be demolished
- Proposed dwelling
- Proposed verandah or porch

SCALE

1000mm 0 1 2 3 4 5m

1:100 at A2 size

NOTES

EROSION & SEDIMENTATION CONTROL

Provide sedimentation fence if site conditions do not prevent sediment accessing streams, rivers or watercourses.
All sediment control measures are to be in place prior to commencing works and shall be maintained and stay in place until site is stabilised or revegetated.

DRAINAGE AND STORMWATER

Connect to the existing system.

LAND AREA

431.3 sq.m.

SURVEY

Site information is preliminary only and is subject to confirmation by survey.
Both site and house location shall be confirmed by survey.

FLOOR AREAS

House plus attached garage and workshop area 233.3 sq m
Southeast front porch 11.7 sq m
Rear Alfesco Verandah 26 sq m

ASBESTOS REMOVAL

All asbestos removal must be in accordance with the code of practice for the Management and Control of Asbestos in the Workplaces 2005 (NOSH).
All asbestos removal, disposal and site remediation must be carried ou by licence asbestos removals.

DRAINAGE AND STORMWATER

Connect to the existing system.
Existing pipe connects to Rankin Street stormwater in footpath.

WATER RETICULATION

Replace existing galvanised steel pipes.
Relocate meter.

GAS

Relocate existing meter and replace pipework.

SITEWORK

Refer to engineer where site conditions differ from those allowed for.

Verify all dimensions on site.

Do not scale off drawings

ISSUE No.	REVISION No.	REVISION	DESCRIPTION	APPROVAL DATE
A		DA Issue		11.08.20

PRESENTATION

ROBIN WHITE
69 Brilliant Street, Bathurst. NSW 2795
t (02) 63313589 m 0427313589

CONSULTING ENGINEER

BUILDER

CLIENT

A. & D. WADHAM

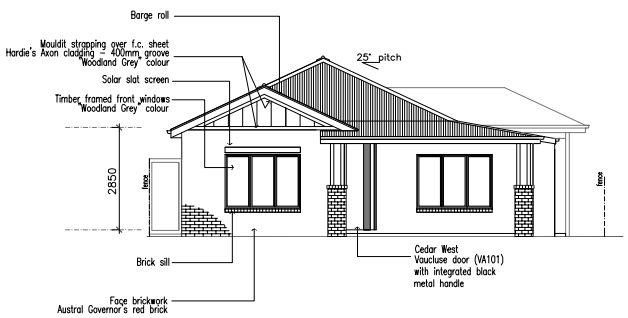
PROJECT
PROPOSED NEW RESIDENCE
No.145 HAVANNAH STREET
LOT 1 DP 319327
SOUTH BATHURST. NSW 2795

DRAWING

SITE PLAN

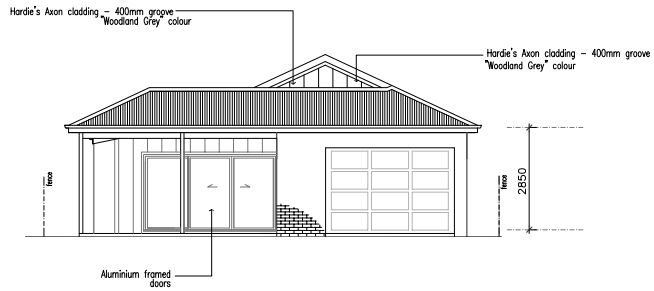
SITE NORTH

SCALE AS SHOWN
DATE May 2020
DRAWING No. A01
ISSUE A



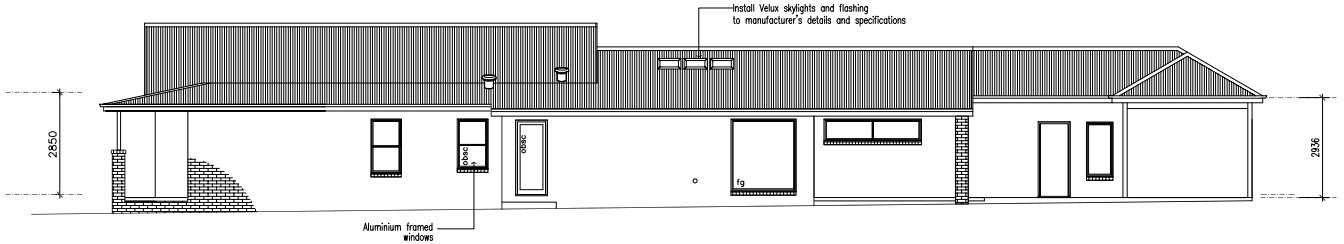
SOUTHEASTERN FRONT ELEVATION

SCALE 1:100



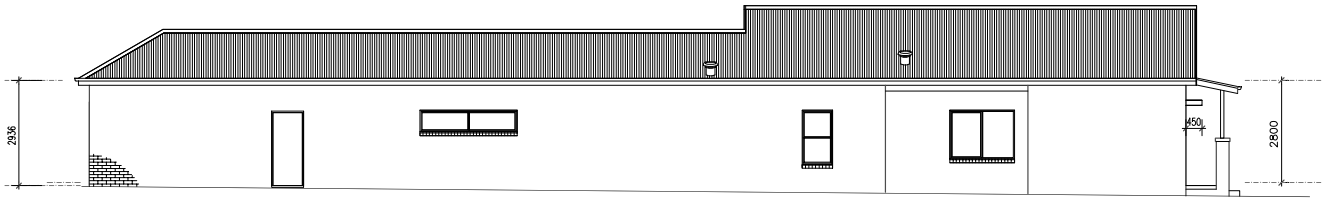
NORTHWESTERN REAR ELEVATION

SCALE 1:100



NORTHEASTERN SIDE ELEVATION

SCALE 1:100



SOUTHWESTERN SIDE ELEVATION

SCALE 1:100

SCALE
1000mm 0 1 2 3 4 5m
1:100 at A2 size

NOTES

REFER TO ENGINEER WHERE SITE CONDITIONS DIFFER FROM THOSE ALLOWED FOR.

ISSUE No.	REVISION No.	REVISION	DESCRIPTION	APPROVAL DATE
A		Tender Issue		11.08.20

PRESENTATION

ROBIN WHITE

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t (02) 6331 3599 m 0427 313 599

CONSULTING ENGINEER

BUILDER

CLIENT

CLIENT

A. & D. WADHAM

PROJECT

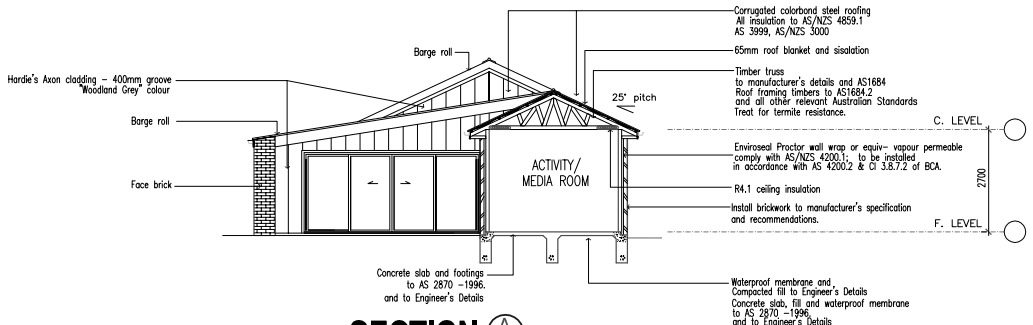
PROPOSED NEW RESIDENCE
No.145 HAVANNAH STREET
LOT 1 DP 319327
SOUTH BATHURST. NSW 2795

DRAWING

ELEVATIONS

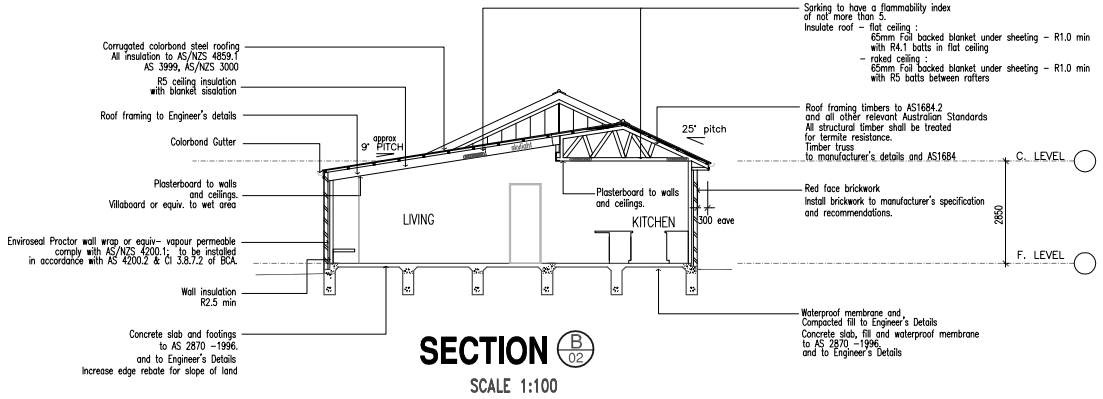
SITE NORTH	SCALE 1:100 DATE May 2020 DRAWING No. A03	ISSUE A

DRAWING PREPARED FROM INFORMATION SUPPLIED BY CLIENT



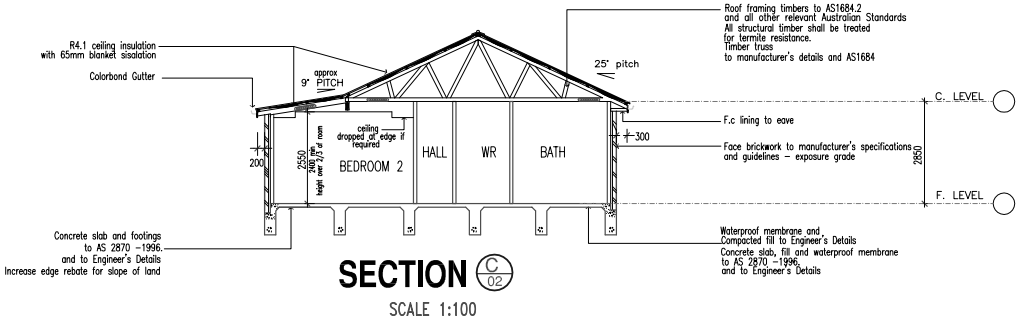
SECTION A 02

SCALE 1:100



SECTION B 02

SCALE 1:100



SECTION C 02

SCALE 1:100

SCALE

10m 0 10 20 30 40 50m

1:100 at A2 size

WINDOW SCHEDULE

Number	Orient	Width mm	Height mm	Area	Type		Frame and glass (nfrc SHGC and U-Value)
1	se	2110	1500	3.17		dh	timber, dbl (air), hi-Tsol low-e/clr aluminium double glazed air fill U value 2.91, SHGC 0.44
2	se	2110	1500	3.17		dh	"
3	ne	850	1500	1.27		dh	alum., dbl (air), hi-Tsol low-e/clr aluminium double glazed air fill U value 2.91, SHGC 0.44
4	ne	850	1370	1.16		dh	toned single alum., sgl, hi-Tsol low-e
5	ne	1810	1500	2.71		fg	alum., dbl (air), hi-Tsol low-e/clr aluminium double glazed air fill U value 2.91, SHGC 0.44
6	ne	2710	600	1.63		sl	"
7	ne	730	1500	1.10	garage	fg	low-e comfortplus single alum., sgl, hi-Tsol low-e
8	sw	2710	600	1.63		sl	alum., dbl (air), hi-Tsol low-e/clr aluminium double glazed air fill U value 2.91, SHGC 0.44
9	sw	850	1500	1.27		dh	"
10	nw	1810	1370	2.48		sl	"
11	nw	1885	665	1.25	skylight	fixed	tim/uPVC/hinged, double hi-Tsol low-e
12	ne	1885	665	1.25	skylight	"	"
13	ne	1885	665	1.25	skylight	"	"

DOOR SCHEDULE

Number	Orient	Width mm	Height mm	Area	Type		Frame and glass (nfrc SHGC and U-Value)
1	ne	820	2040	1.67		al hinged	toned single alum., sgl, hi-Tsol low-e
2	nw	4800	2100	10.08		al sliding	alum., dbl (air), hi-Tsol low-e/clr aluminium double glazed air fill U value 2.91, SHGC 0.44

VERIFY ALL WINDOW AND DOOR DIMENSIONS ON SITE PRIOR TO ORDERING.

NOTES

ISSUE No.	REVISION No.	REVISION	DESCRIPTION	APPROVAL DATE
A		Tender Issue		11.06.20

PRESENTATION

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BUILDER

CLIENT

SURVEYOR

A. & D. WADHAM

PROJECT

PROPOSED NEW RESIDENCE
No.145 HAVANNAH STREET
LOT 1 DP 319327
SOUTH BATHURST. NSW 2795

DRAWING

SECTIONS
WINDOW & DOOR SCHEDULE

SCALE 1:100
DATE May 2020
DRAWING No. A04
ISSUE A

SITE NORTH

BASIX

Project Details		
Project Name		WADHAM BATHURST HOUSE
Address		145 HAVANNAH Street Bathurst 2795
Town or Suburb		BATHURST NSW 2795
Local Government Area		Bathurst Regional Council
Project Description		
Project Type		Separate dwelling house – 1 storey
Number of bedrooms		4
Site Details		
Site Area (m^2)		431.3
Roof Area (m^2)		318
Conditioned Floor Area (m^2)		167.9
Unconditioned Floor Area (m^2)		11.8
Garage Floor Area (m^2)		37.5
Total Area of garden and lawn (m^2)		50
Swimming Pool		no
Spa		no
Water Commitments		
Low water use landscape area (m^2)		nil
Shower head rating		3 star (>7.5 but <=9L/minute)
Toilet flushing system rating		5 star
Kitchen taps rating		4 star
Bathroom taps rating		4 star
On demand hot water reticulation system		no
Rain water tank capacity		1,200 litres min
Roof water collection area for tank (m^2)		100
Rainwater tank connection to fixtures		outdoor taps, all toilets
Greywater treatment system		no
Thermal Commitments		
Additional insulation required to be installed:		minimum
Floor – concrete slab on ground 100mm		no requirement
External walls – brick veneer		2.26 (or 2.80 including construction)
External walls – framed		2.4 (or 2.80 including construction)
Raked ceiling/Pitched or Skillion roof (>10°)		ceiling: 2.95 (up), roof: foil backed blanket (65 mm)
Flat ceiling and pitched roof (>10°)		ceiling: 3.24 (up), roof: foil backed blanket (65 mm)
Roof Solar absorptance		light
Internal wall shared with garage		R1.5 min
Aircon ducting		R2.0 (not compulsory)
Energy Commitments		
Hot water system		gas instantaneous 6 star
Cooling System	Living area	1–phase reverse cycle airconditioning (EER3.5 – 4.0)
	Bedroom area	1–phase reverse cycle airconditioning (EER3.5 – 4.0) with ceiling fans
Day/night zoning		yes
Heating System	Living area	1–phase reverse cycle airconditioning (EER3.5 – 4.0)
	Bedroom area	1–phase reverse cycle airconditioning (EER3.5 – 4.0)
Day/night zoning		yes
Ventilation systems		
	Bathroom, shwr rm, powder rm	Individual fan ducted to outdoors Manual on/off switch
	Kitchen	Rangehood fan ducted to outdoors Manual on/off switch
	Laundry	Natural ventilation
Artificial lighting		
	Bedrooms no.– 4	Fluorescent or LED
	Living/ dining no.– 2	Fluorescent or LED
	Hallway	Fluorescent or LED
	Kitchen	Fluorescent or LED
	Bathroom	Fluorescent or LED
	Laundry	Fluorescent or LED
Alternative Energy		
Natural lighting		
	Bathrooms and toilets no.– 2	yes
	Kitchen no.– 1	yes
Cooking facilities		Gas cooktop & electric oven
Swimming Pool	Volume	n/a
	Heater	n/a
	Pool cover	n/a
	Pump	n/a
Other Requirements		
		Fixed outdoor clothes drying line
		Well ventilated refrigerator space

NOTE: Refer to floor plan and cross section for insulation to be installed - values shown are Basix minimum values.

GENERAL NOTES

ALL MATERIALS AND WORK PRACTICES MUST COMPLY WITH, BUT NOT BE LIMITED TO THE BUILDING CODE OF AUSTRALIA, THE NATIONAL CONSTRUCTION CODE AND ALL RELEVANT CURRENT STANDARDS.

ALL MATERIALS AND CONSTRUCTION PRACTICE SHALL MEET THE PERFORMANCE REQUIREMENTS OF THE BUILDING CODE OF AUSTRALIA. WHERE AN ALTERNATIVE SOLUTION IS PROPOSED IT MUST BE APPROVED PRIOR TO IMPLEMENTATION OR INSTALLATION BY THE RELEVANT AUTHORITY AND BUILDING SURVEYOR OR CERTIFIER.

THESE DRAWINGS MUST BE READ IN CONJUNCTION WITH THE ENGINEER'S DESIGN, SPECIFICATIONS, GEOTECHNICAL REPORTS AND ALL OTHER CONSULTANTS' DRAWINGS, DETAILS AND COMPUTATIONS.

FIGURED DIMENSIONS TAKE PRECEDENCE OVER SCALED DIMENSIONS. DO NOT SCALE OFF DRAWINGS. ALL DIMENSIONS SHALL BE VERIFIED ON SITE. GROUND LEVELS SHOWN ARE PRELIMINARY ONLY AND REMAIN THE CONTRACTORS' RESPONSIBILITY. REFER DISCREPANCIES FOR CLARIFICATION.

THE BUILDER AND SUBCONTRACTORS SHALL CHECK AND VERIFY ALL DIMENSIONS, SETBACKS AND SPECIFICATIONS AND ALL OTHER RELEVANT DOCUMENTATION PRIOR TO THE COMMENCEMENT OF ANY WORKS & REPORT ALL DISCREPANCIES FOR CLARIFICATION.

ALL STRUCTURAL MEMBERS OF THE BUILDING MUST BE PROTECTED FROM TERMITE ATTACK IN ACCORDANCE WITH THE BUILDING CODE OF AUSTRALIA. ALL STRUCTURAL TIMBER INCLUDING ROOF BATTENS MUST BE TREATED IF TREATED METHOD CHOSEN.

ALL STORMWATER MUST BE TAKEN TO THE LEGAL POINT OF DISCHARGE AS DIRECTED BY THE RELEVANT AUTHORITY. THE BUILDER AND SUBCONTRACTORS SHALL ENSURE THAT ALL STORMWATER DRAINS, SEWER PIPES AND OTHER SERVICES ARE LOCATED WITH SUFFICIENT DISTANCE FROM FOOTINGS AND SLAB EDGE SO AS TO PREVENT MOISTURE PENETRATION, DAMPNESS, WEAKENING OR UNDERMINING OF THE BUILDING OR FOOTINGS.

ALL SURFACE WATER. SUBSOIL DRAINAGE AND STORMWATER DRAINAGE SHALL BE DRAINED AWAY FROM BUILDINGS.

THE BUILDER SHALL ENSURE THE WATERTIGHTNESS AND GENERAL STABILITY OF THE STRUCTURE DURING WORKS.

ALL WATER CLOSET DOORS MUST BE REMOVABLE OR SLIDING FOR COMPLIANCE WITH BCA 3.8.3.3 WHERE REQUIRED.

PROVIDE VAPOUR BARRIER TO BCA 3.2.6 WITH COMPLIANCE MARKED TO AS2870 0.2mm HIGH IMPACT RESISTANT.

WATERPROOFING OF WET AREAS SHALL BE DESIGNED AND INSTALLED IN ACCORDANCE WITH THE REQUIREMENTS AND CONSTRUCTION METHODS OF 3.8.1 OF THE BCA. FLASH AND SEAL USING WATERPROOF MEMBRANE COMPLYING WITH AS/NZS 4858. FIBRE CEMENT SHEET SHALL BE IN ACCORDANCE WITH AS/NZS 2908.2

SMOKE ALARMS MUST BE INSTALLED AND BE COMPLIANT WITH BCA 3.7.2 AND AS 3786. CONNECT TO MAINS POWER AND INTERCONNECT ALL ALARMS.

ALL MATERIALS AND FINISHES SHALL BE APPROVED BY THE OWNERS.

VARIATIONS FROM THE SPECIFICATIONS AND DRAWINGS MUST NOT BE MADE WITHOUT THE APPROVAL OF THE OWNER OR OWNERS.

INSTALL DRAUGHT SEALS TO ALL EXHAUST DUCTS AND FLUES.

INSTALL INSULATION IN ACCORDANCE WITH THE ENERGY EFFICIENCY REQUIREMENTS OF THE BCA.

SEAL BUILDING IN ACCORDANCE WITH THE ENERGY EFFICIENCY REQUIREMENTS OF THE BCA.

INSTALL LIFT–OFF HINGES TO BATHROOM AND WC DOORS WHERE REQUIRED.

FLOW RATE AND DISCHARGE OF EXHAUST SYSTEMS FOR KITCHENS, BATHROOMS LAUNDRY AND SANITARY COMPARTMENT MUST COMPLY WITH Cl.3.8.7 OF THE BCA.

STANDARDS

CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE B.C.A.

ALL WORK SHALL BE IN ACCORDANCE WITH THE FOLLOWING STANDARDS :
(REFER TO SPECIFICATION FOR FULL LIST)

AS/NZS 1170 Structural design actions
AS 1288 Glass in buildings
AS 1289 Methods of testing soil for engineering purposes
AS/NZS 1680 Interior lighting
AS 1684 Residential timber–framed construction
AS 1720 Timber structures
AS 1562 Design and installation of sheet roof and wall cladding
AS2047 Windows and external glazed doors in buildings
AS/NZS 2179 Specification of rainwater goods, accessories and fasteners
AS/NZS 2269 Plywood – structural
AS/NZS 2699 Built in components for masonry construction
AS 2870 Residential slabs and footings – construction
AS/NZS 2904 Damp–proof courses and flashings
AS/NZS 3500 Plumbing and drainage
AS 3600 Concrete structures
AS 3660 Termite management
AS 3700 Masonry structures
AS 3740 Waterproofing in wet areas in residential buildings
AS 3786 Smoke alarms
AS 3900 Thermal insulation of buildings
AS 3959 Construction of buildings in bush–fore prone areas
AS 4055 Wind loadings for housing
AS 4100 Steel structures
AS/NZS 4200 Pliable building membranes and underlays
AS 4586 Slip resistance classification of new pedestrian surface materials
AS/NZS 4600 Cold–formed steel structures
AS/NZS 4858 Wet area membranes
AS/NZS 4859 Materials for thermal insulation of buildings
ISO 8336 Fibre cement flat sheets
AS2047 Windows and external glazed doors
AS/NZS 4013 Domestic solid fuel burning appliances
AS1860 Particleboard Flooring
AS/NZS 1859 Flat pressed particleboard

NOTES

REFER TO ENGINEER WHERE SITE CONDITIONS DIFFER FROM THOSE ALLOWED FOR.

ISSUE No.	REVISION No.	REVISION	DESCRIPTION	APPROVAL DATE
A		DA Issue		11.08.20

PRESENTATION
ROBIN WHITE
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CONSULTING ENGINEER

BUILDER

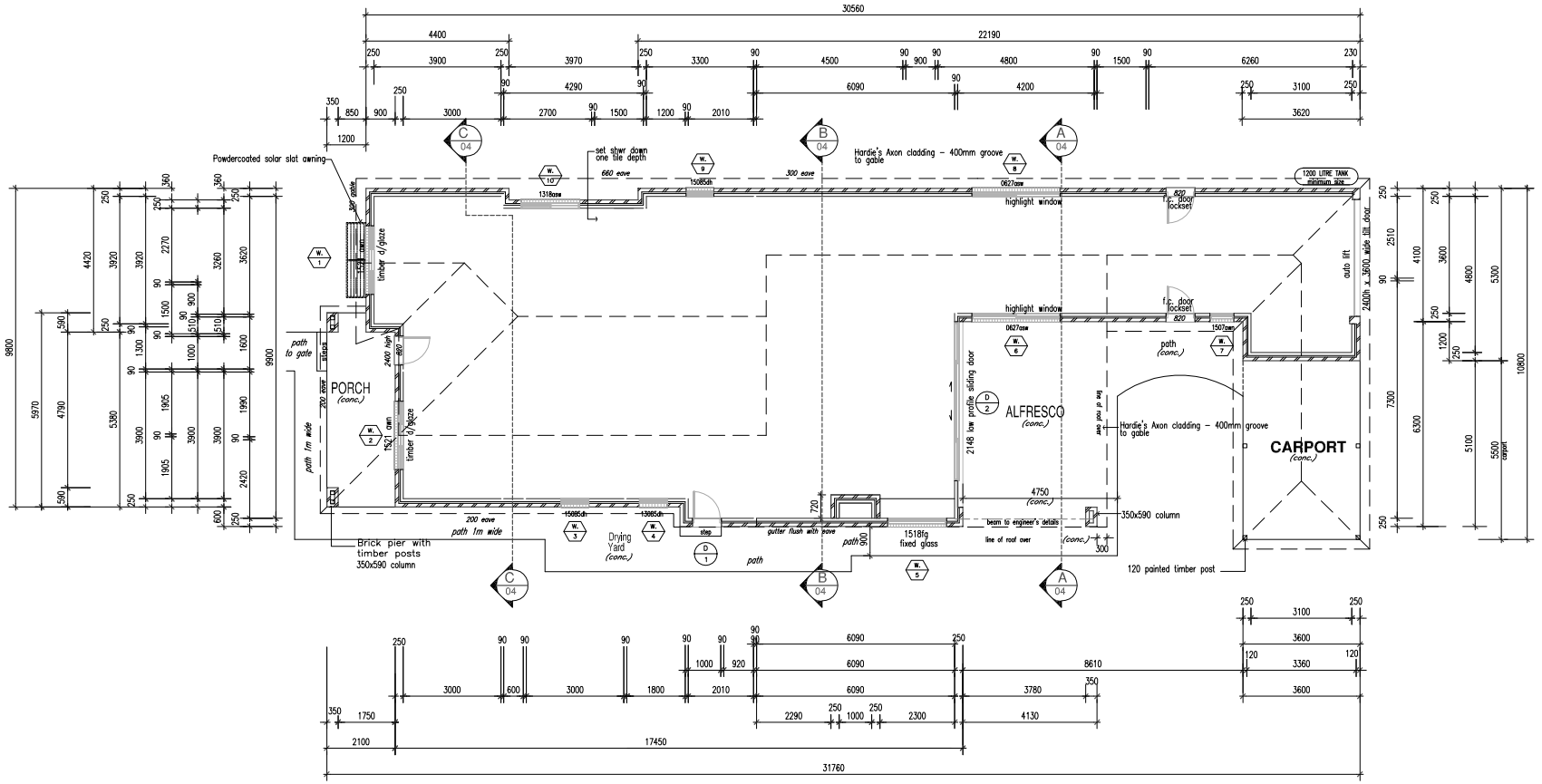
CLIENT
A. & D. WADHAM

SURVEYOR

PROJECT
PROPOSED NEW RESIDENCE
No.145 HAVANNAH STREET
LOT 1 DP 319327
SOUTH BATHURST. NSW 2795

DRAWING
BASIX
AND NOTES

SITE NORTH
SCALE as shown
DATE May 2020
DRAWING No. A05
ISSUE A



PROPOSED FLOOR PLAN

SCALE 1:100

Refer to drawings A04 for the Basix window and door schedule

AREAS :

RESIDENCE & GARAGE = 233.2 sq.m.
FRONT VERANDAH = 12.1sq.m.
ALFRESCO AREA = 33.3 sq.m.
CARPORT = 19.8 sq.m.
SITE = 431 sq.m.

LEGEND

- Hard wired smoke alarm/detector to AS3786 and Part 3.7.2. of the B.C.A. Interconnect all alarms. Confirm locations on site.
- Exhaust fan – vent externally
- Ceiling fan
- Skylight

SCALE

1000mm 0 1 2 3 4 5m

1:100 at A2 size

NOTES

GLAZING
Windows and glazed doors to be new aluminium framed
Acceptable construction is compliance with AS1288, AS 2047
AS/NZS 4666 and AS/NZS 4667.

HEATING, COOLING & AIRCONDITIONING
Install zoned ducted system R/C airconditioner
Install gas insert fire.
Install ceiling fans as noted.
Install zoned airconditioning system with controller in each bedroom plus living room.

STORMWATER DRAINAGE
Connect roof drainage to tank system and existing drainage system.

EROSION & SEDIMENTATION CONTROL
Provide sedimentation fence if site conditions do not prevent sediment accessing streams, rivers or watercourses.
All sediment control measures are to be in place prior to commencing works and shall be maintained and stay in place until site is stabilised or revegetated.

FINISHES
All fittings and finishes to be approved by the owners.
Recess slab down in wet areas – no trip point at join with adjoining surfaces

HOT WATER SYSTEM
Install gas instantaneous hot water service

CONDENSATION
Exhaust from a bathroom, sanitary compartment, or laundry must be discharged directly or via a shaft to outdoor air; or to a ventilated roof space.
Comply with Cl.3.8.7 of BCA.

SURVEY
Verify all dimensions on site by survey.

LIGHTING
Confirm lighting with owners. Downlights thoughout with pendants in kitchen and dining area

SLAB SETDOWN
Setdown slab for wet areas.
Set down more in shower for falls to waste.

ISSUE No.	REVISION No.	REVISION	DESCRIPTION	REVISION DATE
A		Tender Issue		11.08.20

PRESENTATION
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CLIENT
A. & D. WADHAM

PROJECT
PROPOSED NEW RESIDENCE
No.145 HAVANNAH STREET
LOT 1 DP 319327
SOUTH BATHURST. NSW 2795

DRAWING
PROPOSED FLOOR PLAN

SITE NORTH

SCALE 1:100
DATE May 2020
DRAWING No. A02
ISSUE A

Statement of HERITAGE IMPACT

Statement of heritage impact for: No. 145 Havannah Street, Bathurst. NSW 2795

This statement forms part of the development application for:
Proposed demolition of existing dwelling
Proposed construction of new residence, attached garage and carport.

Date:
10 August 2020

Address and property description:
No. 145 Havannah Street
Bathurst. NSW 2795
Lot 1 DP 319327

Prepared by:
Robin White
69 Brilliant Street
Bathurst. NSW 2795
Tel. 02 6331 3589 Fax 02 6331 3589
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For: A. & D. Wadham

1. INTRODUCTION

This report was commissioned by the owners of the property as part of the development application for demolition of an existing dwelling and construction of a new freestanding residence with attached garage and carport.

This statement addresses the impact of the proposed demolition and new building construction on heritage values of the Bathurst Conservation Area, the Havannah Street and Cross Street area between Piper and Lambert Streets and the adjacent properties.

The report accompanies the following drawings and is to be read in conjunction with Heritage Assessment prepared by Bathurst District Historical Society Inc. and the Structural Assessment prepared by the Engineers, Calare Civil Pty Ltd.

Drawing Schedule:-
A01 Site Plan
A02 Floor Plan
A03 Elevations
A04 Sections, Window and Door Schedule
A05 Basix and Notes

Other documents:-
Photographic Record
Bathurst District Historical Society Building Report April 2020
Structural Report Calare Civil Pty Ltd January 2020

2. HERITAGE FRAMEWORK AND OBJECTVES

Objectives:-

- assess the heritage impact of the proposed demolition on the significance of the site and the surrounding area which encompasses the Havannah Street area between the intersections with Lambert Street and Piper Street and the Cross Street area.
- assess the impact of the proposed demolition on the heritage values of the Bathurst Conservation Area

The property is located within the Bathurst Conservation Area. Bathurst Regional Council's Local Environmental Plan states that it must, before granting consent in respect of a heritage item or heritage conservation area, consider the effect of the proposed development on the heritage significance of the area concerned. There are two locally acknowledged heritage items in the vicinity of the subject property.
The conservation area covers about 450ha, comprising generally the whole of the old city area, bounded by the main railway from the Macquarie River to Busby Street, then

via Busby Street, the rear of the properties fronting the western side of Lewins Street, then Rose Street, Prospect Street, Busby Street, Havannah Street, then to include the whole of the Grounds of St Stanislaus College, then Browning Street, Peel Street, Piper Street, Mitre Street, Howick Street, Commonwealth Street, Durham Street, Peel Street, Morrissett Street, Stewart Street, Stanley Street and its alignment to the creek to the west of the showground, then via that Creek to Durham Street, and then to the railway via Durham Street.

3. LOCATION & DESCRIPTION

Bathurst is located approximately 200km west of the Sydney and the city is located in the Bathurst Regional Council local government area. The subject site is located within one of the central blocks of the Bathurst Conservation Area.

The Bathurst Conservation Area Statement of Local Significance states:
"The conservation area is historically significant because it includes the older parts of Bathurst and reflects the nineteenth century development of this important provincial centre. Bathurst was the first town established west of the Blue Mountains, and it was a place that developed a high level of prosperity during the latter half of the nineteenth century, particularly as a result of the gold rushes of the Central West region. Further, much of the conservation area is of integral social importance to the community because of its lengthy association with Bathurst's history. Incorporating a wide range of building forms and types and styles, the area has a considerable richness of cultural features.
With its pervasive historic character, the cohesiveness created by the red brick used in so many of the buildings, the landmark qualities of the spires, domes, massing and other attributes of a number of the buildings, and the inherent qualities of many of the architectural styles represented in the structures, the conservation area is a part of Bathurst that has strong aesthetic qualities.
The area includes a number of excellent examples of particular architectural styles from the early colonial, Victorian, and Federation eras. These include Classical, Georgian, Gothic and Filigree styles among others.
Bathurst was the first town established west of the Blue Mountains, and it was a place that developed a high level of prosperity during the latter half of the nineteenth century, particularly as a result of the gold rushes of the Central West region. Further, much of the conservation area is of integral social importance to the community because of its lengthy association with Bathurst's history."

There are locally listed heritage items in the vicinity:

- no.2A Piper Street (Bathurst LEP heritage item I54) Crago Mill
- no.57 & 59 Lambert Street (Bathurst LEP heritage item I327) Former Lachlan Inn

The project area comprises the existing corner land and residential building at No.145 Havannah Street. There is rear access from an unformed laneway off Cross Street. The site comprises 431sq.m.of land approximately with a frontage of 12.607m to Havannah Street and 33.998m to Cross Street.

The dwelling proposed to be demolished is fronted by Havannah Street and is sited amongst predominantly residential land. It adjoins residential land to the southwest which has predominantly 1930's late Federation bungalow style single storey residences. There is a secondhand wares shop on the corner of Havannah and Lambert Streets. Adjoining is the northeast boundary Cross Street. The site is located between Piper Street and Lambert Street. Opposite are predominantly residential use allotments with Cole Street extending east. On the Corner of Cole and Havannah Street is the Men's' Shed, which was formerly a Scout Hall. On the same side as the project site are predominantly single storey residential buildings.

The existing dwelling at No.145 Havannah Street is a late Federation Style bungalow house showing the influence of the style that became regarded as a transition between the Federation Queen Anne and the Inter-War California Bungalow.

The house has external walls built of reddish orange brick with two decorative bands of pale grey brick, sized two bricks high, located one third up from the wall base and about 0.5m down from the eave. The green painted corrugated iron roof has a gabled configuration with the front verandah extending as a single skillion towards the front and it protrudes further forward than the front walls. There are large strapped gables on the southwest and northeast sides, and one smaller one at the front. The projecting front verandah has a lower roof and contains the main entrance to the dwelling.
The roof pitch is medium. The roof rafter ends are exposed. The projecting eaves are lined with timber boards. The front gable and two side gables have decorative strapping battens over asbestos fibre cement sheeting forming vertical bands. The verandah roof is supported by simple brick columns. The chimneys are of red brick masonry in face brick finish with some decorative brick corbelling.
The front gable window is a timber triple casement style with coloured top panes and Art Nouveau floral leadlight lower opening panes. It projects out beyond the wall and is supported on brick corbels. A glazed French door set with eight glass panels in each door leads from the front living room out onto the red painted concrete front verandah. The paneled front door is a very wide and glazed in the two panels in the top half. There

is a simple highlight window above the door. The rear elevation shows very simple lines. There are concrete lintels over timber doublehung windows at the rear and sides. The rear window has a simple awning.
Internally the building has decorative Art Nouveau wall vents in the living room, a picture rail in some rooms, a rudimentary kitchen, and open fire in the kitchen, cypress timber floorboards, five paneled horizontal style doors, a bathroom renovated in the late 1900's, and a combined toilet and laundry. There is an Art Nouveau style mantelpiece in the living room but little other decoration.

The brick built toilet stands alone in the rear yard as was the traditional location. A small contemporary galvanised garden shed stands at the rear of the house. There is a Hills Hoist and remnant concrete paths and garden in a rear yard dominated by a large open area which was once grassed. Shrubs are evidence of the past garden.
There are timber paling fences on both sides and the rear, and a picket fence across the front. A metal farm style gate angled across the north rear corner allows vehicle access to the property.

The existing dwelling is a two bedroom Federation bungalow exhibiting the typical infill building type that proliferated in the Bathurst city blocks where large parcels of land extending half a city block were subdivided to satisfy the need for low-cost new housing development in the 1930's. The building configuration is similar to adjacent infill housing to the southwest built at the same time.

In country towns a different palette of materials were used to that in city buildings, with a combination of materials making the unique Australian Federation Bungalow style that was the Australian response to the bungalow style that was developed in America.
Some of the qualities of the Federation Bungalow style that the dwelling shares are simple massing of forms, single storey building configuration with high ceilings, casement front windows, homely simplicity, robust honesty, minimal timber external detailing, molded architraves, outdoor toilets and an outdoor laundry. The remnants of another external room can be seen on the western corner. These types of bungalows were a simple response to the housing demand and the skills available. They had lost the picturesque complexities of the earlier Queen Anne style and do not display their structural carpentry as much as the Californian Bungalow. The more elaborate and decorative houses of this era are located on larger pieces of land, often in elevated locations in Bathurst.

It appears that the building was originally constructed around 1929 according to the Heritage Building Report. The house has been subjected to extensive irreversible damage as outlined in the engineer's report. Most rooms display significant damage caused by long-term structural movement and roof drainage failure. The structure is

severely damaged as are ceilings and walls. The engineers note that building is in the highest Category 4 damage rating and it has asbestos throughout.

Cracking has been filled as is evident where the plaster has sustained further damage and the gaps are still very wide. Recent investigations by Calare Civil Pty Ltd have revealed the cause and extent of the building's ongoing problems and the estimated cost of remediation is $227,000 with an additional $52,000 to bring it up to a desirable habitation.

Aerial Photo Six portal

4. BRIEF HISTORICAL BACKGROUND

First Occupation

The site is part of the traditional lands of the Wiradyuri Aboriginal people. Prior to European contact the Bathurst plains area was of major importance due to the availability and abundance of freshwater, plants, animals and stone which provided food, medicines and shelter, as well as the raw materials for tools, nets, baskets and clothing. Stewart's Mount was a dominant aboriginal industrial area producing basalt stone implements. The Bathurst plains exhibited the extensive indigenous settlement and farming practices and the area formed the central part of a ceremonial landscape.

The largest number of stone arrangements in NSW was found in the Bathurst district. The landscape provided cultural sites as well as material support for habitation. Due to the dramatic drop in the Aboriginal population, introduction of diseases and the subsequent destruction of the economic and social structures of Aboriginal people following European contact, many of the places of significance in and around Bathurst remain unrecorded.

The European invasion of Australia commenced in 1788 with the establishment of a penal colony at Sydney. In 1814 the British government commissioned a road to be built across the Blue Mountains, which was completed in early 1815 and settlement and farming expanded west to Bathurst. By 1815 it was proclaimed "a site for the erection of a town at some future period' which was to be named Bathurst. A small settlement of government buildings was established as an inland outpost from the main Sydney based operations. Land was granted land on the west bank of the Macquarie River after an initial restriction which saw this land only occupied by convicts and the military garrison and grants were to the east side. This was followed by grants and purchases on the west side and then both sides of the Macquarie River after the town plan was adopted and the regular rectangular grid pattern of central Bathurst was established with many town allotments sold by auction.

The middle 1800's until 1900

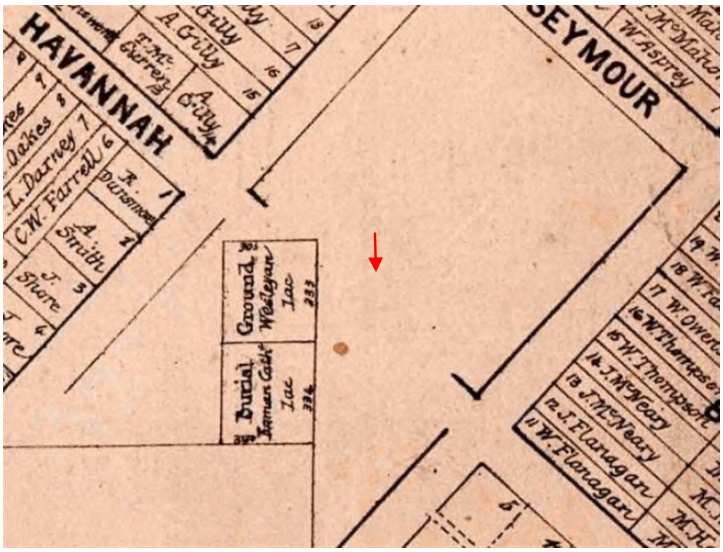
The land lies within of the historically significant residential building sector of central Bathurst. In the 1860 town map there is no designated land use for this block known as Section 84 with the Wesleyan burial ground located opposite and the Roman Catholic one further to the south. The land around the burial grounds was known to be used for meetings of aboriginal people in the district and overnight camp setups.

The land had been designated for a public School. The public school was to occupy all of the southeast side of this block facing Havannah Street and take up allotments 9, 10, 11 and 12. The intended school was subsequently built as Milltown Public School in 1879 in nearby Bant Street adjacent to St Barnabas Church and later relocated to its current location after burning down in the 1960's. There had been a name change to South Bathurst School after the school expanded.

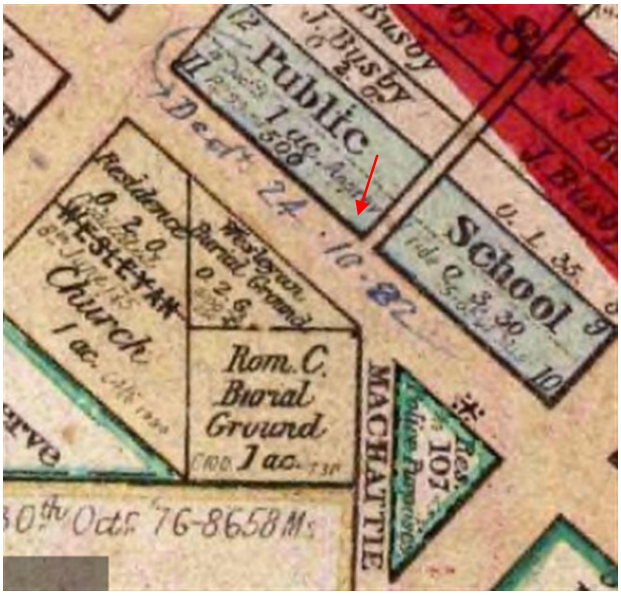
South Bathurst was originally known as Milltown due to the number of flour mills in the vicinity. Over ten mills were located nearby and many workers cottages are still evident in the area. The site location is part of the Milltown area and it lies within the Conservation Area of Bathurst.

The suburb evolved after the Great Western Railway reached Bathurst in 1876 and Milltown was considered the railway man's suburb. Bathurst became a major rail facility with a locomotive depot housing 100 locomotives. By 1886 there were 111 enginemen

employed along with 255 in the workshop. Many of the railway staff lived in the Milltown area close to the depot on the northern side of the railway and the demand for low-cost and low rental housing was high. By 1916 the locomotive depot had become a major steam engine overhaul workshop and catered for all locomotives assigned to the west of the mountain. In October of 1882 the land was re-designated.
The land appears to have been vacant for most of this time.



Town Map 1860



Town Map 1882

Town Map 1922

The 1900's until present

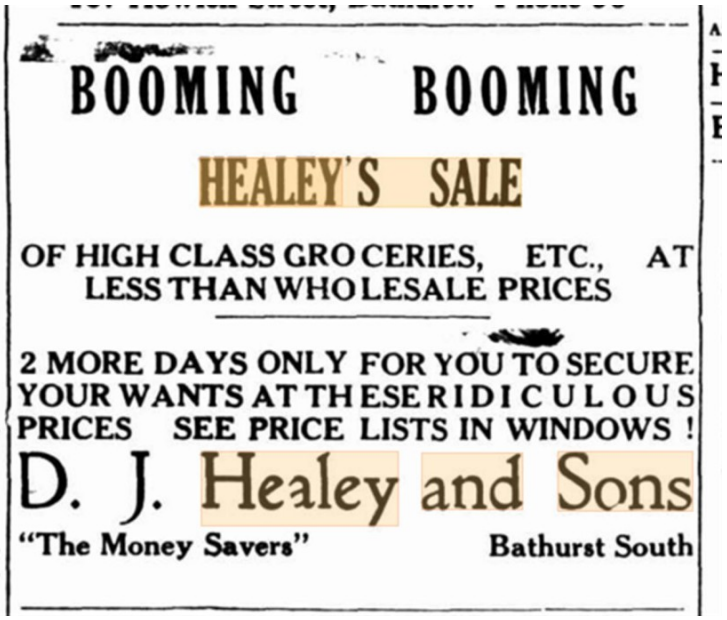
The land was subdivided and sold off by the government for private use and the allotment sold to D. J. Healey. The Cross Street corner allotment 23 that is the subject of this report was formed as a subdivision into 5 allotments at this time.

CROWN LANDS AUCTION SALE (Bathurst)

At Court House, Bathurst, Thurs day 17th January 11 a.m. Allotments 8 and 21, section 84, Bathurst. 1 rood each, upset prices £100 and £92 per lot respectively. Deposit £25 per cent; 3 years' terms, interest 5 per cent per annum. Each 61ft frontage to Havannah Street. Plans exhibited at Court House Bathurst. from where further particulars may be obtained. W. J. ROPER, U.S for Lands . (F.2368.

Bathurst National Advocate Jan 12 1929

Mr. Healey purchased the land in Section 84 after it was gazetted for sale in January of 1929. He subdivided the land. He then built the store for his successful grocery and general store business on the corner of Lambert and Havannah Streets and built four houses fronting Havannah Street. The one next to the shop at No.153 is a substantial house, Nos.145, 149 and 151 are the much smaller and are exactly the same whereas No.147 has a different roof and floor plan. Renovations and verandah infills over the years have obscured the similarities between the buildings.



BOOMING BOOMING

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2 MORE DAYS ONLY FOR YOU TO SECURE YOUR WANTS AT THESE RIDICULOUS PRICES SEE PRICE LISTS IN WINDOWS !

D. J. Healey and Sons

"The Money Savers" Bathurst South

Advertisement National Advocate 1930

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XMAS CAKES, PUDDINGS, PURE ORANGE AND LEMON SQUASH, CORDIAL EXTRACTS FIGS NUTS, SWEETS, FANCY GLASSWARE AND CROCKERY ETC ETC. A FINE RANGE OF ALL AT BEDROCK PRICES

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D, J. HEALEY AND SONS

Phone 121. BATHURST SOUTH Free Delivery

Advertisement National Advocate 1932

1926 CHEVROLET De Luxe for sale. 145 Havannah st.

CHAFF Prime Oaten Chaff; Whole and cracked corn; wheat; Pollard; Bran; M.I.B. Meat and Bone Meal and Shell Grit etc. at lowest market rates from D. J. Healey and Sons, Produce Merchants, Bathurst South. Give us your next order. Phone 121.

GROCERY SPECIALS I X L Relish largest bots. 11½d; 3 for 2/9; Fountain S.R. Flour 4's 1/1; 7's 6½d; Pineapples sliced and Cored, 30 oz. tin 1/1½; 3 for 3/3; crushed pines 16 oz. 9d; 3 for 2/1½; Rosella Tomato Soup large 10½d; for for 2/6; small 6d; 3 for 1/5½; vegetable large 1/-; small 7d. tin; Kraft cheese 8oz. 10½d 3 for 2/6; 4 oz. 6d; 3 for 1/5½; Black Boot Polish 3 large tins 1/-. Secure these gargains this week-end for cash from D. J. Healey and Sons. Free delivery.

PEPPER PEPPER White ½lb. tins 5½d. 6 for 2/6; ½lb. tins 10d 3 for 2/3; loose white 1/4½ lb; 7lbs bags 1/3 lb. Cash special this weekend at D. J. Healey and Sons, cheapest quality grocers in town. Phone 121.

CANARY SEED and Hemp seed 6d. lb.; 6 lbs. 2/—; whole linseed and rape seed 5d lb; millet 3½d, 6 lbs. 1/6; 2lbs. bags x seed 9½d. 3 for 2/3; Parrot food, Yates 8½d., 3 for 2/-. Healey and Sons, Bathurst South. Where bird foods are cheaper.

HEALEY'S Sell it for less. Just look! Washing Soda 1½d. lb 14 lbs 1/6; 28 lbs 2/11; Pansy floor wax 1lb tins 11d; 3 for 2/8; small 4½d; 3 for 1/-; castor oil 5oz. 8½d; 10 oz. 1/3; olive 5oz 10½d; 10 oz. 1/7½; sardines small 5 for 1/-; large 3 for 1/-; C and B Herr in Sauce 1lb. 11d 3 for 2/8; small 7½d; 3 for 1/9; salmon 1lb. 10d; 3 for 2/5; Trefe Sardines 11d.; 3 for 2/7½; Custard powder 1lb. tin 1/4; Hansen's junkets 1/2½; Vincent's A.P.C. powders 1/4½ box of 12. No need to go up town to beat these prices. They are unbeatable. Healey and Sons for service and free delivery. Phone 121.

VINEGAR Week-end cash special: bulk 1/6 gal; Cornwells large 1/2 bot; Sydney large 8½d 3 for 2/-; at Healey and Sons, where the best is cheapest.

CARTRIDGES extra special week-end cash price. Nobels 22 short P.R. 1/3½, 3 boxes for 3/9; long 1/8½ 3 boxes for 5/-; long rifle 2/-, 3 boxes 5/9; 12 gauge Straitline 5/11 box. 3 boxes for 17/-. Small profit, quick return. Sportsmen it pays to buy from D. J. Healey and Sons. "The Money Savers."

Advertisement National Advocate 1930

Healey and Sons General Store 2020

The builder may have been E. A. Wright, who was a master builder and alderman on Bathurst Municipal Council. He held the mayoral position for one month in 1914. Jane Healey, wife of William Healey, is noted as the first owner. At this stage the house is described in rates notices as being a "brick house with 3 rooms and a kitchen, bathroom and laundry".

It appears that all of the Healey land was developed at the same time. In this block residences have infilled and dominated the streetscape since the late 1920's.

The house, when it was owned by Jane Healey, was occupied firstly by John Healey, and then by family relations Jean and husband John White in 1947. Jane lived in the family home in Manilla Street at the time. In 1950 John and Catherine Rosser rented the property. John worked at the Kelso migrant camp after WW1 and was co-founder of the Mid West Credit Union and chairman of the board.

NEW ARRIVALS IN BATHURST

Mr. and Mrs. R. Smith, Buckburraga, son.
Mr. and Mrs. Mastrigt, Migrant Centre, son.
Mr. and Mrs. R. K. Tonkin, 145 Havannah Street, son.
Mr. and Mrs. E. Coulston, 3 Goobang Street, Parkes, daughter.
Mr. and Mrs. M. Scott, Bentinck Street, daughter.
Mr. and Mrs. J. Simmons, Wiseman's Creek, daughter.
Mr. and Mrs. T. Townsend, Heerford Street, Kelso, son.
Mr. and Mrs. Bielska, Farmers Arms Hotel, daughter.
Mr. and Mrs. T. Norris, 218 Piper Street, son.
Mr. and Mrs. G. H. Barnes, 34 Morrissett Street, son.
All born at Bathurst District Hospital.

Advertisement National Advocate 1951

The Tonkin family lived at 145 Havannah Street in the early 1950's.

None of the known residents of the house proposed to be demolished are known to be highly significant in the development of the Bathurst area. Some were known to be prominent in the community as business owners.

Historically the subject land lies within the Mill Town residential area fringing the CBD of the historically significant European building sector of central Bathurst. It is an important part of the central town area and it is located within the Conservation Area of Bathurst. The land was firstly set aside for educational development as part of the town plan for Bathurst prior to a change to residential usage.

5. THE PROPOSED DEVELOPMENT

The development application is for :-

- demolition of the existing residence
- construction of a new single storey residence and carport

The development application is for the demolition of the existing dwelling and construction of a free standing residence with a carport accessed from Cross Street.
The proposed building is single storey with a hipped roof at the front. Behind is a low pitched roof section between the front hipped rooms and the rear carport and yard. The carport has a hipped roof form. The character of the new development is in keeping with the existing and adjacent properties and has a similar height, mass and scale as surrounding buildings. The building setbacks in Havannah Street vary widely from zero to approximately 8 metres. It is proposed to have the front wall of the house set back at 3metres and the verandah at 1.8 metres. The front boundary offset will result in a buffer garden area between the new house and the footpath and double glazed windows are proposed to the front so that there is greater visual and acoustic privacy.

As part of the design process meetings took place with Bathurst Regional Council's Planners and Heritage Advisor.

6. HERITAGE STATUS & SIGNIFICANCE

The proposed site and dwelling are not listed as heritage items in the NSW Heritage Register nor in the Bathurst LEP and therefore do not need to be assessed for potential impacts under the requirements of the LEP. The street is however identified in the Bathurst Region Heritage Study and is located within the Bathurst Conservation Area.

Local government is required to conserve and enhance buildings, areas or other places which are of scientific, aesthetic, architectural or historic interest, or otherwise of special cultural value. The Bathurst Conservation Area has significance as a predominantly

intact and diverse area of 19th and early 20th century houses. The heritage precinct is mainly characterised by detached, semi-detached double and single storey, gabled and/or hipped Victorian, Federation and interwar Bungalow dwellings constructed of face or rendered brick or weatherboard wall cladding with tiled or galvanised corrugated iron roofs complemented by shops, public and industrial buildings, monuments and public spaces. These are enhanced by gardens, parks and street planting. The Bathurst Conservation Area is visually distinctive due to the high proportion of contributory items. Significant street tree plantings help create substantially harmonious streetscapes. The cohesiveness of the Area is reinforced by the consistent and generally regular gridded settlement pattern, with buildings on similarly sized allotments grouped together.

The value of the building and site at No.145 Havannah Street lies in its contributory role as part of the existing residential streetscape. In this part of Havannah Street there is an eclectic mix of building types, styles and eras exhibiting symptomatic infill building and replacement in the 20th century. The houses between the Healey Store and Cross Street exhibit similarities of the late Federation bungalow style because they were all built at the same time. On the opposite corner of Cross Street is an older house of late Victorian style.

The existing building at No.145 Havannah Street was built in 1929 according to the historical report. The row of bungalows was built for investment purposes on small pieces of land and the buildings supplied modest housing. They were occupied by working families in the first half of the 20th century and in general the occupants were related to the owner. The house forms part of the streetscape in this part of Havannah Street. It informs us of the progression of European colonisation as Bathurst grew in population and the pattern of subdivision of large allotments to create new housing opportunities. The social structure of Bathurst in this area of what was formerly Mill Town, now known as South Bathurst, is evident in the predominance of low cost housing. In Cross Street and Devonshire Lane are small worker's cottages from many eras.

There is little potential for archeological significance due to previous site disturbance. The proposed building will be sited on ground already occupied by the existing dwelling and the rear of the site has little remnant garden in evidence. It is recommended that any relics or evidence of prior occupation found during excavation be noted and photographed.

The building is not likely to be unique. There are two houses nearby built by the Healey family which are the same. There are better examples of this type of building in other areas of Bathurst which are original 1920's era Federation bungalows. Examples are

the buildings at 153 to 157 William Street, the Rocket Street row between Ophir and George Streets and there are many others. The subdivision of the end to end large allotments to form more compact rows of houses facing the street was very common in Bathurst.

7. ASSESSMENT OF IMPACT

The following aspects of the proposal respect or enhance the heritage significance of the item or conservation area for the following reasons:

- Proposed building retains the scale, form, massing of buildings in the Bathurst Conservation Area and has similar proportions to the existing house.
- Intactness of the streetscape in ensured by construction of a freestanding single storey dwelling with a medium pitched roof fronting Havannah Street. The new building will enhance the streetscape and maintain the heritage value of the streetscape because some features and finishes of the new building reference the building to be demolished and similar buildings within the Conservation area without copying the existing house . The front will be verandahed and have timber windows. The wall finish will be red brick in keeping with the original buildings of Bathurst. Windows are to doublehung type with a vertical shape. The roof will be corrugated steel in a 'woodland grey' colour.
- Predominant single storey character of adjacent buildings is maintained. By adopting a house style for the building similar to the adjacent houses and a garage located at the rear, the shape and height of the new building references buildings within the existing streetscape. By maintaining a single storey building height and lower pitch the building does not dominate the streetscape even thought he footprint is larger.
- Building finishes, fenestration shape visible from the street, roof pitch and colours are consistent with heritage values. Red brick will be the exterior wall finish consistent with Conservation Area principles.
- Landscaped space for a decorative front garden is maintained by the location of the front wall and verandah off the front boundary. The front fence will be kept. The side boundary offset will be increased on the northeast side.
- The gutter height and ceiling height adopted is similar to the adjacent heritage buildings and the existing houses.
- The development adopts design characteristics through the use of materials, colours and façade style that complement the eclectic streetscape without direct copying.
- Garaging is visually obscured by locating towards the rear of the house.

- The development adopts design characters similar to adjacent buildings. The proposed building will not detract from the streetscape.

The following aspects of the proposal could detrimentally impact on heritage significance. The reasons are explained as well as the measures to be taken to minimise impacts:

- The building to be demolished forms part of a row of houses which was built by a merchant as investment properties. They are all from a similar era and the houses are part of the story of the Milltown development in the 1920's after milling had declined but the railway had brought more work and the Healey General Store was thriving. The replacement building proposed is a similar shape and form as the existing houses and it does not detract from the row of buildings in that it is single storey, verandahed, of red brick construction and similar to the nearby houses in shape and size.
- The heritage items in the vicinity are not at a distance as to be affected by the demolition and replacement building:-
    i. The new development does not reduce the public views of the heritage items and their setting. The visual and sensory setting is not unreasonable affected;
    ii. The new development does not visually dominate the heritage buildings;
    iii. Spiritual and other cultural relationships that may contribute to the cultural significance of the place have not been identified;
    iv. The new development does not overshadow the heritage buildings;
    v. The new development relates to the character and form of the streetscape which forms the setting of the former hotel. The replacement building is appropriate in the setting.
- The existing cottage will be demolished due to their poor original building methods, subsequent deterioration and ongoing problems of structural damage, roof, wall and floor damage and loss of building integrity. The impact of this demolition is minimised by building an attractive infill building and re-using any salvage from demolition. These items and materials will be removed and sold for re-use.
- Bathurst has many examples of similar houses to the one proposed to be demolished and it is neither rare nor in exemplary condition.
- The replacement building will be complementary to the streetscape.
- The impact of the new building, on the advice of the Heritage Advisor, will be lessened by lowering the roof pitch and wrapping a lower pitched roof over the front verandah and along the Cross Street façade so that the building is

recessive in the streetscape. The visual impact is broken by articulation and windows. A contemporary house requires garaging. The carport is sited towards the rear of the new house and accessed from the side. There is very limited visibility of the car areas from the front of the property in order to reduce the impact.

- The building is a similar height to the original building and similar to the late Federation houses nearby. The front gable references the bungalow style but it uses contemporary cladding.

Havannah Street looking southwest

Havannah Street looking northeast

Contributory elements of the house :

- Pitched gabled and hipped roofs
- Simple facade with decorative front window and strapped gables
- Simple skillion front verandah formed by breaking the main roof pitch
- One storey wall heights
- Rectilinear floor plan
- Face brick (red)
- Corrugated iron roof cladding
- Chimney
- Fenestration, fanlight and awning details of the building's era.
- A building visually related to the dominant scale, siting and form of the area
- Small rectilinear allotment plans and street layout with wide main streets, narrow side lane and rear service lanes

The early 20th century house, the row of buildings adjoining the allotment and the streetscape represent rapid growth and change in the character of the colonial town to a city of established residential, business and public buildings. The aesthetic value of this part of Bathurst is similar to most of the Conservation Area in that the combination of wide streets and rectilinear subdivision with predominantly residential buildings is dominated by low rise attractive streetscapes of Victorian, Edwardian and Federation buildings.

The following sympathetic solutions have been considered and discounted for the following reasons:

- The option to do nothing was discounted as the building in its current state is regarded as structurally unstable and unable to be tenanted.
- Although extension, addition and re-use have been considered, the floor and wall restoration work cannot be done without wall, floor and roof removal and complete re-building with new footings and new bricks. The cost of remedial work on the building to make it habitable even prior to addition far outweighs the cost of demolition and would require replacement of the main structure. The outside has also sustained damage from lack of, or poor maintenance. The integrity of the building has been severely compromised.
- The structural engineer's report shows significant damage and recommends demolition. Refer to the Engineer's report for further information on the structural condition.

- It would be difficult to achieve living spaces with sustainability and thermal efficiency using the existing building without prohibitive cost implications.
- Retaining the building was considered but discounted by the owners. The cost of either restoration or renovation and addition was considered prohibitive and would involve removal and re-building of the most of the house. The proposed new building would infill the streetscape appropriately and is considered a more desirable outcome than having a derelict building.

Statement of Significance

The primary implications arising from the assessed significance of the site are as follows:

- *The principal significance of the place relates to the historical and aesthetic values of the site and it location and the social narrative of the area.*
- *The building at No.145 Havannah Street is historically significant as being an example of a late Federation workers' residence which, together with nearby buildings, reflect the past European growth of the town of Bathurst especially around Milltown after WW1. It informs us of the progression of European colonisation as Bathurst grew in population and the social structure which showed the predominance of low cost housing, in some areas of the town, which was tenanted rather than owner occupied. The building to be demolished forms part of a row of houses which was built by a merchant as investment properties. They are all from a similar era and the houses are part of the story of the Milltown development in the 1920's after milling had declined but the railway had brought more work. At this time the Healey and Sons Store was thriving and the increasing population of Bathurst generated a need for low cost rental properties for working families. The site has associational significance with Bathurst merchant and resident D. J. Healey who owned the vacant land and commissioned the construction of the building for investment purposes and whose family the property remained in ownership of for decades. The building forms part of the streetscape of Havannah Street between Lambert and Cross Streets within the Bathurst Conservation Area.*

8. CONCLUSIONS AND RECOMMENDATIONS

Summary of the status and significance of the building in relation to the demolition proposal:

The contributory or significant heritage fabric has deteriorated beyond reasonable repair and would require reconstruction by removal and rebuilding with new fabric. The cost of doing this is so high that it imposes an unacceptable burden on the owners of the building.
The damaged original fabric is beyond reasonable repair and cannot be removed without irreparably damaging a substantial part of the building. The physical fabric of the house and its use as a residence has been compromised through structural damage, deterioration of condition and fabric loss and damage. There is no heritage based requirement to retain the majority of the built elements on the subject site, given that the remedial work to arrest the structural damage would require a re-build. The Engineer's advise that it is not financially viable to repair or retain the existing buildings.

It is recommended that:

1. ***prior to demolition of the house a photographic archival recording with attached floor plan would be advisable prior to the issuing of either a Construction Certificate or before any work commences***
2. ***materials and elements of the building capable of recovery should be re-cycled and re-used and that this should be considered as part of the process of demolition.***
3. ***any relics or evidence of prior occupation found during excavation be noted and photographed.***
4. ***materials and elements of the building capable of recovery should be re-cycled and re-used and that this should be considered as part of the process of demolition.***
5. ***an electronic copy of this Statement is be retained by both Bathurst Regional Council and the Bathurst Historical Society archives.***

5. PHOTOGRAPHS

FRONT ELEVATION

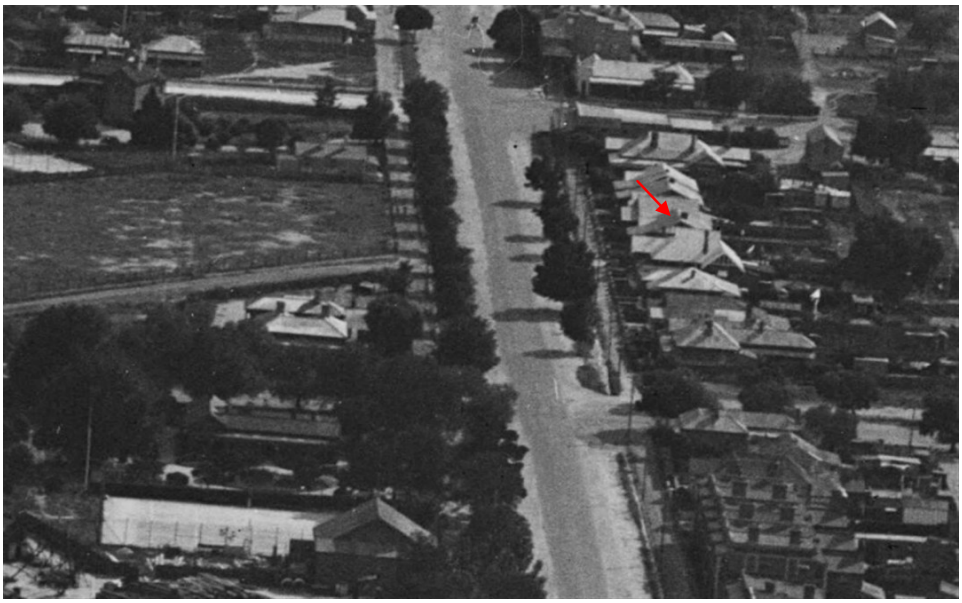
HAVANNAH STREET STREETSCAPE

FRONT GABLE AND WINDOW

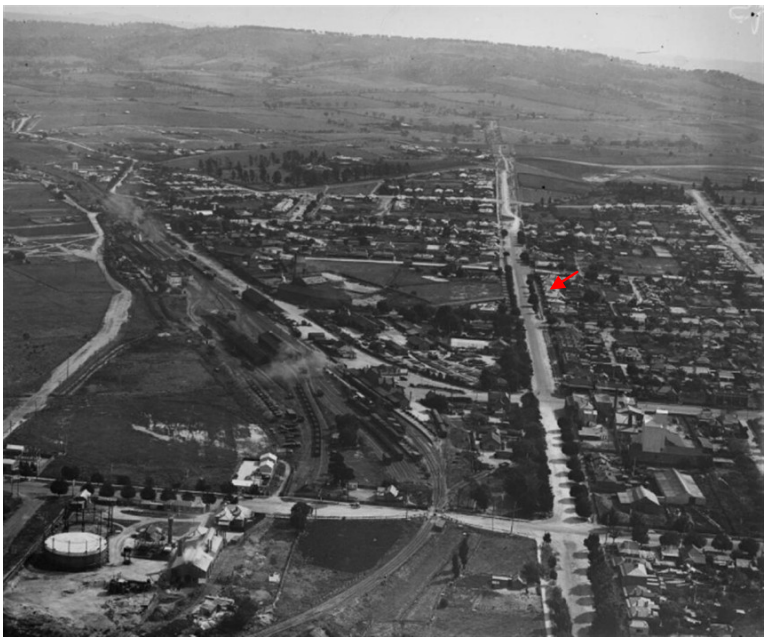
FRONT VIEW LOOKING WEST

NORTHEAST ELEVATION

REAR ELEVATION



Aerial view looking southwest June 1933



Aerial view June 1933 showing railway area to the east of the subject site

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National Library of Australia digital newspaper records – Trove

State Records Office of New South Wales

State Library of New South Wales,

Land Titles Office of New South Wales, Six Portal

Bathurst District Historical Society

National Library of Australia - Trove

Bathurst Council Library

Bathurst Regional Council:

Bathurst Region Heritage Study

Bathurst Regional (Interim) Local Environmental Plan

Heritage Strategy for the Bathurst Region

Bathurst Development Control Plan

Bathurst Regional LEP

Bathurst Heritage Study 1990

Bathurst Conservation Area Review

Bathurst Community Strategic Plan

Bathurst Region Urban Strategy

Bathurst Heritage Street Tree Audit

BCAMS Streetscape Map

Age of Buildings Map

Heritage Building Report

145 Havannah Street, Bathurst NSW 2795

Data obtained from Council rates & valuation books, cemetery records, newspapers & electoral rolls held at the Bathurst Archives Office.

Dated: 23/4/2020

Researched By: Dianne Hanrahan and Howard Sinclair

Disclaimer: This report is provided using information held by the Bathurst District Historical Society which may not be complete, and is compiled by volunteers who may not be professional archivists.

Heritage Building Report

Building Address	145 Havannah Street, Bathurst was 143 Havannah Street	South Ward, Section 84, Part 23/24, Lot 2 of 4 lot subdivision	Frontage 41' 6", Depth 111' 6"

Year	Owner	Address	Occupation	Occupier	Address	Occupation	Description of Building	Comments	Page Number	Valuation
								The first owner of Part 23 was D. J. Healey.		
1923 - 25	Charles Payne	Havannah Street,	Reverend				Brick house with 4 rooms	This house was 145 Havannah Street with a street frontage of 124' by 132' deep. The block was subdivided in 1924 with 2 lots, the house lot with a frontage of 83' by 132' and the land lot with a frontage of 41' by 132'.		£
	Edith Irene Schofield	C/- Mrs Schofield, Havannah Street	Home Duties				Land	The land lot with a frontage of 41' by 132'.		
1923 - 25	W. H. Crago	Havannah Street	Miller				Brick house with 10 rooms	This house was 149 Havannah Street with a street frontage of 165' by 132' deep. I think this block of land was the one subdivided to get 4 lots, each 41' 6" wide.		
1926	~~Edward A. Wright~~ → Jane Healey	~~Lambert Street~~ → 13 Manilla Street	~~Builder~~				~~Land~~ → Brick house with 3 rooms and a kitchen, bathroom and laundry	The subdivision of 4 lots was notified to the Municipality on the 29/9/1927. E. A. Wright was a Master Builder and was Mayor of Bathurst in 1914 for one month and alderman for a much longer period. Jane Healey was the wife of William Healey.	p. 98	£4
1927 - 28	"	"	"				"		p. 98	£60
1930 - 31	Jane Healey	13 Manilla Street	Home Duties	John Healey		Waggon Builder	Brick house with 3 rooms and a kitchen, bathroom and laundry		p. 101	£60
1932	"	"	"	"		"	"		p. 101	£52
1940	Jane Healy									£60
1947				Jean Mavis White and John White		Home duties and Clerk		The Electoral Roll for 1947 shows that Jean Mavis White and John White were occupying the house.		

Heritage Building Report

Building Address	145 Havannah Street, Bathurst was 143 Havannah Street	South Ward, Section 84, Part 23/24, Lot 2 of 4 lot subdivision	Frontage 41' 6", Depth 111' 6"

Year	Owner	Address	Occupation	Occupier	Address	Occupation	Description of Building	Comments	Page Number	Valuation
1950				John Edward Rosser and Catherine Sarah Rosser		Clerk and Home duties		The Electoral Roll for 1950 shows that John Edward Rosser and Catherine Sarah Rosser were occupying the house. John Edward Rosser worked at the Migrant Camp at Kelso after the war, then for Bathurst City Council as a clerk and was the co founder of the Mid West Credit Union and chairman of the board.		
								Could not find anybody living in the house in later Electoral Rolls. Sylvia Kilby in the street folders mentions that Emma Christian was the owner of the house in the 1950 Electoral Roll and 1956 from the Phone book but I cannot confirm this.		

Compiled by Dianne Hanarahan and Howard Sinclair from the Bathurst Council Rates and Valuations books from 1875 to 1932 and 1940 and other material held in the Bathurst District Historical Museum.
Signed

Attachments

Parish Map of Bathurst
Street Folder for 145 Havannah Street by Sylvia Kilby
1947 Electoral Roll p.141
1950 Electoral Roll p.87
A History of Bathurst Vol. 2, Theo Barker, p. 122
100 Lives of Bathurst, Bathurst Regional Council, p. 98 and 99
The Early Mayors of Bathurst, Bathurst Family History Group, p253 - 257 and Appendix
Cemetery Records p. 32 Edward Abraham Wright
Cemetery Records p. 17 Jane Healey
Western Advocate 7/10/1974 p. 8 c. 1 Funeral John Rosser
Western Advocate 7/10/1974 p. 8 c. 7 Obituary John Rosser
Western Advocate 8/10/1974 p. 8 c. 1 Funeral John Rosser
Western Advocate 31/12/1996 p. 23 c. 1 Funeral Catherine Rosser
Western Advocate 21/3/1997 p. 29 c. 3 Probate Catherine Rosser
Government Gazette NSW 1/12/1972 p. 4893 Change of credit union name

WESTERN ADVOCATE 7/10/1974 P8 C1

GO CLASSIFIED FOR THE ACTION YOU WANT

FUNERAL NOTICE

PATTERSON: The relatives and friends of Mrs Dulcie May Patterson and family, of 14 Cross St, Bathurst, are respectfully invited to attend the funeral of her beloved husband and dear father, Walter John Patterson, to leave St Barnabas' Church of England, Rocket St, South Bathurst, after a service commencing at 2 pm, tomorrow (Tuesday), for cremation at the Canobolas Crematorium, Orange. No flowers by request. Godfrey Smith, AFDA, 182 Piper St, Bathurst. Phone 31 4084.

ROSSER: The relatives and friends of Mrs Catherine (Kitty) Rosser and family, of 129 Stewart St, Bathurst, are kindly invited to attend the funeral of her dearly loved husband and their dear father, John Elward Rosser, to leave All Saints' Cathedral, Bathurst, tomorrow (Tuesday), following a service commencing at 11 am for interment in the Holy Trinity Lawn Cemetery, Kelso. Bathurst Funeral and Cremation Service (Eric Renshaw, AFDA, Director), 223 George St, Bathurst. Phone 31 4265.

GIBSONE: The relatives and friends of the late Mr Gerald Osborne Gibsone, of Ema-Lena Memorial Garden, 4 David Rd, Springwood, late of Dubbo, are respectfully invited to attend his funeral to leave Holy Trinity Church, Kelso, following a service commencing at 12.30 tomorrow (Tuesday), for interment in the adjoining Lawn Cemetery. Godfrey Smith (AFDA), Funeral Director, 182 Piper St, Bathurst. Phone 31 4084.

CROCKER: The relatives and friends of the late William Crocker, of Campbell St, Newbridge, are invited to attend his funeral service tomorrow (Tuesday, October 8), to be held in the Chapel of the Canobolas Crematorium, Orange, at 1 pm. Bathurst Funeral and Cremation Service (Eric Renshaw, AFDA, Director), 223 George St, Bathurst. Phone 31 4265.

METRO Sweep Draw: D. J. Collins, St Martin; L. Buttsworth, Fort Hagen; Edna Sharah, Passatreul; T. Foley, Frozen Section; Belinda Casey, Crusader King; J. Renshaw, Public Service; Nancy Leyten, Princess Eulogy; E. G. Seaman, History; Mrs S. Duke, Gladman; Maureen Press, Rose Mellay; Mr L. Sweetnam, Battle Heights; W. Lonard, Australasia; A. Noonan, Think Big; A. J. Cooper, Tidy Anne; Godfrey Longstaff, Munchen; Colleen Hagney, High Sail; Jack Johnson, Mr Pompous; Anne Dalby, Participator; Jean Slavin, Gay Master; Suzan Flanagan, Air Voyager.

IN MEMORIAM

EASTHAM: In loving memory of our dear son, brother, brother-in-law, grandson, uncle and cousin, Noel James, died result of accident, October 7, 1961.
In the glory of youth, you were taken,
When so many things we had planned,
Our hopes and dreams were shattered.
These things we cannot understand,
But wherever we are, whatever we do,
Our thoughts, dear Noel, are always of you.
—Loved and remembered always by his loving Mother, Father, brothers, sisters-in-law, grandma, niece, nephews, uncles, aunts and cousins.

IN MEMORIAM

MACLEAN, Hector Ernist Lorn, who passed away October 7, 1970. Aged 67 years.
Beyond the beautiful sunset,
Sheltered from sorrow or pain.
He waits in God's lovely garden,
Until we meet again.
—Inserted by his loving wife, Queenie.

FRENCH, James Leslie: Passed away October 7, 1969. In memory of my dear huband and our dear father, father-in-law, and grand-father.
Five lonely years have passed away,
But still we don't forget.
The memory of our loved one
Still lingers with us yet.

PUBLIC NOTICES

B.D.S.A. SOCCER A.G.M.

THE annual general meeting of the Bathurst and District Soccer Association will take pace on Thursday, October 17 at the RSL Bowling Club Rooms, starting 8 pm.

SOCCER PRESENTATION

THE Bathurst District Soccer Association annual presentation night will be held at the Army Drill Hall in Durham St on Wednesday, October 16, starting at 7.30 pm. Films to be shown and supper provided. CLUBS PLEASE NOTE that perpetual trophies must be returned to Mr J. Ross by October 8. All club presidents will be asked to present trophies at the presentation night.

PUBLIC NOTICE

"THE ONE DAY OF THE YEAR", by Alan Seymour, presented by students of Marsden School and The Scots School.

MARSDEN SCHOOL ASSEMBLY HALL,
Friday, October 11, and Saturday, October 12
At 8 pm.

GOVERNMENT NOTICE

AN application for a license, under the Water Act, 1912-1970 has been received from:
Cyril Stuart Moxham, for a dam on unnamed watercourse, portion 17 and Reserved Road, Parish Abercrombie, County Georgiana, for conservation of water for stock and domestic purposes (new license). (74/3531).
Objections with grounds thereof must reach me within the 28 days fixed by the Act.—M. J. FAULKNER, Acting Secretary. Water Conservation and Irrigation Commission.

GOVERNMENT NOTICE

AN application for a license, under the Water Act, 1912-1970, has been received from:
Valdemar Carl Rudolf Meyer, for a pump on Macquarie River, portion part 70, Parish Jedburgh, County Roxburgh, for irrigation of 80 acres (lucerne, vegetables). (new license). (74/4088).
Objections with grounds thereof must reach me within the 28 days fixed by the Act.—M. J. FAULKNER, Acting Secretary. Water Conservation and Irrigation Commission.

FOR SALE

FOR SALE: Ladies hairdressing saloon. Phone 31 3622, business hours.

CALVES for sale. Phone D. Cox, Bathurst, 37 4819.

WE SELL IT CHEAPER
G. C. SPARES AND ACCESSORIES
92A William St.
Tell us if we're wrong!

FOR PRIVATE SALE

PAIR of older type brick semis, each three bedrooms, lounge room, kitchen, bathroom, both let now. Income $56 per week or can be vacant if required. Asking price $24,000 cash or finance available on half deposit.
FOUR bedroom brick semi in Piper St. Let for $32 per week. Can be vacant. Asking $15,500. Finance available on half deposit.
DEVELOPMENT SITE in handy position, suit 45 bachelor flats. Asking $50,000. Finance available on half deposit or consider joint venture.
For information please phone Mr Nagy after 6 pm, 37 4830.

PUBLIC NOTICE

BDSA Ladies' Auxiliary meeting, this Wednesday night, October 9, 13 Isaacs St, 8 pm.

MONTHLY Auxiliary meeting, Bathurst School, Wednesday, 2.15 pm.

APPLES: Grannies, Romes, Delicious; Packham pears, from $1 bushel. All weekend. Alec Naylor, Evans Plains Road, Perthville. Any quantity available.

KELSO PROGRESS ASSOCIATION

THE Annual General meeting scheduled for Monday, October 7, is hereby postponed until MONDAY, OCTOBER 14, which will be held at the CWA Hall, Lee St, Kelso, beginning at 7.30 pm.
—R. J. CLARKE.

PUBLIC NOTICE

Bathurst City Council

NOTICE OF TEMPORARY CLOSURE OF ROAD TO VEHICULAR TRAFFIC

NOTICE is hereby given that the following section of road: Russell St, between Havannah and Acheron Sts, will be closed to vehicular traffic on Wednesday, and Thursday, October 9, and 10, 1974, between the hours of 8 am and 4 pm; for the purpose of laying underground cables by the Southern Mitchell County Council.
Traffic to or from Gorman's Hill should make use of Acheron St, and the Rocket St, overhead bridge.
The inconvenience to residents is regretted.
A. M. KINGSTON, Town Clerk.
Civic Centre, BATHURST, NSW, 2795.
October 4, 1974.

WANTED TO BUY: Holster and stock for artillery luger. Reply Dr Russell, PO Box 21, Mona-Vale, 2103, Sydney.

LOST

LOST: Approximately 4 pm, Friday afternoon, vicinity of Bank of NSW, $50. Finder's return would be appreciated. Fav's Fruitorium, 100 William St.

SERVICES

DO YOU NEED MONEY TO BUY YOUR HOME?

INVESTORS who lodge their savings with The Mitchell Permanent earn 10% p.a. interest and are granted priority for their home loan applications. Call, telephone, or write to:-
THE MITCHELL PERMANENT SOCIETY LTD
101 George St, Bathurst.
Phone 31 3599.

FINANCE

Unable to obtain finance? Mortgage payments too high?
Planning a new home? Require money for investment?
Contact us now:
Brady Bros.,
31 Lurline St, KATOOMBA.
Phone Katoomba 82 1503.

SPECIAL AGENCY FOR GOVERNMENT INSURANCE OFFICE OF NSW

Formerly operating from
PIERRE'S MENSWEAR
Will now temporarily operate from
BOB BRYCE NEWSAGENT
94 William St.
Will open for normal business as from—

LETTERS TO THE ED

Future Planni

Sir,—I would appreciate it, if you would allow space in the "Western Advocate" for the publishing of this letter.

Although an unsuccessful candidate in the recent Council elections, may I express publicly my thanks and appreciation to this paper and radio 2BS for the space and coverage accorded to me.

May I also, express publicly my thanks and appreciation to those people for their support and well wishes, also who realised the importance of voting in the recent elections.

To the newly-elected Council, I offer my congratulations and well wishes in their future undertakings as aldermen and alderwoman.

In implementing your policies, it will be watched with interest by the socially conscientious, but financially harassed ratepayers of Bathurst, where the priorities will lie.

During my campaign and in listening to Bathurst residents, several factors emerged, which I hope, due consideration will be given to by the incoming Council:

(1) The immediate priorities of upgrading services, that is, roads, footpaths, better street lighting, and other services.

(2) The immediate institution of childminding centres for both working mothers and shoppers, located in centrally convenient areas.

(3) The setting up of a Social Group Organisation under a qualified social worker to help and assist anyone in need of aid.

(4) That land development in Bathurst remains under the authority of the Council.

(5) That a fair system of land balloting (not auctioning) where required, be under the authority of the Council, and land prices be maintained to the lowest possible minimum.

In the future planning of Bathurst I ask that Council give consideration to and discuss with the State authorities:

(a) The building of a new Technical College on the vacant land (owned by the Corrective Services Department) adjacent to the gaol.

This scheme would open out into a unique broad perspective, which could have greater impact in the future.

(1) It would give the Technical College greater room for expansion.

(2) It would solve a greater proportion of the traffic parking problem in the City centre.

(3) It could provide a Technical Training and rehabilitation centre for selective and classified prisoners who would require only minimal security supervision.

(Already there are two buildings constructed to floor level that could form the nucleus of the College).

(b) The existing Technical College site be handed to Council and to become a Community Centre.

This could provide for:

(1) Children's and Youth community centre, including theatre, library and activities—hobbies centres.

(2) Childminding centre.

(3) Social Aid and Counselling Centre.

(4) Tourist Centre.

(5) The retention and extension of the Museum.

(6) The preservation of the original Howick St School buildings.

(7) The opening out and the provision of a plaza concourse area from Russell Street to Howick St, standing the Anglican Cathedral and adjacent buildings in a more attractive aspect.

(c) I urge the Council to consider preserving the best of the old sections of Bathurst on the "Paddington" system, and those buildings that are of the finest examples of early Colonial architecture.

I urge the Council to consider in its future planning a sporting complex that would be to international standards, and to include an athletic track and indoor heated swimming pool of Olympic standard.

For Bathurst has an amazing record of sport participation and the worst record for sports facilities.

In conclusion, it has been stated by numerous residents, that I have interviewed, they are afraid that Council will become a political forum for future parliamentary aspirants.

Don't let this occur, because Council's future policies could be lost in a political dogfight; Council's achievements will suffer.

After all, local government is the grass roots of unbiassed democratic administration.

Yours etc.,
A. L. (Bert) Johnson,

COMMUNITY HELP WITH CAMPAIGN

Sir,— On behalf of the Bathurst Railway Combined Campaign movement, I wish to convey to you and the "Western Advocate" our sincere appreciation for the excellent coverage and other forms of assistance rendered during our recent prolonged campaign.

This culminated in the announcement by the Minister for Transport, Mr M. A. Morris, on Tuesday, October 1, as to the future of the railway industry in Bathurst.

Undoubtedly the community spirit so positively shown not only proved of great assistance, but certainly encouraged the committee to give of their best, in the knowledge of the local support forthcoming, and we wish to thank all organisations and individuals for the parts they played in this project.

We now look forward with confidence to the construction and development of the new complex and the inclusion of committee participation should give a beneficial result and a satisfactory conclusion as to the consolidation of the railway industry in Bathurst, which has now been achieved.

Yours, etc,
W. HAMPTON,
President,
Bathurst Railway Campaign Committ

WANTS CIVI PROTEST ABOUT JAI

Sir: The decision reduce the Bathurst Ja staff from 59 to 15 h caused me a feeling guilt, and I am su there are many othe in our community w feel the same, in th this was allowed to ha pen with little or no p test against such an iquitous proposal.

Unfortunately, in past, Bathurst has b notoriously apathetic matters connected with local affairs, but I that on this occasion must demonstrate as community that we are termined to hold suc valuable industry Jail, because of omic value in our ed regional deve but more particul cause of the extre ship to be inflicte fellow-citizens, placed jail staff families, who ma either transfer fr urst, or resign fr jobs.

Surely this fact wi some feeling for reaction against posed closing of among their fellow

At the same time let us use such a for purely politica es.

We must unite as a mon body of people, a common purpose a terest, namely the ion of these people their families in Bat

The notice given ing the proposed of the jail was very

GO CLASSIFIED — YOU WANT

FUNERAL NOTICE

ROSSER: The relatives and friends of Mrs Catherine (Kitty) Rosser and family, of 129 Stewart St, Bathurst, are kindly invited to attend the funeral of her dearly loved husband and their dear father John Edward Rosser, to leave All Saints' Cathedral, Bathurst, today (Tuesday), following a service commencing at 11 am for interment in the Holy Trinity Lawn Cemetery, Kelso. — Bathurst Funeral and Cremation Service (Eric Renshaw, AFDA, Director), 223 George St, Bathurst. Phone 31 4265.

GIBSONE — All members of the Bathurst Sub-branch RSL are respectfully invited to attend the funeral of their late comrade, Gerald Osborne Gibsone, to be held at Holy Trinity Church, Kelso. The service will commence at 12.30 pm today (Tuesday). J. Manuel, President; C. J. Watson, Secretary.

PUBLIC NOTICE

BATHURST Children's Choir, Bathurst Minnasingers rehearsal this afternoon, All Saints' Cathedral, 4 pm till 5 pm.

MONTHLY meeting Amateur Cycle Club, Railway Institute Hall, 7.30 pm sharp tonight (Tuesday).

BATHURST Nursery School: Fourth term now commenced. 1975 waiting list now closed until further notice.

NURSERY School fete, white elephant stall, extra items welcome.

RSL Women's Auxiliary meeting, RSL Bowling Club, Tuesday night. Urgent.

AWA inter-church evening, tonight, 8 pm, Cathedral Memorial Hall.

ASSOCIATES' ANNUAL GENERAL MEETING

THE Annual General meeting of the Associates of the Bathurst Golf Club will be held at the Clubhouse on Wednesday, October 23, 1974, at 7.30 pm.

BUSINESS: Adoption of Annual Reports and accounts for the year ended October 31, 1974.

GENERAL BUSINESS: Officers to be elected: President, Vice-President, Honorary Secretary, Captain, Honorary Treasurer, Handicap Manager, Draw Secretary, and a Committee of five.

NOMINATIONS, signed by two Associates and countersigned by the Nominee, must be in the hands of the Associates' Secretary not later than Wednesday, October 16, 1974. Nomination forms are obtainable at the Clubhouse or from the Associates' Secretary.

—Signed A. LASKY, Hon Secretary.

FOR SALE

FOR SALE: Ladies' hairdressing saloon. Phone 31 3622, business hours.

PUBLIC NOTICES

FATHERS AND FRIENDS of Scouts, Cubs and Preschoolers. On Sunday, October 13, a working bee will move materials onto the Suttor St site. Work commences at 9 am and any time you can donate will be appreciated. Trucks are urgently needed. Please attend or notify N. R. Barlow — Phone 31 2133 or 31 3935.

SPECIAL AGENCY FOR GOVERNMENT INSURANCE OFFICE OF NSW

Formerly operating from

PIERRE'S MENSWEAR

Will now temporarily operate from

BOB BRYCE NEWSAGENT
94 William St.

Will open for normal business as from— TUESDAY, 8/10/74.

PUBLIC NOTICE

Bathurst City Council

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Traffic to or from Gorman's Hill should make use of Acheron St, and the Rocket St, overhead bridge.

The inconvenience to residents is regretted.

A. M. KINGSTON, Town Clerk.

SERVICES

REPAIRS
HEMS TAKEN UP OR DOWN, ZIPPERS REPLACED AND OTHER ALTERATIONS

VJ

DRY CLEANERS
Keppel St
Macquarie Plaza

POSITIONS VACANT

Position Vacant

YOUNG MAN

18-20 required to operate

Spares Department and Counter

PHONE 31 1356

Manager Mr NORTH

Serv-U Appliance Centre

107 George Street

FOR PRIVATE SALE

PAIR of older type brick semis, each three bedrooms, lounge room, kitchen, bathroom, both let now. Income $56 per week or can be vacant if required. Asking price $24,000 cash or finance available on half deposit.

FOUR bedroom brick semi in Piper St. Let for $32 per week. Can be vacant. Asking $15,500. Finance available on half deposit.

DEVELOPMENT SITE in handy position, suit 45 bachelor flats. Asking $50,000. Finance available on half deposit or consider joint venture.

For information please phone Mr Nagy after 6 pm, 37 4830.

All Saints Cathedral

FESTIVAL CONCERT

Given by

COMBINED CHOIRS

and

ALL SAINTS COLLEGE BAND

on

WEDNESDAY, OCTOBER 9,

at 8 pm.

ADMISSION BY PROGRAM.

BATHURST SPECIAL STORE CATTLE SALE

FRIDAY, OCTOBER 11, 1974

Bathurst Saleyards At 2 pm

800 TOP QUALITY CATTLE 800

20 HEREFORD AND SHORTHORN COWS AND CALVES at foot by Angus Bulls.
20 SHORTHORN AND BEEF CROSS COWS AND CALVES. Calves at foot Santa and Shorthorn Bulls.
10 FRIESIAN COWS AND CALVES. Calves 1-4 months by Brahman Bulls.
100 HEREFORD ANGUS AND SHORTHORN COWS AND CALVES. Calves at foot 1-3 months by Hereford and Angus Shorthorn Bulls.
10 SHORTHORN COWS AND CALVES. Calves at foot by Angus and Shorthorn Bulls.
10 HEREFORD COWS AND CALVES. Cows rejoined to Hereford Bull.
20 HEREFORD AND HEREFORD CROSS COWS, 6-8 years, S19, joined to Hereford Bulls to calve late Spring.
10 FRIESIAN COWS, joined to Brahman Bulls for Spring calving.
127 HEREFORD STEERS, 15-18 months, store condition.
140 HEREFORD STEERS, 10-13 months, store condition.
20 ANGUS AND ANGUS HEREFORD CROSS HEIFERS, 8-10 months.
20 HEREFORD HEIFERS, 12-14 months, unjoined.
30 HEREFORD HEIFERS, 12-16 months, unjoined.
50 HEREFORD STEER WEANERS, 8-10 months.
50 CROSSBRED STEER WEANERS, 8-10 months.
20 ANGUS STEER WEANERS.

For further particulars contact the Selling Agents:-

ARNOLD, CAMPION & CO.
Phone 31 4911; a.m., 31 4848, 31 4948.

CLEMENTS & McCARTHY
Phone 31 2366; a.h., 31 2407.

ELDER, SMITH GOLDSBOROUGH MORT LTD
Phone 31 4066; a.h., 31 1331, 31 5348.

FEEDLOT FARM VENTURE

TOKYO, Monday (AAP): **Japan's Mitsui and Company Ltd today announced a plan to establish a beef feedlot farm in a joint venture with local interests.**

Mitsui and four Australian investors, including Mr Andrew Kirkwood, have set up a joint venture company called "Clarendale Pty, Ltd" in Sydney with a capital of $150,000 to operate a feedlot farm on a 23,000 acre property at Grafton, it said.

Mitsui owns a 49 per cent. interest in the joint firm, while the four Australian partners share the remaining 51 per cent.

The farm will start with an initial 6,000 breeders.

The joint firm plans to increase the number to about 10,000 head five years later, selling 3,500 head yearly chiefly for domestic consumption, it said.

If the situation permits, it will sell part of the beef to Japan, Mitsui said.

FESTIVAL CONCERT

The final concert of this year's Carillon City Festival takes place tomorrow night at 8 o'clock in All Saints' Cathedral.

It promises to be a feast of music, for taking part will be the Cathedral Choir, which will be given a difficult motet by Gabrieli, in which they divide into three separate choirs in different parts of the building.

All Saints' College choir and brass band, Bathurst Children's Choir and Minnesingers, Bathurst Choral Society, and several of the city's individual musicians will also be heard.

Admission is by program which can be obtained at the door.

ROCKET DEATHS

SAIGON, Monday (AAP-Reuter): Twelve people were killed and 30 others wounded in a Communist rocket and mortar attack on a town in the Mekong Delta, the Saigon command said today. Most of the casualties were reported to be civilians.

The command said 11 civilians and one soldier were killed and 28 civilians and two soldiers wounded in the attack yesterday on Giao Duc, 40 miles (60km) southwest of here.

It reported 60 armed incidents in South Vietnam during the 24 hours up to dawn today — the lowest number of incidents for three months.

SHEEP FOR S

BATHURST SALEYA

Wednesday, Octobe

Account Breeder:

160 MERINO WETHERS, September January shorn, Egelabra bloo grown, good condition.
300 MERINO MIX SEXES, Apri Egelabra blood, 1 mark, well g
35 MERINO EWES, September/O Egelabra blood, unjoined.

Selling Agents:

C.P.S Bowyer & L Pty, Ltd,
133B Howick S
BATHURST.

LEURA GARDENS FES

DO NOT MISS

THIS BLAZE OF SPRINGTI

OCTOBER 12, 13, 14, 1 1974.

EIGHT PRIVATE GARDE

Proceeds to Blue Mountai Hospital.

Classifieds

Western Advocate

Phone: 38 1228 Monday to Friday, 8.00 a.m. to 4.30 p.m.

CLASBAN1

IN MEMORIAM

COLE: Edgar 31/12/1995
The golden gates stood open one year ago to-day,
With farewells left unspoken you suddenly slipped away,
Little did we know that morn the sorrow the day would bring,
When a heart of gold stopped beating we could not do a thing,
It broke our hearts to lose you but you did not go alone,
For part of us went with you the day God called you home.
Sadly missed. Freda, Philip Karen, Cheryl, Cole and Jaryd.
4bd31

DEATH NOTICES

ROSSER: CATHERINE (Kit)
29th December 1996 late of Macquarie Care Centre, formerly of Piper Street, Bathurst. Beloved wife of Jack (deceased) loving Mother of Barbara and John (both deceased) and loving Nana of Dale, Matthew and David and fond mother-in-law of Bill.
NOW AT REST

RENSHAW'S FUNERAL SERVICE
Michael Lyons, J.P., A.F.D.A.
223 George Street, Bathurst
Phone: 31 4265

3bd31

FUNERAL NOTICES

ROSSER:
Relatives and friends of Mrs Catherine (Kit) Rosser of Macquarie Care Centre and formerly of Piper Street, Bathurst are advised that her funeral will be held on **Thursday 2nd January 1997**. The cortege will leave St Barnabas Anglican Church, Bant Street, South Bathurst at the conclusion of a service commencing at 10.30am for the Holy Trinity Lawn Cemetery, Kelso.

RENSHAW'S FUNERAL SERVICE
Michael Lyons, J.P., A.F.D.A.
223 George Street, Bathurst
Phone: 31 4265

3bd31

NOTICE TO ADVERTISERS

Classified Advertising is accepted in the Western Advocate by mail, facsimile or telephone. (Telephone advertisements not accepted where signatures are required, eg: Marriage, Engagments, Deaths, etc.)
Casual Advertisers must include a private mailing address with copy.
The Western Advocate reserves the right to refuse any advertisement and whilst every care is taken, alterations, omissions or other errors may occur and unless notification is made within 7 days of publication, no allowance will be made.
To conform with the Commonwealth Anti Discrimination Act, advertisements which appear to discriminate against **Race • Sex • Marital Status • Physical Impairment • Intellectual Impairment • or Homosexuality** will be altered without prior notice, as contravention of this Act can lead to prosecution and heavy fines both for advertiser and publisher.
Telephone advertisers are requested to listen carefully and correct errors where advertisements are read back as no further responsibility is accepted for incorrect copy.
WAKEEP1

PUBLIC NOTICES

CLASSIFIEDS
THE WORLD
AT YOUR FINGERTIPS
Phone: (063)381228 - Fax 324614

REGO'S WHILE YOU WAIT mechanical repairs. Klaus's Automotive Ph(063)326449. 77 Bentinck Street.
15bUFN

CELEBRATE NEW YEAR'S EVE
at the
PANORAMA CITY HOTEL.
Enjoy a superb 3 course seafood buffet and swing the night away to the superb sound of the
BELMORE BASIN JAZZ BAND
Reservations or enquiries call on (063)312666.
15bd31

SERVICES

ALL TREE WORK,
WOODCHIPPING, STUMPGRINDING,
Qualified Arboriculturist.
Tree-Cycle, Ph:(063)321441.
bufn

FOR YOUR SEPTIC TANK
and Greasetrap Pumpouts
Industrial, Commercial and Domestic
Call ASO Liquid Waste Management
Ph(063)325005, 018-637525.
20bufn

FOR SALE

CHERRIES at The Cherry Spot 4km past Scot's School on the O'Connell Road (formerly Dalman Orchard). Ph:(063)315429.
10bd28,30,31

CHERRIES, PEACHES, APRICOTS, nectarines, plums, potatoes (5kgs) $2.99. Butternut $1.00. Pumpkins 80c kgs. Cheap tomatoes. Fresh supply fruit vegies. Kelso Fruit Market, Sydney Road, Kelso open 7 days.
10bd31,j1,2

LOCAL CHERRIES and Peaches. Pendaris Orchard, O'Connell Road.
10bd31-j4

QUEENSLAND ROOM as seen on TV. Patios, carports, glassed enclosures, wall-cladding. Picton Bros (063)324211, (063)619244, (068)840899.
D-D18-J14ma

QUEEN WATER BED, timber frame, velvet trim, Ph(063)373456.
10bd28,30,31

TO LET

THREE BEDROOM HOUSE, garage, yard, gas, $160p/w. Telephone (063)371690.
26bd31

SHARE ACCOMMODATION

WANTED SHARE HOUSE Close CBD, share costs $60-$70pw. (I'm Korean, Student) Ph:(063)329237.
49bd31-j2

***BUSINESS OPPORTUNITY

AS SEEN ON TV. Part-time business from home. Earn an income of $650$2,000 p/w. No selling. Not multi-level marketing. Unique but limited offer. Small outlay. Phone Stan for detailed portfolio 1800-804373.
D-D16-29la

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Income Stream
★ Work from your own home
★ High profits
★ Definitely No Selling
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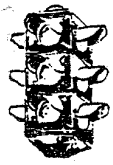
★ Proven figures
★ Guaranteed to show Profits
★ Limited positions remaining
CALL IMMEDIATELY
For free information kit
16545k
1800 816 636

You can beat the clock and

you can beat the traffic and



you can beat the heat . . .

but you can't beat the
CLASSIFIEDS
Ask about our 3 for the price of 2 deal
31 2611
WAFILL3

***POSITIONS VACANT

BREAKFAST COOK required at a local Motel. This is a permanent/casual position, five morning per week Monday to Friday with a 6am start. Duties include cooking and delivering breakfast, plus cleaning. Applications in writing to PO Box 2354 Orange 2800. Applications close 6th January 1997.
D-D31,J1,2,3.

***POSITIONS VACANT

DRILLERS
Experienced water bore drillers required, permanent position, top money. Ph:(063)623366.
O-D31.J4

ELECTRICAL TRADESMAN - Ind/Comm experience, above award wages, ongoing projects with site allowances.
Ph:018-639635, (063)373766.
ELECTRICAL APPRENTICE - 1st Year
Minimum High School Certificate. Reliable with good communication skills. Send Resume with hand written application to:
ELDECO
1/9 Adrienne Street, Raglan NSW 2795.
34bd31,j3,4

CASUAL LABOUR

PERSON REQUIRED FOR horse trail rides. Bathurst Sheep & Cattle Drome. Ph(063)373634.
26bd27,28,30

***USED VEHICLES FOR SALE

CAMIRA S/WAGON, 1986 4-speed, 01/97, reliable, must sell $2,900ono Ph:(063)614580
D27.J4

LASER 1987, 5Speed, new tyres, excellent students car, $7,850. Ph:(063)622778.
O.Dec28,30,31

TOYOTA CELICA 1976, green, October 1997 registration, new motor, good condition, $2,000. (068)453240.
D-D28-21.jd

TOYOTA CRESIDA SEDAN automatic, good tyres, goes well, registered January 1997, $700.ono. (068)691377.
DI.D31/J1,2ad

TOYOTA LEXEN 1989, Station/wagon, good condition, quick sale, $10,900.ono. (068)822820.
DI.D31ad

VOLVO 244GLI Sedan, 1975, 3/months registration, 4-Speed, manual, $2,000.ono. (068)843091.
DI.D31/J2,4ad

WB HOLDEN UTE V8 4-speed, bucket seats, mags, $6,900.ono. (068)885329.
D-31-J2.jd

***PETS & LIVESTOCK

GERMAN SHEPHERD PUPS with papers, 2f, 1m, $500.00. Ph(063)681016a/h.
44bd31j4,8

SILKY PUPS For sale, good condition, 3 only. Phone: (063)316643.
44bd31,j1,2

PERSONAL

1997 "WHO WILL YOU LOVE".
Trevor Edwards Introductions. Ph:(057)942447 anytime.
O-J4

COUNTRY ROSE ESCORTS. New to the Central West. Exclusive visiting service. Complete discretion (063)611030.
D23,24,25.

FOR SALE
For friendly personalised service, contact Classifieds 31 2611
Western Advocate
wafill10

HOW TO PLACE AN AD

By Phone: (063) 312611 or 381228

Hours: Monday to Friday 8.00 a.m. to 4.30 p.m.

By Fax: (063) 324750

By Post: The Western Advocate
P.O. Box 11
Bathurst. 2795

RATES - One Day Only

WESTERN ADVOCATE/TIMES
10 words $12.95, 15 words $19.35,
20 words $25.75, 25 words $32.15,
30 words $38.55, 35 words $44.95.

THREE STAR CLASSIFICATIONS
10 words $20.60, 15 words $27.90,
20 words $35.20, 25 words $42.50,
30 words $49.80, 35 words $57.10.

HOW TO PAY

WAPLACE

You can now pay for any of your advertisements by utilising your Bankcard, Master Card or Visa
OR
Cash at our Office at
163 George Street

At the time of booking your advertisement our operators will happily arrange this for you.

Deadline:
Phone Order: 4.30 p.m. one day prior
Fax Orders and Display: 12 noon one day prior

assifieds

Western Advocate

Phone: 38 1228 Monday to Friday, 8.00 a.m. to 4.30 p.m.

CLASBAN1

RIAM

/3/96
never grow old,
earts in letters of

Janice, children
and Jodie, Paul
ne and grandchil-
ke, Jake, Brooke
Merle and Judith,

4bm21

bered from your

4bm21

TICES

FT EXPO
8th and Sunday
(063)316704.
15bm19,20,21

091321

ER ROADS,
ES
and ORANGE
STRIES
SATURDAY
Authority advises
oo, Bathurst and
es will be closed
March as well as
and Easter
7.
esday 1 April.

COUNCIL

se that the
neeting on
March 1997
at the
ambers
t, Kelso.
15bm20,21,25

VERTISERS

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Commonwealth
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Status • Physical
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will be altered
contravention of
prosecution and
advertiser and

are requested to
rect errors where
read back as no
is accepted for
WAKEEP1

PUBLIC NOTICES

BASSETT COLLECTABLES
Buy something different.
Opposite the Duck Pond
Upper George Street
15bufn

FOR A BEAUTIFUL lawn by Easter phone Vale Turf. (063)313592.
15bm12-21

GUINEA PIG RACES, etc, trophies and Market Stalls, Rossmore Park this Sunday. Admission free. Ph:(063)373634.
bm20,21,22

JUNIOR TENNIS Winter competition registration day. Saturday 22nd 9am,-11am. Grading 9am-10am. Contact Susie Williams (063)372331.
15bm19,20,21

NEW LOOK SILVA'S NEWSAGENTS
Opposite PO
Second chance **Scratchy** draw.
Win Weekly & Monthly prizes
15bm17-29

REFLEXOLOGY WEEKEND COURSE, 29 and 30th March 1997 through Gwinganna Academy of Remedial Therapy. Ph:(063)655344.
O-M21,22,23.

REMEDIAL/SPORTS MASSAGE, great for sore back and neck at Bathurst Chiropractic Centre, corner Russell and Rankin Streets. Appointments phone (063)321525 or 0412-065158.
15bm19,20,21

REMINDER: O'CONNELL MARKETS this Sunday, 10am start. Stall sights still available. Ph(063)375745.
15bm19,20,22

STRESS MANAGEMENT
Learn to relax and enjoy life more. Come to the Stress Management Classes at Bathurst Community Health Centre. Starts Monday 7th April 5.30-7.30pm. Phone: (063)315533 for more information and to register.
NO COST.
15bm21,22,27

THINKING OF DECORATING call in to our showroom for ideas now. Quicksew, 10-12 Lambert Street. Ph:(063)322144.
15bm20,21,22

VINES COTTAGE Full a-la-carte menu. Fresh seafood. Open for dinner Good Friday, book early. Champagne Cuisine Catering service also available. Phone: (063)316470.
15bm20,21,22

WILDE THYME FRAMING STUDIO
is now open for quality framing of all Artworks, Mirrors, Posters, Needlework, Shadow Box displays. Call and talk to our expert framer now at 121A Keppel Street. Ph(063)326377.
15bm20

WYNNS JOHN RIDDOCK '88 $70. Kelso Cellars. Ph(063)316303.
15bm21

Western Advocate Classifieds
Annie or Bronwyn can take your ad anytime between
8am and 4pm Monday to Friday
So Be Early.
Phone: 38 1228 or Fax: 32 4614
wafill11

LEGAL NOTICES

ROSSER:
NOTICE OF INTENDED DISTRIBUTION OF ESTATE.
Any person having any claim upon the Estate of CATHERINE SARAH ROSSER late of Macquarie Care Centre, Russell Street, Bathurst in the State of New South Wales, who died on 29th December 1996, must send particulars of his claim to the Executors DALE WILLIAM STUART and WILLIAM ALFRED STUART care of:-
McIntosh, McPhillamy & Co., Solicitors,
203A Howick Street, Bathurst. NSW. 2795.
D.X. 3102 Bathurst. Tel: (063)31.1533
within one calendar month from publication of this notice. After that time the Executors may distribute the assets of the estate having regard only to the claims of which at the time of distribution they have notice.
Probate was granted in New South Wales on 10th March 1997.
McINTOSH, McPHILLAMY & CO
Solicitors, 203A Howick Street,
Bathurst NSW 2795
DX 3102 Bathurst. Tel No:(063)31.1533.
16bm

LOST & FOUND

FOUND: Young male Bull Mastiff cross, very dark brown, collar, extremely friendly, Green Street area, Ph(063)384638b/h, 318665a/h.
13bm21,22,23

SERVICES

ALL TREE WORK,
WOODCHIPPING, STUMPGRINDING,
Qualified Arboriculturist.
Tree-Cycle, Ph:(063)321441.
bufn

CARPENTER
Renovations, Repairs and Maintenance. Ron Lovett. 0419-632993, (063)318161. Lic.No.58745C.
20bufn

CENTRAL WEST TREE LOPPING
and Stump Grinding Service.
Ph(063)317143, 015-436667
buf

CHIFLEY DRY CLEANERS any garment cleaned for $5. Drive-in, just up from subway, Russell Street.
20bufn

FOR A BEAUTIFUL lawn by Easter phone Vale Turf. (063)313592.
20bm12-21

HAND SAWS SHARPENED Phone John 041-9693756.
20bm21

HOME REPAIRS, painting, maintenance, carpentary. Lindsay Pocknall 21654C. (063)323142, 018-637846.
20bufn

LOCAL PAINTER: References, quality material, service, Al Ph(063)375559, after 4pm. L/n:R95460.
20bm21.23

MICHAEL DOWNIE
Vocalist/Entertainer will cater for that special occasion. Weddings, anniversarys etc. All styles of music catered for. (063)557313.
20bm21,22,27

FOR SALE
For friendly personalised service, contact Classifieds 31 2611
Western Advocate
wafill10

TENDERS

EVANS SHIRE COUNCIL
FOR SALE
Tenders will be received by the undersigned until 5pm on Tuesday, 8 April, 1997, in a sealed envelope for the purchase of:
1985 Caterpillar D8L Dozer S/N 53Y2973, 14,500 hours, including standard tilt bull blade, 3 tyne tool bar, 4 barrel rippers and tree canopy.
The dozer may be inspected by contacting the Plant Superintendent, telephone (063)314200.
Council Chambers, 7 Lee Street, Kelso
10 March, 1997
o/n:6581
David Gorringe, General Manager.
18bm15,21,a2

MIDWEST RADIO LTD
Invite tenders for the construction of an Equipment Shed for a new Radio Transmission Site.
The successful tender will be required to carry out necessary surveys, earthwork, shed construction and fencing.
It is envisaged work will commence late March or early April.
Further details can be obtained by phoning:
Wayne Steele, General Manager
Radio 2LT
Phone:(063)522 900. Fax:(063)521 569
Tenders close March 27, 1997.
18bm20,21,22

FOR HIRE

WASHING MACHINES, REFRIGERATORS, Dryers short or long term. BASSCO HIRE Ph(063)324204
19bufn

WANTED

CAPENTER/CABINET MAKER to restore caravan. Phone: (063)311336.
25bm21,22,23

FEMALE SINGER required to front 1990's dance-rock band. Influence Alainis Morrissett, Melissa Ethridge, must be presentable, professional, reliable. Experience not necessary; enthusiasm essential. Phone Mark (063)318928, 018-650549.
25bm15,16

JUNIOR SET of Golf Clubs, good condition, bag/buggy. Ph:(063)374857.
25bm20,21,22

KITCHEN, good order, any offers considered. Ph:622200 411071.
Mar

MINIATURE DOBERMAN, or "Min Pins", for companion and to be trained. Ph(063)311525
25bm

TEACHERS TO PROVIDE homestay and tutorial of English from 27/3/97 to 14/4/97 for Year 10 International students. Call Daniel (02)9904-6677.
bm20,21,22

091317

CARAH'S CAKES & PIES

Old Fashioned Hot X Buns - Order Now
$6 Dozen
Fresh Daily, Family Size Plain Pies...**$3.50**
Single Peach & Passionfruit Sponges...**$2.50**
CARAH'S CAKES & PIES

HOW TO PLACE AN AD

Phone: (063) 312611 or 381228
Hrs: Monday to Friday, 8.00 a.m. to 4.30 p.m.
Fax: (063) 324614
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P.O. Box 11
Bathurst. 2795

RATES–One Day Only

WESTERN ADVOCATE/TIMES
10 words $12.75, 15 words $18.05
20 words $23.35, 25 words $28.65
30 words $33.95, 35 words $39.25

THREE STAR CLASSIFICATIONS
(Bathurst, Orange & Dubbo)
10 words $20.80, 15 words $27.05
20 words $33.30, 25 words $39.55
30 words $45.80, 35 words $52.05

HOW TO PAY

You can now pay for any of your advertisements by utilising your Bakcard, Master Card or Visa
OR
Cash at our Office
163 George Street
At the time of booking your advertisement our operators will happily arrange this for you.

Deadlines:
Phone Order: 4.30 p.m. one day prior
Fax Orders and Display: 12 noon one day prior

Government Gazette of the State of New South Wales (Sydney, NSW : 1901 - 2001), Friday 1 December 1972 (No.127), page 4893

THE Credit Union Act, 1969.—BATHURST DISTRICT LOCAL GOVERNMENT EMPLOYEES CREDIT UNION LTD.—CHANGE OF NAME.—In terms of subsection (8) of section 27 of the Credit Union Act, 1969, it is hereby notified that the above Credit Union has changed its name to Mid West Credit Union Ltd. The change of name was duly registered by me on the twentieth day of November, 1972. (L.S.) C. S. BUTLER, Deputy Registrar of Credit Unions.

2662—$3


ROCKET
R. for
Public Recreation
CENTENNIAL
PARK
LAMBERT
WILLIAM
BENTINCK
PIPER
ROAD
SEYMOUR
KEPPEL
TRUNK
HAVANNAH
BANT
ST
COLE ST
WESTERN
5
D.F's offices
Workshops
Engine Shed
Turntable
Railway Gas Works
Station
S.Ms Resid.ce
CHARLOTTE TOWN
BERESFORD STREET
CARLINGFORD STREET
Ms. 1465 Oe R.
Presby.tn Manse
and Glebe
Dedicated 28th Dec.r 1843
40 . 0 . 0
R 12020
1603 R
Ms. 625 Oe.
R. 78500
for 154 Public
Recreation
Notified
20th April 1956
11 · 0 · 4½
Gas Works Site
ACHERON
W.R. 12258
Council of the City of Bathurst
Notified
30th Aug. 1890
Under P.P. Board Control
103
SUBWAY
QUEEN
STREET
Athletic
RAILWAY
PEARL ST
STREET
Pub. Rec. Reserve
102
LYAL
ST
99
UPFOLD
PARK
KENNERSON
101
fr. Charlton
R 286
1603 L.F.
Ms 2706 Oe
G.W.R. 12 B R.
14
15
Ms 1233 Oe R.

145 Havannah

1950 Christian, Emma H/d % Glasson & Co (Sec 85 Pts 8-13)

1950 Rosset, John Edward (Clerk) occ
Catherine Sarah H/d occ Electoral Roll

1956 Christian, E F. Ph Book

t, home duties, F
street, home duties, F
x street, clerk, F
ge street, home duties, F
99 George street, grazier, M
reet, shop assistant, F
ankin street, Bathurst, home duties, F
kin street, Bathurst, labourer, M
ham street, dressmaker, F
, home duties, F
n street, home duties, F
reet, packer, M
Hotel, Keppel st., home duties, F
t, Bathurst, trained nurse, F
antle road, grazier, M
treet, storekeeper, M
treet, home duties, F
eet, Bathurst, home duties, F
t, home duties, F
street, Bathurst, home duties, F
t, Bathurst, home duties, F
reet, Bathurst, engine-driver, M
Hotel, Keppel st., hotelkeeper, M
e duties, F
labourer, M
Bathurst, railway employee, M
t, A.W.A.S., F
street, home duties, F
street, home duties, F
antle road, Bathurst, h.d., F
reet, Bathurst, home duties, F
reet, Bathurst, home duties, F
Rocket street, Bathurst, strkpr., M
et, Bathurst, grazier, M
street, Bathurst, home duties, F
et, home duties, F
street, postmaster, M
l street, cannery hand, F
street, home duties, F
Rankin street, Bathurst, fettler, M
reet, home duties, F
reet, carpenter, M
treet, labourer, M
eet, stockman, M
urst, labourer, M
athurst, home duties, F
et, home duties, F
home duties, F
reet, blacksmith, M
et, fur finisher, F
, home duties, F
er maker, M
treet, labourer, M
home duties, F
street, postal employee, M
street, clerk, F
ottle dealer, M
me duties, F
achinist, M
me duties, F

8381 Welsh, Leila Janet, 188 Havannah street, home duties, F
8382 West, Alfreda, 291 Russell street, home duties, F
8383 West, Arthur John, 291 Russell street, hairdresser, M
8384 West, Beaupre Edna Elizabeth, 265 George street, home duties, F
8385 West, Eric Ernest, 34 Victoria street, Bathurst, car driver, M
8386 West, Ethel Winifred, St. Vincent's Hospital, home duties, F
8387 West, Gladys Elma, 90 George street, Bathurst, home duties, F
8388 West, Hilton Radcliff, 251 Russell street, Bathurst, journalist, M
8389 West, Leo Joseph, Raglan, labourer, M
8390 West, Wilton Harold, 265 George street, machinist, M
8391 Westgate, Albert, 41 William street, labourer, M
8392 Weston, Arthur, Blayney road, machinist, M
8393 Weston, Dorethy Myrtle, 145 Bentinck street, home duties, F
8394 Weston, Dulcie Constance, Blayney road, home duties, F
8395 Weston, James Henry, 145 Bentinck street, market gardener, M
8396 Weston, Mary, 145 Bentinck street, Bathurst, home duties, F
8397 Whalan, Charles Esrom, 42 Piper street, Bathurst, fireman, M
8398 Whalan, Clara Elizabeth, 156 William street, home duties, F
8399 Whalan, Clarence Sylvester, Hill View Farm, labourer, M
8400 Whalan, David Cluen, 10 Henry street, labourer, M
8401 Whalan, Emma, Hill View Farm, home duties, F
8402 Whalan, Freda Mary, Carmarth, Duramana P.O., home duties, F
8403 Whalan, Frederick Trewren, Duramana, grazier, M
8404 Whalan, Frederic Carvossa, Mount Rankin, Eglinton, station overseer, M
8405 Whalan, Frederica Louisa, Mount Rankin, Eglinton, home duties, F
8406 Whalan, Ima, 49 Keppel street, home duties, F
8407 Whalan, Jean Mary, 10 Henry street, home duties, F
8408 Whalan, Kate, 154 Peel street, Bathurst, home duties, F
8409 Whalan, Myrtle Mary, Duramana, home duties, F
8410 Whalan, Phyllis Gertrude, 42 Piper street, Bathurst, home duties, F
8411 Whalan, Wilson Royal, 49 Keppel street, assistant stationmaster, M
8412 Whatley, Edna Grace, 128 Rankin street, home duties, F
8413 Whatley, Kevin Thomas, 192A Peel street, bread carter, M
8414 Whatley, Lionel Eric, 128 Rankin street, railway employee, M
8415 Whatley, Marie Joan, 192A Peel street, home duties, F
8416 Whatley, Mary May, 172 Piper street, Bathurst, home duties, F
8417 Wheatley, Helen Claire, St. Vincent's Hospital, nurse, F
8418 Wheatley, Margaret, 63 Durham street, home duties, F
8419 Wheeler, Eric John, 85 Piper street, railway employee, M
8420 Wheeler, Hubert Keith, 48 Duration Cottage, farmer, M
8421 Wheeler, Marie Jean, 48 Duration Cottage, home duties, F
8422 Wheeler, William Henry, Family Hotel, bank clerk, M
8423 White, Agnes Ellen, 61 Havannah street, home duties, F
8424 White, Alfred Godfrey, 135 Lambert street, linesman, M
8425 White, Annie Rebecca, 169 Rocket street, home duties, F
8426 White, Anthony Benedict, 169 Rocket street, labourer, M
8427 White, Arvena Florence, 284 Russell street, home duties, F
8428 White, Cecil Harold Frederick, 43 Lambert street, hairdresser, M
8429 White, Charles Norman, 84 Rocket street, machinist, M
8430 White, Charles William, 184 Brilliant street, mechanic, M
8431 White, Coral Camille, 1 Brilliant street, clerk, F
8432 White, Doris Eileen, 43 Lambert street, home duties, F
8433 White, Enid Isobel, 184 Brilliant street, home duties, F
8434 White, Ethel Grace, 40 Rankin street, home duties, F
8435 White, Eunice Jean, 340 Howick street, home duties, F
8436 White, Frederick, 40 Rankin street, baker, M
8437 White, Frederick Reuben, Violet street, machinist, M
8438 White, Iris, Violet street, home duties, F
8439 White, Jean Mavis, 145 Havannah street, home duties, F
8440 White, John, 145 Havannah street, clerk, M

City of Bathurst

Original Roll of Electors and Ratepayers

Made in the Year 1950

Surname of Elector, Other Names of Elector, Trade or Occupation, Address and Description of Property for which Entolled, Classification Owner, Occupier or Ratepaying Lessee, whether Ratepayer under Section 79-80 of the Act.

5828. ROBSON, Thomas, Railway Employee, 20 Durham St., Own/Rpr.
5829. ROCHESTER, George Henry, Priest, St. Stanislaus' College, Occ.
5830. RODGERS, Arthur, Engineer, 251 Piper St., Occ.
5831. RODGERS, Mabel Florence, Home Duties, 251 Piper St., Occ.
5832. ROGERS, Albert Ed., Railway Employee, 16 Torch St., Own/Rpr.
5833. ROGERS, Annie, Home Duties, 16 Torch St., Occ.
5834. ROGERS, Beryl Florence, Home Duties, 285 Russell St., Occ.
5835. ROGERS, Charles Richard, Labourer, 263 Howick St., Occ.
5836. ROGERS, Elsie May, Home Duties, 263 Howick St., Occ.
5837. ROGERS, Gladys Josephine, Home Duties, 263 Howick St., Occ.
5838. ROGERS, Ilford Joseph, Projectionist, 206 William St., Occ.
5839. ROGERS, James Arthur, Railway Employee, 172 Lambert St., Own/Rpr.
5840. ROGERS, James Francis, Projectionist, 172 Lambert St., Occ.
5841. ROGERS, Rita Kathleen, Home Duties, 206 William St., Occ.
5842. ROGERS, Ronald Kenneth, Seasonal Worker, 263 Howick St., Occ.
5843. ROGERS, Samuel Ernest, Labourer, Orange Rd., Occ.
5844. ROGERS, Vera Mabel, Home Duties, 172 Lambert St., Occ.
5845. ROGERS, Walter Henry, Painter, 285 Russell St., Occ.
5846. ROMANO, Elizabeth, Home Duties, The Common, Occ.
5847. ROOK, George Lawrence, Railway Employee, 20 Rocket St., Occ.
5848. ROOK, Vida Wilmott, Home Duties, 20 Rocket St., Occ.
5849. ROOKE, Eileen Gladys, Home Duties, 271 Howick St., Occ.
5850. ROOKE, Ernest Victor Arthur, Labourer, 271 Howick St. (Sec. 87, Pts. 17/18/19), Own/Rpr.
5851. ROOTES, Ernest Theodore Thomas, 248 William St., Occ.
5852. ROOTES, Martha, Home Duties, 248 William St., Occ.
5853. ROPER, Ivy, Home Duties, 77 Bentinck St., Own/Rpr.
5854. ROSCONI, Antonio Francesco, Motor Mechanic, 112 Stewart St., Occ.
5855. ROSCONI, Dudley Eslyn, Mechanic, 11 Gladstone St., Own/Rpr.
5856. ROSCONI, Gladys Lillian May, Home Duties, 112 Stewart St., Occ.
5857. ROSCONI, Katherine Mary, Home Duties, 312 Piper St., Own/Rpr.
5858. ROSCONI, Una May, Home Duties, 11 Gladstone St., Occ.
5859. ROSENDALE, Lima Agnes Elizabeth, Home Duties, 10 Durham St., Own/Rpr.
5860. ROSE, Frieda Margaret, Home Duties, 2 Vittoria St., Occ.
5861. ROSE, Victor George, Fruit Inspector, 2 Vittoria St., Own/Rpr.
5862. ROSS, Alexander Herbert, Labourer, 63 Carlingford St., Occ.
5863. ROSS, Allen Francis, Boilermaker, 154 William St., Occ.
5864. ROSS, Coral Mary, Bank Officer, 127 Stewart St., Occ.
5865. ROSS, Daniel Augustus, Railway Employee, 30 Piper St., Own/Rpr.
5866. ROSS, Elizabeth Alice, Home Duties, 30 Piper St., Occ.
5867. ROSS, Eric, Machinist, 109 Seymour St., Occ.
5868. ROSS, Ethel Jane, Home Duties, 187 Bentinck St., Occ.
5869. ROSS, Isabel, Stenographer, Metropolitan Hotel, Occ.
5870. ROSS, Joan, Home Duties, 177 Brilliant St., Occ.
5871. ROSS, Marjorie Agnes, Home Duties, 109 Seymour St., Occ.
5872. ROSS, Olive Edna Mary, Home Duties, 154 William St., Occ.
5873. ROSS, Walter Henry, Labourer, 187 Bentinck St., Occ.
5874. ROSS, William Henry, Solicitor, 177 Brilliant St., Own/Rpr.
5875. ROSSER, Albert Edward, 151 Havannah St., Occ.
5876. ROSSER, Catherine Sarah, Home Duties, 145 Havannah St., Occ.
5877. ROSSER, Etheline Maud, Home Duties, 151 Havannah St., Own/Rpr.
5878. ROSSER, John Edward, Clerk, 145 Havannah St., Occ.
5879. ROUGHLEY, Marie Agnes, Nurse, Bathurst District Hospital, Occ.
5880. ROURKE, Albert, Labourer, 25 Carlingford St., Occ.
5881. ROURKE, Lydia Ann, Home Duties, 25 Carlingford St., Occ.
5882. ROW, Gertrude Clare, Home Duties, C/o E. Yeo, 252 Russell St., Own/Rpr.
5883. ROWAN, Agnes Marie, Clerk, 255 Rankin St., Own/Rpr.
5884. ROWAN, Alfred Richard, Labourer, Queen St., Occ.
5885. ROWAN, Annie, Home Duties, 255 Rankin St., Own/Rpr.
5886. ROWAN, Bernard Michael, Labourer, 72 Piper St., Occ.
5887. ROWAN, Bridget, Home Duties, 255 Rankin St., Own/Rpr.
5888. ROWAN, Ethel Ida, Home Duties, 104 Piper St., Occ.
5889. ROWAN, Harold Richard, Clerk, 9 Queen St., Occ.
5890. ROWAN, Lily Garbet, Home Duties, Queen St., Occ.
5891. ROWAN, Matthew Charles, Labourer, 104 Piper St., Occ.
5892. ROWAN, John Maxwell, Labourer, 104 Piper St., Own/Rpr.
5893. ROWE, Clarence, Engineer, 71 Piper St., Occ.
5894. ROWE, Cyril Joseph, Fireman, 132 Stewart St., Occ.
5895. ROWE, Dorothy, Home Duties, 172 Hope St., Occ.
5896. ROWE, Florence Jane, Home Duties, 71 Piper St., Own/Rpr.
5897. ROWE, Merton Clyde, Bank Officer, 172 Hope St., Occ.
5898. ROWLANDS, Frances Elizabeth, Home Duties, "Hilton," Mandurama (Lot Pts. 11/12 B, Sec. 79), Own/Rpr.

Own/Rpr. = Owner, Ratepayer
Occ. = Occupier.

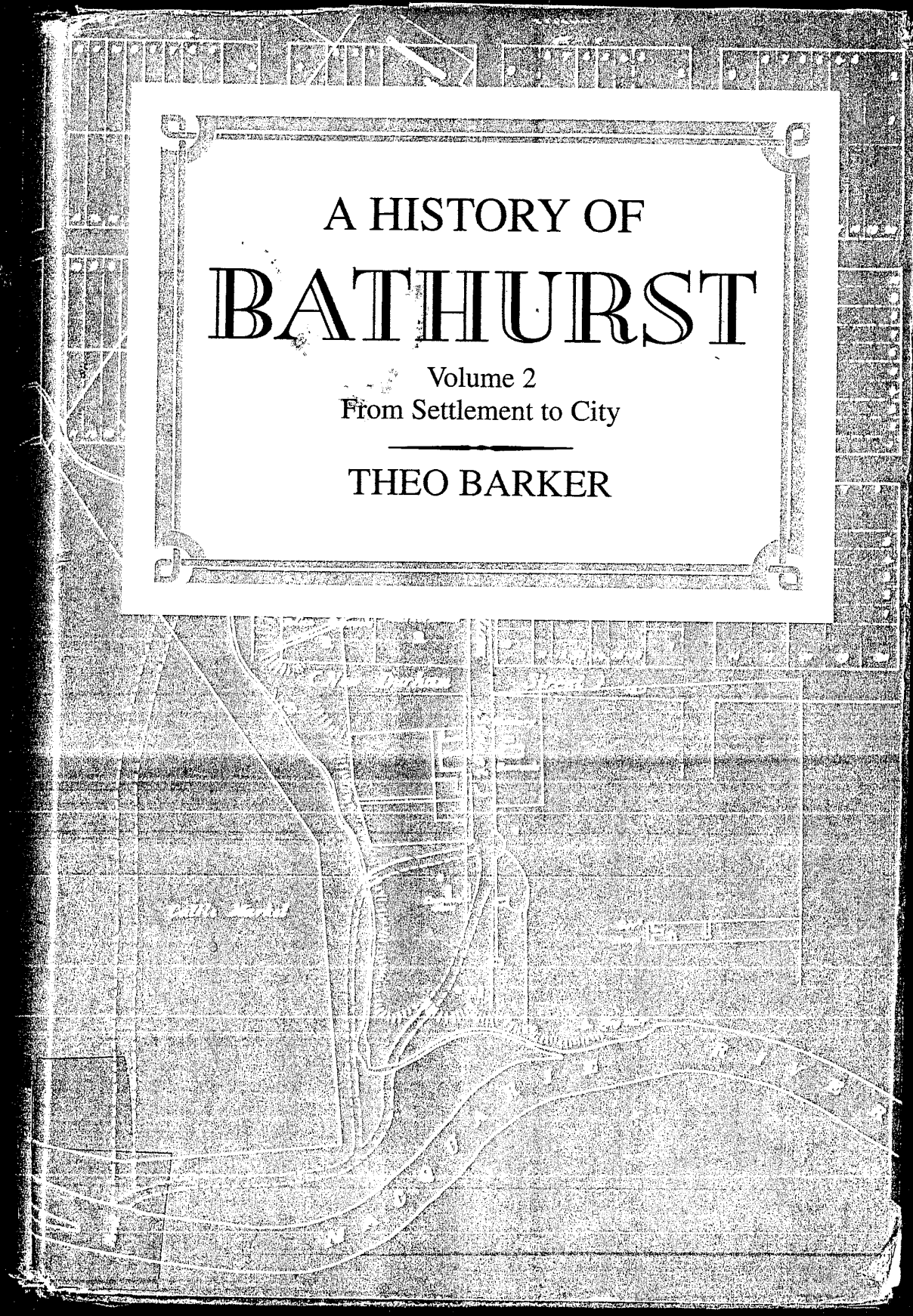
1077. CHENEY, Alfred Ernest, Labourer, 126 Keppel St., Occ.
1078. CHERRY, Catherine, Home Duties, 119 William St., Occ.
1079. CHENEY, Catherine Hilda, Domestic Duties, 126 Keppel St., Occ.
1080. CHERRY, Nell, 119 William St., Own/Rpr.
1081. CHESTNUT, Hamilton, Salesman, 191 William St., Occ.
1082. CHESTNUT, Jessie Valma, Home Duties, 191 William St., Occ.
1083. CHEW, Arthur Thomas, Munition Worker, 32 Beresford St., Occ.
1084. CHEW, Elizabeth Mary Ann, Home Duties, 229 Rankin St., Occ.
1085. CHEW, Florence M., Home Duties, 198 Keppel St., Own/Rpr.
1086. CHEW, Rita, Home Duties, 32 Beresford St., Occ.
1087. CHIFLEY, Agnes, Home Duties, 25 Havannah St., Own/Rpr.
1088. CHIFLEY, Elizabeth Gibson, Home Duties, 10 Busby St. (Lots 19/20, 26/27), Own/Rpr.
1089. CHIFLEY, John Benedict, Dry Cleaner, 117 Russell St., Occ.
1090. CHIFLEY, Joseph Benedict, M.H.R., 10 Busby St., Own/Rpr.
1091. CHIFLEY, Joseph Thomas, Oxy Welder, 120 Howick St., Own/Rpr.
1092. CHIFLEY, Kathleen Frances, Home Duties, 120 Howick St., Occ.
1093. CHIFLEY, Patrick, Blacksmith, 25 Havannah St. (Lot Pt. 12, Sec. 87), Own/Rpr.
1094. CHILDS, Maxwell Roland, Bank Officer, 194 George St., Occ.
1095. CHIPPERFIELD, Hazel Nita, Home Duties, "Rosehill," Occ.
1096. CHIPPERFIELD, Ronald Keith, Farmer, "Rosehill," Occ.
1097. CHISHOLM, Ernest James, Police Inspector, 145 Durham St., Occ.
1098. CHISHOLM, E. M., C/o McIntosh & Co., Own/Rpr.
1099. CHISHOLM, Ilean Frances, Home Duties, 145 Durham St., Occ.
1100. CHORLEY, James Joseph, Bootmaker, 114 Stanley St., Occ.
1101. CHORLEY, Lancelot James, Butcher, 152 Bentinck St., Occ.
1102. CHORLEY, Leila Patricia, Home Duties, 152 Bentinck St., Occ.
1103. CHORLEY, Mary, Home Duties, 114 Stanley St., Own/Rpr.
1104. CHRAMOY, Jack, Electrician, Family Hotel, Occ.
1105. CHRISTIAN, Emma, Home Duties, C/o Glasson & Co. (Lot Pts. 8/13, Sec. 85), Own/Rpr.
1106. CHRISTIAN, Richard, Builder, "Woodside," Glanmire (Lot 24, Sec. 85), Own/Rpr.
1107. CHRISTIAN, Robert, Grazier, "Woodside," Glanmire (Sec. 37, Pt. 13), Own/Rpr.
1108. CHRISTIAN, Valerie Elaine, Home Duties, Glanmire (Sec. 28, Lot 16), Own/Rpr.
1109. CHRISTIE, Esma Patricia, Home Duties, 99 Lambert St., Occ.
1110. CHRISTOPHERSON, Alfred James, Labourer, 79 Piper St., Occ.
1111. CHRISTOPHERSON, Elsie May, Domestic Duties, 79 Piper S , Occ.
1112. CHRISTOPHERSON, Ethel, Machinist, 79 Piper St., Occ.
1113. CHURCH, Robert Roy, Farmer, 95 Queen Victoria St., Bexley (Lot Pts. 20 and 1, Sec. 10), Own/Rpr.
1114. CHURCHES, Geoffrey, 219 George St., Occ.
1115. CHURCHILL, Henry Ambrose, Labourer, 7 Tremain Ave., Occ.
1116. CHURCHILL, Mary, Home Duties, 7 Tremain Ave., Occ.
1117. CLANCY, Francis Edward, Railway Employee, 140 Bentinck St., Occ.
1118. CLANCY, Gwendoline Anne, Home Duties, 140 Bentinck St., Occ.
1119. CLANCY, Jessie, Home Duties, 168 Stewart St., Occ.
1120. CLANCY, Mary Elizabeth Sarah, Home Duties, 42 Keppel St., Occ.
1121. CLANCY, Stanley, Mechanic, 42 Keppel St., Occ.
1122. CLARE, Brian Collin John, Labourer, 259 George St., Occ.
1123. CLARE, Joyce Catherine, Domestic Duties, 259 George St., Occ.
1124. CLARK, Arthur Joseph, Carpenter, 85 Bentinck St. (Lot Cor. 22, Section Busby's), Own/Rpr.
1125. CLARK, Evelyn Dell, Home Duties, 21 Spencer St., Occ.
1126. CLARK, Freda Adelaide, Home Duties, 69 Brilliant St., Own/Rpr.
1127. CLARK, Isabel Mabel, Home Duties, 32 Torch St., Own/Rpr.
1128. CLARK, Lance Ernest, Railway Employee, 86 Bentinck St., Own/Rpr.
1129. CLARK, Lena Matilda, Home Duties, 85 Bentinck St. (Lot Cor. 22, Sec. Busby's), Own/Rpr.
1130. CLARK, Letitia, Home Duties, 86 Bentinck St., Occ.
1131. CLARK, Norman, Cannery Hand, 309 Rankin St., Occ.
1132. CLARK, Pearl, Home Duties, 309 Rankin St., Occ.
1133. CLARK, Ronald Wm., Cannery Hand, 21 Spencer St., Occ.
1134. CLARK, Wm., Railway Employee, 309 Rankin St., Own/Rpr.
1135. CLARK, Wm. Robert John, Grocer, 69 Brilliant St. (Lot 4, Sec. 81), Own/Rpr.
1136. CLARKE, Arthur Edward, Fitter, 121 Havannah St., Occ.
1137. CLARKE, Colin John, Linesman, 227 Lambert St., Occ.
1138. CLARKE, Edna Mary, Home Duties, 121 Havannah St., Occ.
1139. CLARKE, Eileen Muriel, Home Duties, 12 Vernon St., Strathfield (Sec. 37, Lot 3), Own/Rpr.
1140. CLARKE, Elsie Allison, Home Duties, 240 Havannah St. (Sec. 117, Pt. 10), Own/Rpr.
1141. CLARKE, Emily, Retired Teacher, St. Mary's Convent, Keppel St., Occ.
1142. CLARKE, Emma Eileen, Home Duties, 79A Piper St., Occ.

Own/Rpr. = Owner, Ratepayer
Occ. = Occupier.

A HISTORY OF BATHURST

Volume 2
From Settlement to City

THEO BARKER



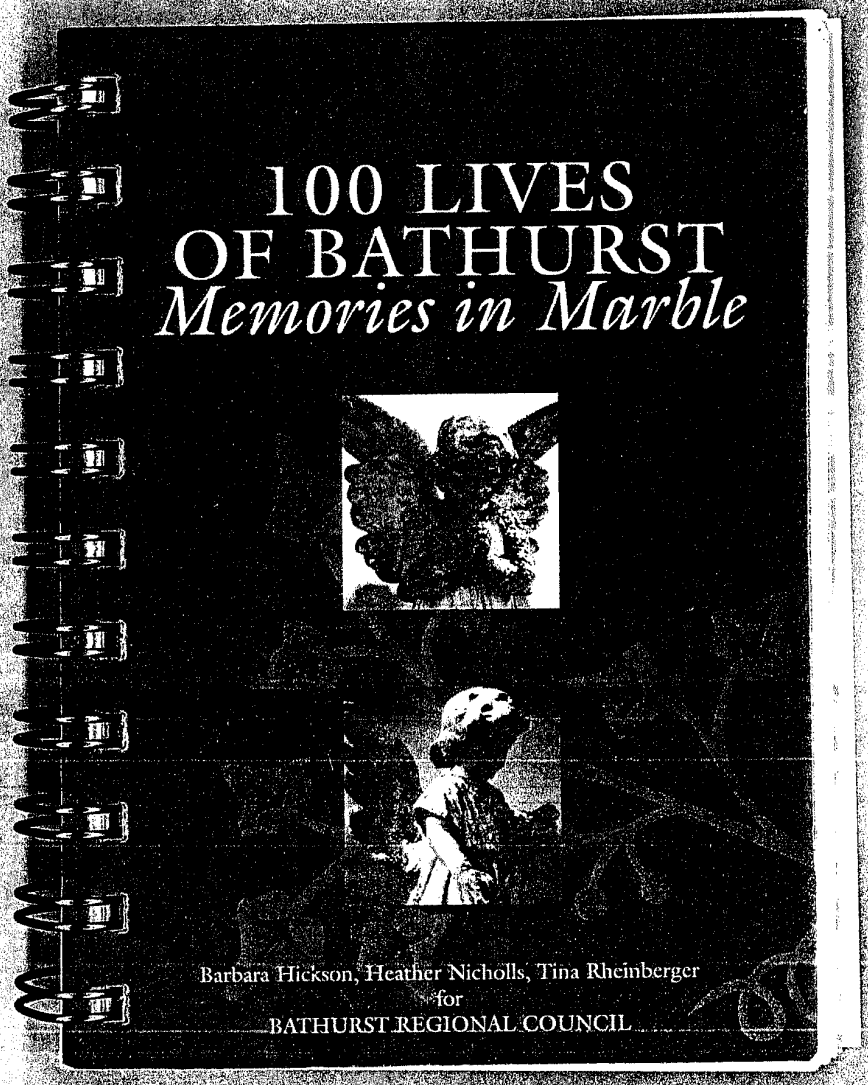
instead of £43,144 as previously submitted to the public works committee. Because of this the new figure was beyond the limit allowed by the government and it was therefore necessary to omit the low level area of the town and to construct only the high level system at a cost of £45,237. It was reasoned that work on the low level area could be carried out at a later time at a cost of £5763. The council agreed with this and accepted the O'Meara Brothers tender. Their work proceeded according to plan and the main sewer was ready for testing on October 1 1913.

A contract for the high level reticulation and sewerage ventilation system was let to McEwan and O'Rourke for £18,427 on November 6 1912, and their work was finished in July 1914. For another major project, the construction of the treatment plant, progress was not so smooth. On January 19 1914 the Director General of Public Works told the council that no tenders had been received and asked whether it wanted him to try again or to employ day labour. The reply was a request to call tenders once more but the second attempt also failed.

Arthur Griffith, Minister for Public Works, then gave instructions that the work was to be done by day labour, because he understood that the mayor, E. A. Wright, during a conversation in Sydney, had said that this would be acceptable. The council agreed providing the cost did not exceed the scheduled rate[60] but in April the minister replied that the work would be done by day labour and the actual cost, whether greater or less than expected, charged to the council. It was then moved by Aldermen E. T. Webb and A. S. Low that the council express its dissatisfaction with the way the minister was handling the business and protest against the work being done by day labour. Because of this, in May the Department of Public Works again called tenders and this time received one. It was from Alderman Arnold Rigby of Bathurst for £15,250, a figure that was twenty-five per cent above the scheduled rate.

At a special meeting of council on July 21 1914 to consider correspondence from the Public Works Department, Rigby declared a special interest in the question and retired from the council chamber. The department required a definite and unqualified statement that the Bathurst council wanted Rigby's tender accepted at twenty-five per cent over the scheduled rate. This was accompanied by a reminder that without the treatment works the main sewer and reticulation system, although complete, could not be used and that interest on the expenditure incurred against the capital debt was accumulating without any revenue to meet the charges.

Aldermen W. J. McPhillamy, A. S. Low and H. E. Sutton were


100 LIVES
OF BATHURST
Memories in Marble
Barbara Hickson, Heather Nicholls, Tina Rheinberger
for
BATHURST REGIONAL COUNCIL

EDWARD ABRAHAM WRIGHT

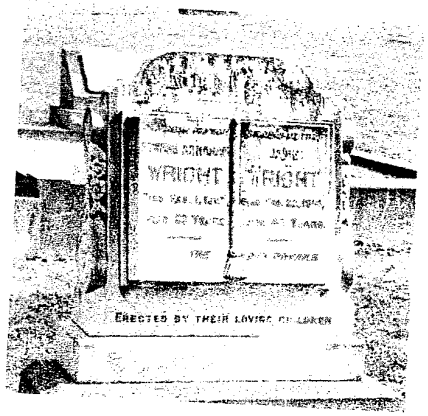
Born at Peel, Edward Abraham Wright became a carpenter and master builder. He was responsible for building many of the early 20th Century houses of Bathurst. The house at the corner of William and Lambert Street is a beautiful example. With its diamond pattern roof shingles, terracotta ridge tiles and generous verandahs framed in timber with deep curved brackets and a decorative turret adorning the corner, it exemplifies the style of the day.

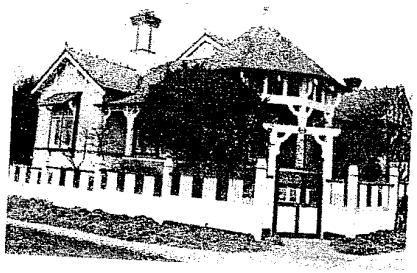
For a period Edward was also an Alderman on the Bathurst City Council, and was Mayor of Bathurst in 1914. A very practical man, it was during his office that Bathurst established its first modern sewerage treatment works.

Edward belonged to the Masonic Lodge and was a Grand Master and Inspector of Workings. He was living at 151 Bentinck Street, when he died in 1928 aged 59.

The monument is an excellent example of the 'book of life' symbolism in white marble. A standard design, the monument would have been selected from a catalogue, with the lead text added by Orange based stonemason McMurtrie & Co to the white marble.

Reference: Mrs Olga McKay.

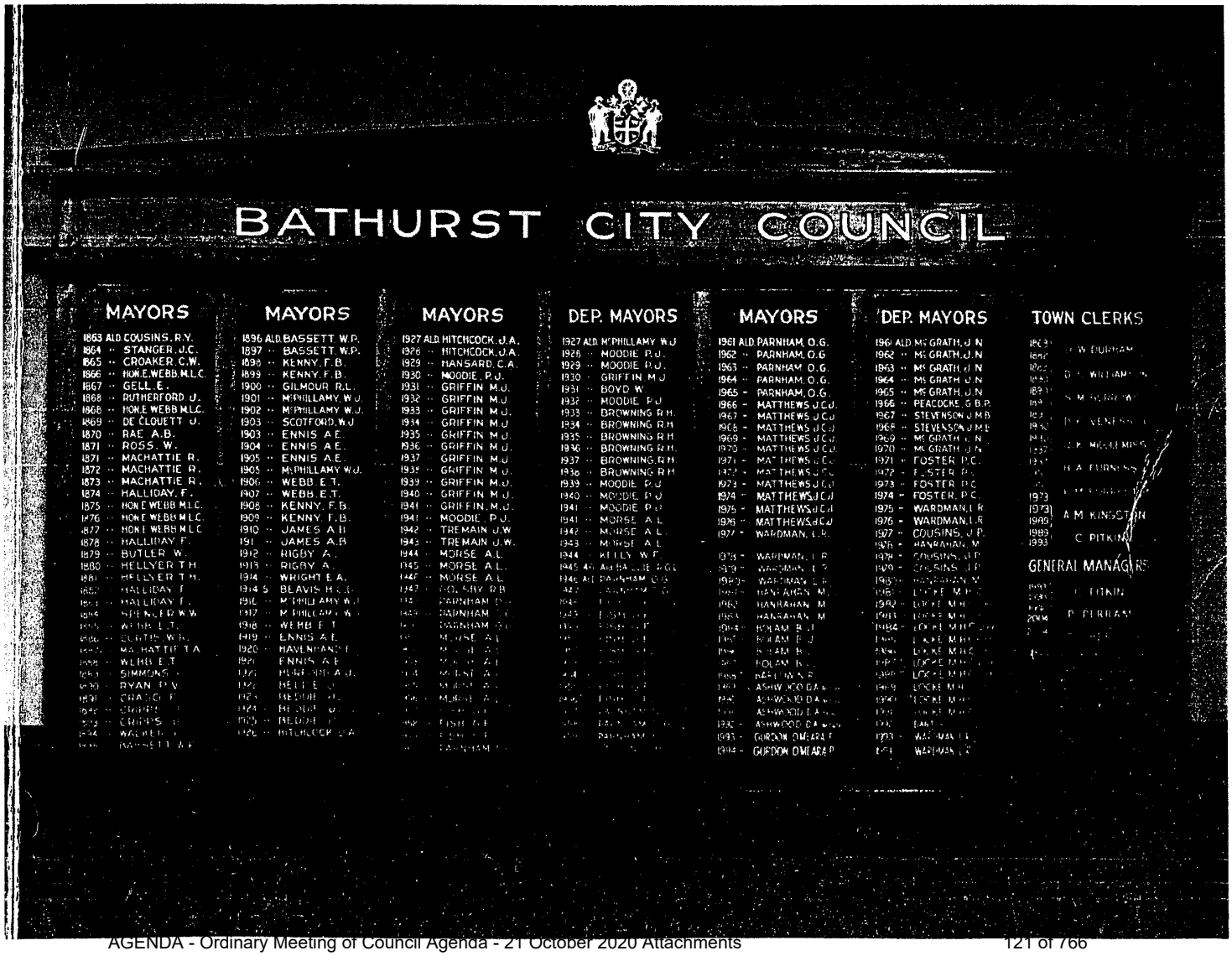




Cnr William and Lambert streets

The Early Mayors of Bathurst

1863 – 1915



EDWARD ABRAHAM (EA) WRIGHT

THE MASTER BUILDER MAYOR
1914

Edward Abraham Wright was born at Peel, near Bathurst on 25th July 1868. His father was Abraham and his mother was Martha. He was the first born of eight children. Edward became a carpenter and then a master builder. He ran a successful building business. He married Janie Martin who was born in England. They married in 1890 in Bathurst. Edward and Janie had eight children but unfortunately three died as infants. The surviving children were Edward Martin Wright born in 1891; their two daughters Gladys May Wright born in 1894 and Alma C Wright who was born 1896. Beatrice was born in 1899 and Cecil Charles was born in 1903. There was another son, Reginald born in 1910.

Edward A Wright started to tender for jobs around the area in 1896. He was successful with his tender to build a culvert over Tyndale's Gully Road on the Leeholme to Tarana Road. (1) He was also successful tendering for the addition to the Police Station at Wyagdon. (2) He continued being successful in tendering. In 1907 He was awarded the contract to erect a grandstand on the new track on the Vale Road for the Bathurst Turf Club. (3) He was awarded the tender for the Town Hall alterations, the Council wanted changes that would give it a more imposing frontage. This was carried out in 1910. (4) EA Wright had several large contracts in Cowra and Carcoar. He had travelled on the train to supervise both sites. While at Carcoar Railway Station he was severely injured as a result of a mishap. He was on the Blayney to Harden train on his way to Carcoar, as the train approached the station he attempted to alight before the train came to a stand-still. He slipped and fell between the car and the platform. It took some time to remove him from between the platform and the carriage. Edward sustained two broken ribs and a crushed pelvis as well as serious contusions and abrasions. He was returned to Bathurst for a long recovery. (5)

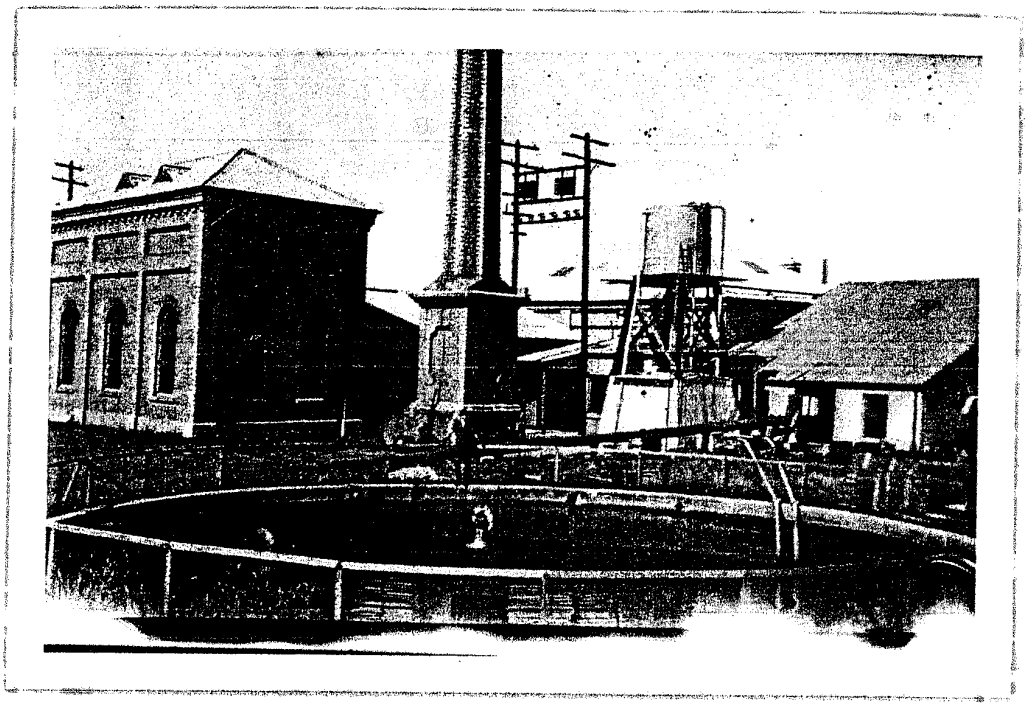
Edward was a member of the Master Builders Association and his skills were sort after. He built an imposing home for his family on the corner of Lambert and William Streets that is still there today. It has diamond patterned roof shingles, terracotta ridge tiles and generous verandahs, timber framed brackets and a decorative turret on the corner. He built many of the early twentieth century houses in Bathurst. (6) He also belonged to the Masonic Lodge and was a Grand Master and Inspector of Workings.

Edward Abraham Wright

In February 1911, EA Wright was elected to Council. A practical man he was interested in the health of the city and considered the many improvements that needed to be carried out. He visited Adelaide in 1912 to inspect their civic structures. He was particularly interested in how their abattoirs, garbage destruction works, street cleaning, road making machinery and gardens were managed. He returned and made a report to the Council. He was especially keen to report on their road making machinery. His report prompted the Council to purchase a Mann steam cart and a steam roller and grader in later years. (7) His building acumen saw him advocate for the widening of the bridge across the Jordon creek in Russell Street but a shortage of funds prevented this from being carried out. He also advocated improvements to the Council owned

stone crusher and remodelling of the stone quarry. The sewerage treatment works was commenced in 1914. He was exactly what the city needed, a man who had great practical building skills, who could oversee the large developments that Bathurst needed for its citizens. As an Alderman he was on the Works Committee. The drought was still impacting on the community and securing the water supply was paramount. While expecting the new well at the waterworks, EA Wright donned fireman's boots and went down the well and walked the tunnel. They were still trying to find a source of water supply. He recommended making cross cuts in the tunnel to open it up for a better flow of water. The progress was slow.

The Waterworks engineer had another small well dug half a mile up from the river on the western side of the pumping station where a new pump was fitted to carry water to the main channel. EA Wright had supplied the necessary "levels" for this work (mathematical calculations needed to determine the flow of the water). Another well was dug in the centre of the flat and a specialist water diviner was used to locate a supply of water. Water was found at thirty five feet down and a steam pump was attached to pump the water to augment the town supply. Much discussion was had between EA Wright and the experts. They felt there was an underground drift (underground water supply) that was so abundant that it would supply the city with plenty of water forever. It was believed to be about seventy feet deep. Unfortunately there was a granite base at fifty feet that prevented the supply being accessed. No water supply was struck. EA Wright discussed with other aldermen about approaching the Government for a loan of £15,000 for pumping machinery to get through the granite base. There was no money available from the State Government so the Council would need to obtain a loan themselves. (8)



Bathurst Waterworks, Waterworks lane, Bathurst. Photo courtesy of Bathurst & District Historical Society

EA Wright's excellent work with the Works Committee saw him elected to the Mayoral chair in early February, 1914. His wife Janie had been in ill health since the death of her children. EA and Janie had nine children but unfortunately only six children were still living in 1914. Over the last couple of years Janie had become increasingly ill. She was being treated for "head trouble" by Dr Machattie. EA had sent her on a holiday to help her recuperate. She had recently returned from another holiday with her children. Their youngest son, Reginald, had been injured while on the holiday. He had fallen off his tricycle and fractured his elbow. (9) They had returned home to 110 Lambert Street. (10)

Jane had prepared Sunday lunch for her family and Edward went to rest on the lounge while the children played. Jane cleared the table and went into the kitchen. Mrs Demas the next door neighbour, heard a heavy knocking noise on her door when she answered it, it was Jane Wright in a terrible state. She fell into Mrs Demas' arms saying "I'm very bad". She helped her to a couch and went to leave to get Mr Wright. Jane asked her not to get Edward. Mrs Demas sent for her sister so that she could stay with Jane while she got Mr Wright. She fetched Edward who rushed to his wife. He saw Jane in agony and there was a strong smell of Lysol (a poison) in the room. He went back home to call the Doctor but the phone was not working so he rushed into the street and hailed down a

sulky asking the driver to get Doctor Machattie. Doctor Machattie arrived within a few minutes of Doctor Brooke Moore. They tried to give Jane assistance but she resisted. Eventually they were able to offer her some treatment but she died within a quarter of an hour. (11)

At the Coroner's Inquest it was noted by their eldest daughter, that she had purchased a bottle of Lysol on the Saturday, at her mother's request. The Police who attended the house had found an empty glass and a bottle of Lysol on the sink. The Coroner noted that it appeared Jane Wright had been in a despondent state for some time. It was not determined whether the deaths of her children over the years had led to it, or that the injury to had small son had sparked the despondency. The Coroner's verdict was "suicide by Lysol in a fit of melancholy". (12)

Edward had not been sworn in as Mayor (he was still Mayor elect at this time). He took some leave from the Council until he attended the Council meeting on 12th March, 1914. He was sworn in at this meeting. Within a month he had put in his resignation from the Council. He advised that he was moving to Adelaide with his family. A farewell was held for them that was organised by the Baptist Church. (13) The Bathurst Times reported EA Wright and his family left for Adelaide on 20th June, 1914. (14) Alderman Beavis replaced Wright as mayor.

Edward returned to Bathurst in September that same year advising his friends on the Council that he made the decision not to move to Adelaide and would return to Bathurst. He then spent time with relatives in Hornsby while he tried to come to terms with his wife's death. Edward remarried in 1916 to Bertha Tinsley, a relative of his mother.

He stood for Council elections again on 21st November 1916 in place of Alderman Beavis who had retired due to ill health. He was again elected to Council and served as an alderman for some years. He did not serve as Mayor again. He again served on a number of committees and continued his building business as well. It was now *EA Wright and Sons.* Edward Abraham Wright died in February 1928 and was buried in Bathurst Cemetery.

APPENDIX

A Pictorial History of Bathurst
Thea Barker.

APPENDIX I – MAYORS OF BATHURST

1863	R.Y. Cousins	1919	A.E. Ennis
1864	J.C. Stanger	1920	F. Havenhand
1865	C.W. Croaker	1921	E.J. Hurford
1866	Hon E. Webb M.L.C.	1922	J. Beddie
1867	E. Gell	1923	J. Beddie
1868	J. Rutherford	1924	J. Beddie
1868	Hon E. Webb M.L.C.	1925	J. Beddie
1869	J. De Clouett	1926	J.A. Hitchcock
1870	A.B. Rae	1927	J.A. Hitchcock
1871	W. Ross	1928	J.A. Hitchcock
1871	R. Machattie	1929	C.A. Hansard
1872	R. Machattie	1930	P.J. Moodie
1873	R. Machattie	1931	M.J. Griffin
1874	F. Halliday	1932	M.J. Griffin
1875	Hon E. Webb M.L.C.	1933	M.J. Griffin
1876	Hon E. Webb M.L.C.	1934	M.J. Griffin
1877	Hon E. Webb M.L.C.	1935	M.J. Griffin
1878	F. Halliday	1936	M.J. Griffin
1879	W. Butler	1937	M.J. Griffin
1880	T.H. Hellyer	1938	M.J. Griffin
1881	T.H. Hellyer	1939	M.J. Griffin
1882	F. Halliday	1940	M.J. Griffin
1883	F. Halliday	1941	P.J. Moodie
1884	W.W. Spencer	1942	J.W. Tremain
1885	E.T. Webb	1943	J.W. Tremain
1886	W.R. Cortis	1944	A.L. Morse
1887	T.A. Machattie	1945	A.L. Morse
1888	E.T. Webb	1946	A.L. Morse
1889	J. Simmons	1947	R.B. Golsby
1890	P.V. Ryan	1948	O.G. Parnham
1891	F. Crago	1949	O.G. Parnham
1892	J. Cripps	1950	O.G. Parnham
1893	J. Cripps	1951	A.L. Morse
1894	J. Walker	1952	A.L. Morse
1895	W.P. Bassett	1953	A.L. Morse
1896	W.P. Bassett	1954	A.L. Morse
1897	W.P. Bassett	1955	A.L. Morse
1898	F.B. Kenny	1956	A.L. Morse
1899	F.B. Kenny	1957	G.F. Fish
1900	R.L. Gilmour	1958	G.F. Fish
1901	W.J. McPhillamy	1959	G.F. Fish
1902	W.J. McPhillamy	1960	O.G. Parnham
1903	W.J. Scotford	1961	O.G. Parnham
1903	A.E. Emms	1962	O.G. Parnham
1904	A.E. Emms	1963	O.G. Parnham
1905	A.E. Emms	1964	O.G. Parnham
1906	E.T. Webb	1965	O.G. Parnham
1907	E.T. Webb	1966	J.C.J. Matthews
1908	F.B. Kenny	1967	J.C.J. Matthews
1909	F.B. Kenny	1968	J.C.J. Matthews
1910	A.B. James	1969	J.C.J. Matthews
1911	A.B. James	1970	J.C.J. Matthews
1912	A. Rigby	1971	J.C.J. Matthews
1913	A. Rigby	1972	J.C.J. Matthews
1914	E.A. Wright	1973	J.C.J. Matthews
1914	H.C.D. Beavis	1974	J.C.J. Matthews
1915	H.C.D. Beavis	1975	J.C.J. Matthews
1916	W.J. McPhillamy	1976	J.C.J. Matthews
1917	W.J. McPhillamy	1977	L.R. Wardman
1918	E.T. Webb	1978	L.R. Wardman
1979	L.R. Wardman	1984	B.J. Bolam
1980	L.R. Wardman	1985	B.J. Bolam
1981	M. Hanrahan		
1982	M. Hanrahan		
1983	M. Hanrahan		

APPENDIX II – DEPUTY MAYORS

1927	W.J. McPhillamy	1956	G.F. Fish
1928	P.J. Moodie	1957	O.G. Parnham
1929	P.J. Moodie	1958	O.G. Parnham
1930	M.J. Griffin	1959	O.G. Parnham
1931	W. Boyd	1960	J.H. Larson
1932	P.J. Moodie	1961	J.N. McGrath
1933	R.H. Browning	1962	J.N. McGrath
1934	R.H. Browning	1963	J.N. McGrath
1935	R.H. Browning	1964	J.N. McGrath
1936	R.H. Browning	1965	J.N. McGrath
1937	R.H. Browning	1966	G.B.P. Peacocke
1938	R.H. Browning	1967	J.M.B. Stevenson
1939	P.J. Moodie	1968	J.B.P. Stevenson
1940	P.J. Moodie	1969	J.N. McGrath
1941	P.J. Moodie	1970	J.N. McGrath
1942	A.L. Morse	1971	P.C. Foster
1943	A.L. Morse	1972	P.C. Foster
1944	W.F. Kelly	1973	P.C. Foster
1945	R.G.L. Baillie	1974	P.C. Foster
1946	R.G.L. Baillie	1975	L.R. Wardman
1946	O.G. Parnham	1976	L.R. Wardman
1947	O.G. Parnham	1977	J.P. Cousins
1948	G.F. Fish	1978	M. Hanrahan
1949	G.F. Fish	1978	J.P. Cousins
1950	G.F. Fish	1979	J.P. Cousins
1951	G.F. Fish	1980	M. Hanrahan
1952	G.F. Fish	1981	M.H.C. Locke O.B.E
1953	G.F. Fish	1982	M.H.C. Locke O.B.E
1954	G.F. Fish	1983	M.H.C. Locke O.B.E
1955	G.F. Fish	1984	M.H.C. Locke O.B.E

APPENDIX III – TOWN CLERKS

1863-82	J.W. Durham	1930-37	J.K. Middlemiss
1882-90	D.C. Williamson	1937-51	H.A. Furness
1890-91	S.M. Burrows	1951-73	K.M. Forrest
1891-1930	D.F. Veness	1973-	A.M. Kingston

APPENDIX IV – POPULATION OF BATHURST, 1856-1982

Year	Place	Population
1856	Bathurst	3249
	Kelso	343
1861	Bathurst	4042
	Kelso	357
1871	Bathurst	5030
	Kelso	485
1881	Bathurst	7221
	Kelso	546
1891	Bathurst	9162

BATHURST CEMETERY

NAME	SECTION	TEXT	STONEMASON
		D HUBERT JOHN HEALEY PASSED AWAY 28TH AU G 1958 AGED 70 SACRED HEART OF JESUS HAV E MERCY ON HIS SOUL AND HIS DEAR WIFE MERCEDED MARY HEALEY PASSED AWAY 17TH FE B 1971 AGED 67 YEARS SACRED HEART OF J ESUS HAVE MERCY ON HER SOUL	
HEALEY JANE	K17	SEE HEALEY WILLIAM	
HEALEY JOHANNA	H7	IN LOVING MEMORY OF MY DEAR WIFE JOHANNA HEALEY WHO DIED OCT 20, 192? AGED 45 YEARS (MARBLE HEADSTONE BROKEN A ND LYING IN GRAVE)	
HEALEY KATHLEEN PHYLLIS	K17	SEE HEALEY WILLIAM	
HEALEY KATIE	K28	IN LOVING MEMORY OF KATIE HEALEY D IED 9-11-77 ALSO HER SISTERS MARY(MOLLIE) FLORENCE (FLO) AND EILEEN MAY THEY R EST IN PEACE	
HEALEY LAWRENCE DANIEL	K9	SEE HEALEY EDNA MAY	
HEALEY MARY (MOLLIE)	K28	SEE HEALEY KATIE	
HEALEY MARY ANN	L4	SEE HEALEY DENIS	
HEALEY MERCEDED MARY		SEE HEALEY HUBERT JOHN	
HEALEY VIDA	W4	IN LOVING MEMORY OF MY DARLING WIF E AND OUR DEAR MOTHER VIDA HEALEY DIED 2 0TH JAN 1977 AGED 47 YEARS SACRED HEART OF JESUS HAVE MERCY	
HEALEY WILLIAM	K17	IN LOVING MEMORY OF MY DEAR HUSBAN D AND OUR FATHER WILLIAM HEALEY DIED 23R D MARCH 1956 R.I.P. OUR DEAR MOTHER JANE HEALEY DIED 30TH DEC 1958 R.I.P. IN GOD'S CARE IN MEMORY OF KATHLEEN PHYLLIS 'SIS' HEAL EY PASSED AWAY 8TH OCTOBER 1975 GRANT HE R ETERNAL REST O LORD	
HEALY ANNIE	M4	SEE HEALY MARY EVELYN	
HEALY IVY ELMA	D10	SEE EDWARDS ALFRED	
HEALY JULIA	L6	SACRED TO THE MEMORY OF JULIA BELOVED WIFE OF THOMAS HEALY WHO DEPARTE D THIS LIFE 3RD DEC 1915 AGED 72 YEARS ALSO THOMAS HEALY DIED 11TH JULY 1923 AGED 89 1/2 YEARS R.I.P MAURICE JOSEPH HEALY DIED 24TH AUG 1946 AGED 75 YRS R.I.P.	
HEALY MARY EVELYN	M4	IN LOVING MEMORY OF MARY EVELYN HEALY WHO DIED JULY 11TH 1914 AGED 18 YEARS AND 9 MONTHS REST IN PEACE MICHAEL JOSEPH HEALY WHO DIED AUG 15TH 1950 AGED 84 YEARS R I P ANNIE HEALY WHO DIED MARCH 15TH 1968 AGE D 94 YEARS MAY SHE REST IN PEACE	

BATHURST CEMETERY

NAME	SECTION	TEXT	STONEMASON
WORTHINGTON PERCY FRANCIS	W	SEE WORTHINGTON ESMA	-
WRAY ALBERT JOHN	F6	IN LOVING MEMORY OF ALBERT JOHN WR AY DIED 13 APRIL 1964 AGED 73 YEARS.... "AT REST"	
WRAY BRIAN JOHN	I24	OUR DARLING BABY BRIAN JOHN WRAY D IED IN INFANCY..... "GOD HAS HIM IN HIS KEEPING / WE HAVE HI M IN OUR HEARTS"	-
WRAY GEORGE	D3	IN LOVING MEMORY OF GEORGE WRAY DI ED DEC 30 1915 AGED 96 YEARS..... ERECTED AS A MARK OF ESTEEM BY A&F SULLI VAN, AVOCA - ROCK FOREST	J BURNS
WRAY JAMES	E8	'PEACE PERFECT PEACE' IN LOVING ME MORY OF ..... JAMES WRAY DIED AUG 11 1907 AGED 75 YEAR S..... MATILDA JANE WRAY DIED JAN 21 1928 AGED 86 YEARS..... ALSO THEIR GRAND DAUGHTER LORNA ELSIE WR AY DIED SEP 24 1907 AGED 5 MONTHS	-
WRAY LORNA ELSIE	E8	SEE WRAY JAMES	-
WRAY MATILDA JANE	E8	SEE WRAY JAMES	-
WRAY MAY ELIZABETH	P13	IN LOVING MEMORY OF MAY ELIZABETH WIFE OF JOHN WRAY DIED JAN 9 1917 AGED 36 YEARS "PEACE PERFECT PEACE"	-
WREN AUBREY JOSEPH	W25	IN LOVING MEMORY OF AUBREY JOSEPH WREN PASSED AWAY 4 OCT 1968 AGED 62..... ALSO JEAN MARY WREN PASSED AWAY 10 MARCH 1971 AGED 62..... "AUB....."JEAN"	
WREN JEAN MARY	W25	SEE WREN AUBREY JOSEPH	
WRIGHT ALFRED HECTOR	D	IN LOVING MEMORY OF MY DEAR SON AL FRED HECTOR WRIGHT DIED THROUGH INJURIES RECEIVED IN THE BATHURST RAILWAY YARDS 7 NOV 1911 AGED 22 YEARS..... "IN THE MIDST OF LIFE WE AE IN DEATH"... .....ALSO HIS MOTHER..... CATHERINE BERTHA WRIGHT DIED MAY 11 1928 AGED 62 YEARS	
WRIGHT CATHERINE BERTHA	D	SEE WRIGHT ALFRED HECTOR	
WRIGHT EDWARD ABRAHAM	D14	IN LOVING MEMORY OF OUR DEAR FATHE R EDWARD ABRAHAM WRIGHT DIED FEB 1 1928 AGED 59 YEARS.....ALSO..... ..... JANE WRIGHT DIED FEB 22 1914 AGED 43 YEA RS.....UNTIL THE DAY BREAKS..... ERECTED BY THEIR LOVING CHILDREN	

P 32

WESTERN ADVOCATE 7/10/1974 P8 C7 OBITUARY

mated.

MR JACK ROSSER

A co-founder of the Mid-West Credit Union, and well-known figure in sporting circles, Mr John Edward Rosser, of Stewart St, died in Bathurst District Hospital on Saturday at the age of 59 years.

Mr Rosser, prior to a recent illness had been employed in the clerical section of Bathurst City Council's Staff, where he had been for 20 years.

He was born in Blayney and received his education there.

Mr Rosser was employed at a Blayney stock and station agency after leaving school and at the outbreak of World War 2, entered the Army.

After the war, Mr Rosser was employed at the Immigration Centre, located at the site of the former military camp at Bathurst, and then entered the service of the City Council.

He had occupied the position of chairman of the Mid-West Credit Union

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ed at the
er military camp at Bath-
urst, and then entered the
service of the City Coun-
cil.

He had occupied the
position of chairman of
the Mid-West Credit Union
for two years until ill-
health forced him to relin-
quish it.

Mr Rosser is survived
by his wife, Catherine
(Kitty), son, John (Bath-
urst), daughter, Barbara
(Mrs Stuart, Bathurst),
son-in-law and daughter-
in-law, and grandchildren,
Dale, Stuart and Matthew
Rosser.

Also surviving are a sis-
ter, May (Mrs Sullivan,
Canberra), and a brother,
Harry (Blayney).

The funeral of Mr Ros-
ser will take place tomor-
row following a service in
All Saints' Cathedral, com-
mencing at 11 am.

Interment will take place
in the Holy Trinity Lawn
Cemetery, Kelso.

CALARE CIVIL
CONSULTING ENGINEERS

20191333
13 January, 2020

Mr Andrew Wadham
PO BOX 996
BATHURST NSW 2795

Dear Andrew

RE: 145 HAVANNAH STREET, BATHURST

At your request, we have carried out an inspection at the above location. The purpose of this inspection was to comment on the structural integrity of the building, noting cause of any damage, suggesting remedial measures and construction cost estimates if applicable.

GENERAL

An inspection of the subject building was carried out on 13th January 2020. This inspection revealed that the building is of masonry construction with an iron roof. Internal walls are typically masonry, with floor construction generally bearers and joists (some concrete floors to wet areas). Minor additions/improvements to the original dwelling have been carried out during the life of the building.

Calare Civil Pty Ltd
ABN 41 050 057 933
170 Rankin Street
Bathurst NSW 2795

Tel: 02 6332 3343
Fax: 02 6331 8210
Email: bathurst@calare-civil.com.au
Web: www.calare-civil.com.au

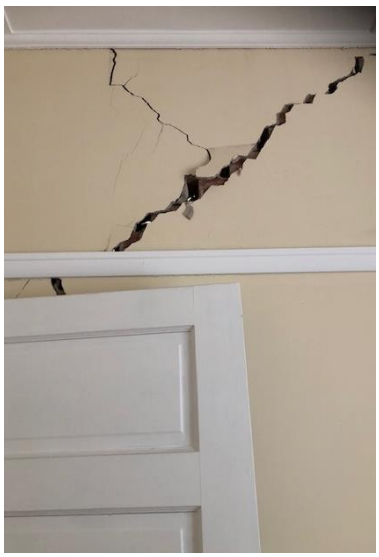
CIVIL • STRUCTURAL

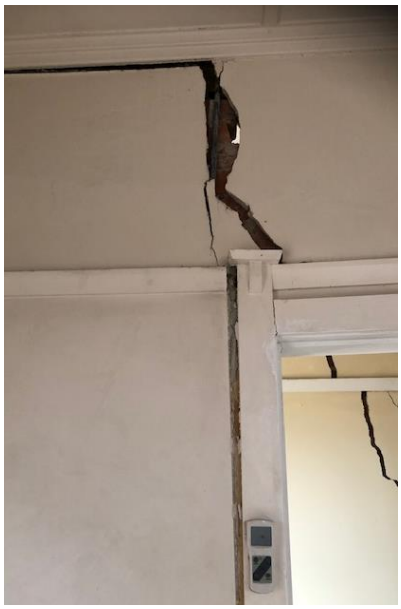
STRUCTURAL INSPECTION

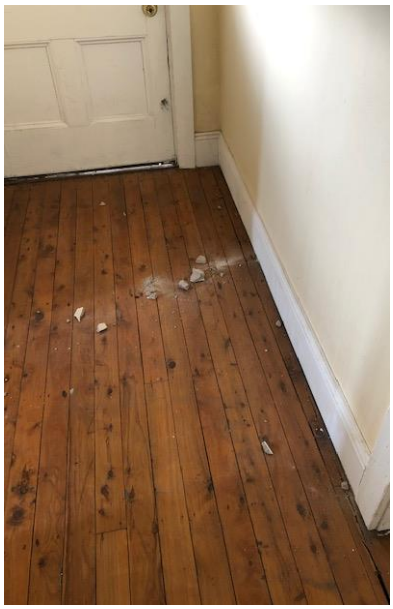
Internal Inspection

The internal inspection revealed Category 4 damage (range 0-4) within the dwelling in accordance with AS2870 Appendix C-Table C1 (vertical and stepwise cracks less than 15mm in width throughout). Significant recent movement has caused internal render to fall off walls.

There was also evidence of long term movement patterns (e.g doors out of alignment, old cracks filled in).







Floors

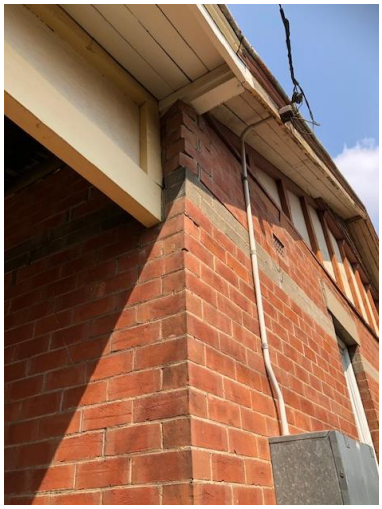
Internal sleeper piers supporting timber bearers have settled resulting in loss of bearing and differential floor movement. The floor otherwise appeared in fair condition.

Asbestos

We are in receipt of specialist consultant assessment reports indicating the presence of asbestos both internally (ceiling) and externally (walls) at the dwelling. Further, the cost of removal and replacement of the asbestos has been provided by a licensed asbestos removalist.

External Building Elements

Roof iron was in poor condition at the time of the inspection, with severely damaged/leaking roof guttering, downpipes not connected and failed flashing.



External timber (structural and non-structural) and eaves material displayed weather damage at the time of our inspection.

The front (concrete) patio was in poor condition, with extensive cracking and movement of the patio and masonry support piers.

DISCUSSION

Our inspection has revealed that the building has suffered severe damage due to reactive clay movement, unsuitable building techniques, and general weathering/deterioration due to lack of maintenance over a long time period.

Remedial Works and Cost Estimates Including gst

1. Essential Work (to ensure structural soundness and safety of building, and to extend building life)

a)	Underpin all footings	$77,000
b)	Repair all cracked masonry and apply new render to internal walls	$33,000
c)	Repair damaged external timber and eaves.	$ 3,300
d)	Replace roof iron.	$20,000
e)	Replace all gutters and downpipes, ensure connection to in-ground system	$11,000
f)	Install additional sub-floor vents.	$ 1,100
g)	Demolish and re-build front patio (roof, slab, masonry piers).	$17,000
h)	Pack sub-floor bearers, replace damaged timber and re-level floor throughout dwelling.	$20,000
i)	Remove all asbestos & replace with alternate material.	$34,000
j)	Renew damaged earthenware house drainage lines.	$11,000

Cost estimate **$227,400**

2. Desirable Work (to make structure more habitable and comfortable)

a)	Replace bathroom including new water proofing.	$18,000
b)	Replace Laundry.	$16,000
c)	Renew kitchen.	$18,000

Cost estimate **$52,000**

Yours faithfully,
CALARE CIVIL PTY LTD

Garth Dean
BE. GDSTT FIEAust CPEng NER APEC Engineer
IntPE (Aus) RBP (Vic.)

BATHURST REGIONAL COUNCIL

Civic Centre:
158 Russell Street
Correspondence:
Private Mail Bag 17
BATHURST NSW 2795

Telephone 02 6333 6111
Facsimile 02 6331 7211
council@bathurst.nsw.gov.au
www.bathurst.nsw.gov.au

OFFICE USE ONLY

RESIDENTIAL INFILL APPLICATION

DA No: .....

Section 1 Applicant details

Contact Name: A. Wadham.....

Contact Nos: Mobile: 0417500996..... Work ..... Home .....

Section 2 Property details

No: 145 ..... Street: Havannah..... Suburb: Bathurst .....

Section 3 Infill details

	Nearest left hand side residence	Nearest right hand side residence	How does your proposal relate to its neighbours?
Scale (the height and width, or size of the building)			
Number of storeys	☒ 1 ☐ 2 ☐ 3	☒ 1 ☐ 2 ☐ 3	1
Approx. height to eaves – A	3 metres	3 metres	2.7
Approx. width of building – B	10 metres	12 metres	10
Approx. height or roof – C	5 metres	7 metres	5
Massing (The arrangement of the parts. The proportions of the parts within the whole, and the spacing between items)			
Roof pitch	☐ Flat ☐ Low ☒ Medium ☐ High	☐ Flat ☐ Low ☐ Medium ☒ High	medium
Roof style	☐ Hip ☒ Gable ☐ Skillion	☐ Hip ☒ Gable ☐ Skillion	gable
Window shape & type	☒ Vertical ☐ Horizontal	☒ Vertical ☐ Horizontal	vertical
Verandah or awning	☒ Yes ☐ No	☒ Yes ☐ No	yes
Other elements (e.g. chimney, balustrade etc)	chimney, triple front window	chimney, gable vent, arched window	triple front windows
Setback (from front boundary/s)			
	5 metres	4 metres	3
Materials			
Walls	painted	brick	brick
Roof	corrugated steel	corrugated steel	corrugated steel
Other	brick post - painted	timber posts	brick posts
Colours			
Walls	white	orange/red	orange/red
Roof	grey	grey	grey
Other			

The information on this form is being collected to allow Council to process your application and/or carry out its statutory obligations. All information collected will be held by Council and will only be used for the purpose for which it was collected. An individual may view their personal information and may correct any errors.

RESIDENTIAL INFILL POLICY

This form is to be filled out and submitted with a Development Application where the proposal includes new infill development on vacant land, or is a proposed replacement residential building within any of the conservation areas within the Bathurst Regional Council Local Government Area.

Within the Conservation Areas of Bathurst, Kelso and within the historic villages of the region, infill development must complement and enhance the local character by relating to the predominant:

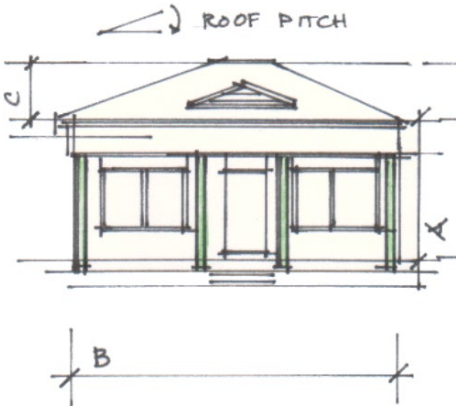
SCALE, MASSING, SETBACKS, COLOURS AND MATERIALS

of the area. This does not mean a developer must mimic the buildings nearby. It is acceptable to relate to the above factors, yet produce a contemporary design. To demonstrate that this Policy has been complied with, an application for residential 'infill' must be accompanied by the following:

1. Street photographs showing the proposed site and adjoining developments to each side, and include the dimensions A, B, C and roof pitch as indicated in the illustration below.
2. A completed infill application form containing an explanation of your selection of scale, massing, setbacks, colours and materials.

It is recommended that intending infill designers or builders should discuss their proposal at an early stage with Council's planning staff. Assistance will be given, if required, with completing the infill application.

Example of dimensions and context photos required as below.



STREETSCAPE

NOTES:

ISSUE No.		DESCRIPTION	APPROVAL DATE
A	D.A. Issue		11.08.20

CLIENT

A. & D. WADHAM

PRESENTATION

ROBIN WHITE
69 Brilliant Street, Bathurst. NSW 2795
t (02) 63313588 m 0427313589

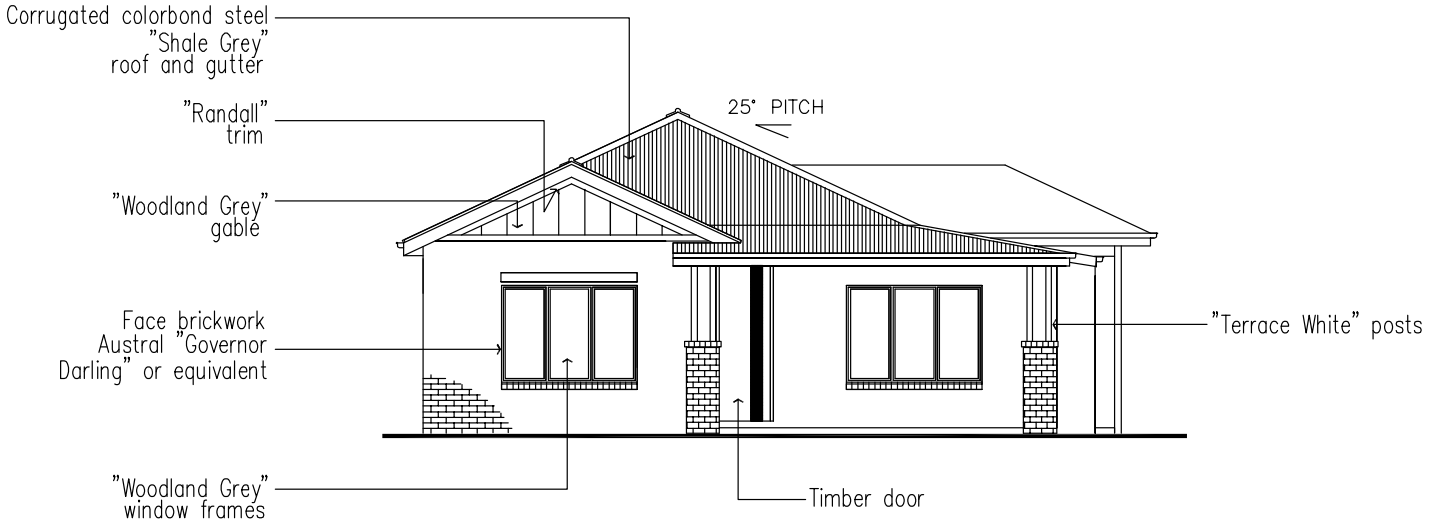
PROJECT

PROPOSED NEW RESIDENCE
No.145 HAVANNAH STREET
LOT 1 DP 319327
SOUTH BATHURST. NSW 2795

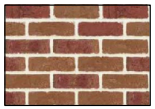
DRAWING

STREETSCAPE

SITE NORTH	SCALE nts	DRAWN R.W.	
	DATE May 2020		
	DWG.No A06		ISSUE A



FRONT ELEVATION



"Governor Darling"

"Terrace White"

"Randall"

"Shale Grey"

"Woodland Grey"

A	D.A. Issue		11.08.20
ISSUE No.		DESCRIPTION	APPROVAL DATE

CLIENT

A. & D. WADHAM

PRESENTATION

ROBIN WHITE

69 Brilliant Street, Bathurst. NSW 2795
t (02) 63313589 m 0427313589

PROJECT

PROPOSED NEW RESIDENCE
No.145 HAVANNAH STREET
LOT 1 DP 319327
SOUTH BATHURST. NSW 2795

DRAWING

COLOURS

	SCALE nts	DRAWN R.W.
	DATE May 2020	
SITE NORTH	DWG.No C01	ISSUE A

BATHURST REGIONAL COUNCIL

Bathurst Regional Council
PMB 17
158 Russell Street
BATHURST NSW 2795
Telephone: 02 6333 6111
Fax: 02 6331 7211
Email: council@bathurst.nsw.gov.au

N

Drawn By: Kylie Denyer

Date: 1/10/2020

Projection: GDA94 / MGA zone 55

Map Scale: 1:2501 @ A4

RAWSON HOMES

- EST 1978 -

NOTES:

* ALL DIMENSIONS ARE IN MILLIMETERS

* DO NOT SCALE THE DRAWING - USE WRITTEN DIMENSIONS

* IT IS THE RESPONSIBILITY OF THE OWNER TO ENSURE THAT THE LAYOUT AND ALL SPECIAL INCLUSIONS ARE CORRECT

* RAWSON HOMES PTY. LIMITED WILL TAKE NO RESPONSIBILITY FOR ANY VERBAL DISCUSSIONS OR INSTRUCTIONS. ALL CHANGES AND SPECIAL INCLUSIONS MUST BE DOCUMENTED IN WRITING.

* THIS DRAWING IS SUBJECT TO COPYRIGHT LAWS AND MAY NOT BE COPIED WITHOUT THE WRITTEN PERMISSION OF RAWSON HOMES PTY. LIMITED - ACN 053 733 841

SCHEDULE OF DRAWINGS:

AMENDMENTS

ISS	DESCRIPTION	BY	DATE
A	APPLICATION PLANS - VR	AP	07.05.20
B	SUBMISSION PLANS - DOC 1	AP	29.05.20

SUBMISSION PLANS - DA

SIGNATURE:

NOTES:

PLEASE NOTE: DETAILS SHOWN ON THESE PLANS ARE INTENDED TO BE ACCURATE - HOWEVER INFORMATION WRITTEN INTO INDIVIDUAL CONTRACTS WILL TAKE PRECEDENCE OVER PLANS
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RAWSON HOMES
UNIT 4/14 ERSKINE STREET
DUBBO NSW 2830
TELEPHONE 02 5804 7200
FAX 02 6884 1075
Builder's licence No. 33493C

CLIENT:
MR C. STOKES & MRS B. STOKES

SITE ADDRESS:
LOT 207 (No. 7)
CAIN DRIVE
KELSO (DP 1252050)

HOUSE TYPE
MODEL: CHIFLEY 42 MKII
FACADE: VOGUE
TYPE: DOUBLE GARAGE
SPECIFICATION: CUSTOM COLLECTIONS

DRAWING TITLE:
COVER SHEET

DRAWN BY:	DATE DRAWN:	CHECKED BY:	APPROVED FOR CONSTRUCTION:
AP	29.05.2020	RB	

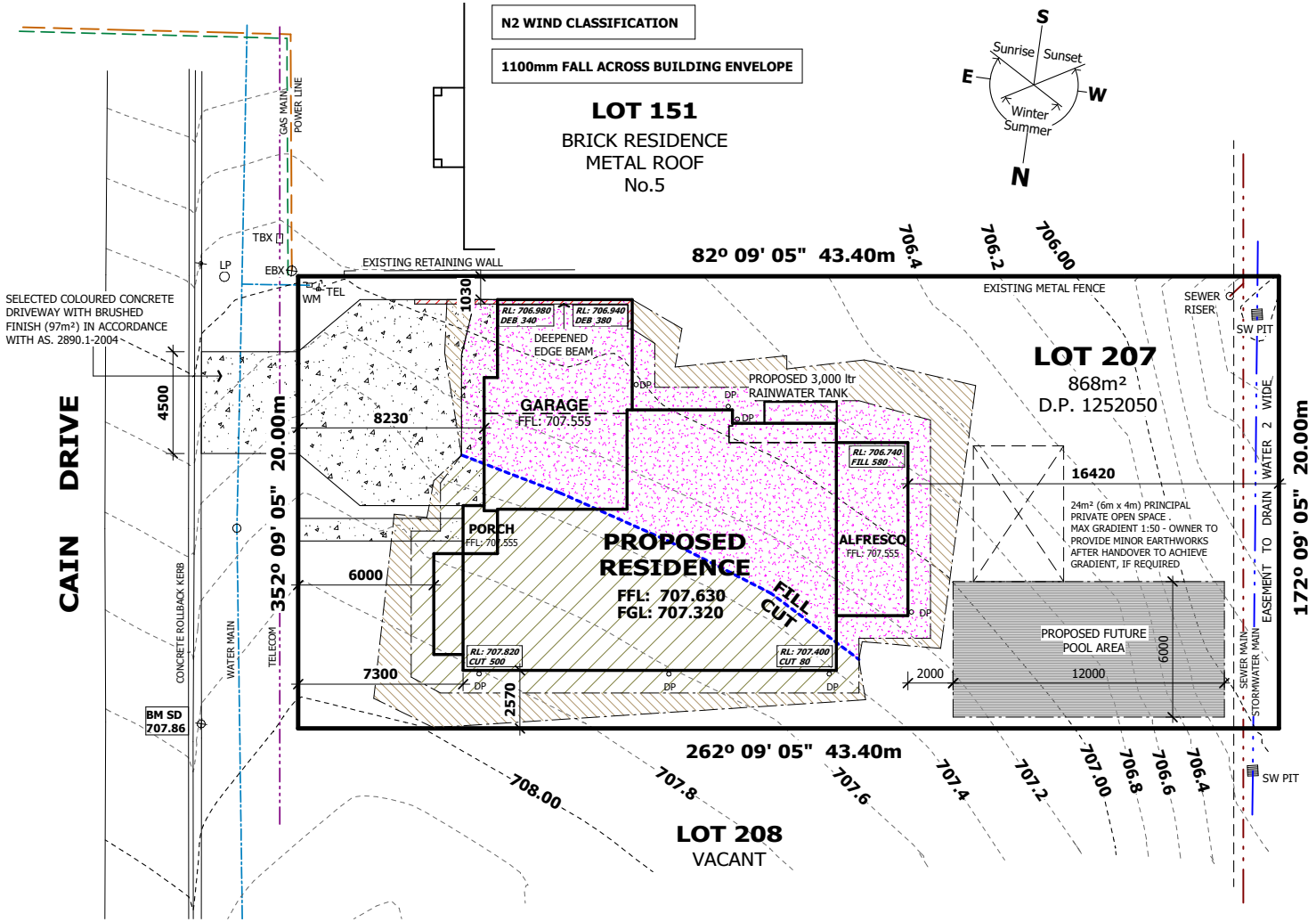
COUNCIL AREA: BATHURST

SCALE:

JOB No: A009457

DRWG No: 1

ISSUE: B



SITE NOTES:

BEFORE STARTING WORK ON SITE CHECK FOLLOWING:
1. SERVICE LOCATIONS
2. SEWER CONNECTION POSITION
3. DRIVEWAY ALIGNMENT & LEVELS

DP ○ INDICATES DOWNPIPE LOCATION

SITE CALCULATIONS DA		
GROUND FLOOR	157.67	m²
FIRST FLOOR	178.03	m²
GARAGE AREA	57.72	m²
TOTAL LIVING AREA	335.70	m²
SITE AREA	868.00	m²
BUILDING FOOTPRINT (INCLUDING UNENCLOSED AREA)	243.54	m²
DRIVEWAY & PATH	75.18	m²
CROSSOVER	21.80	m²
TOTAL FRONT AREA	152.84	m²
FRONT LANDSCAPE AREA	50.81	%
TOTAL LANDSCAPE AREA	549.28	m²
LANDSCAPE AREA (%)	63.45	%
TOTAL BUILT UPON AREA	32.86	%
FLOOR SPACE RATIO	0.38	:1
SITE COVERAGE	27.89	%
SITE COVERAGE FF	20.43	%

DIAL BEFORE YOU DIG www.1100.com.au The Essential First Step

SITE PLAN

NOTES:
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UNIT 4/14 ERSKINE STREET
DUBBO NSW 2830
TELEPHONE 02 5804 7200
FAX 02 6884 1075
Builder's licence No. 33493C

CLIENT: MR C. STOKES & MRS B. STOKES

SITE ADDRESS: LOT 207 (No. 7) CAIN DRIVE KELSO (DP 1252050)

HOUSE TYPE
MODEL: CHIFLEY 42 MKII
FACADE: VOGUE
TYPE: DOUBLE GARAGE
SPECIFICATION: CUSTOM COLLECTIONS

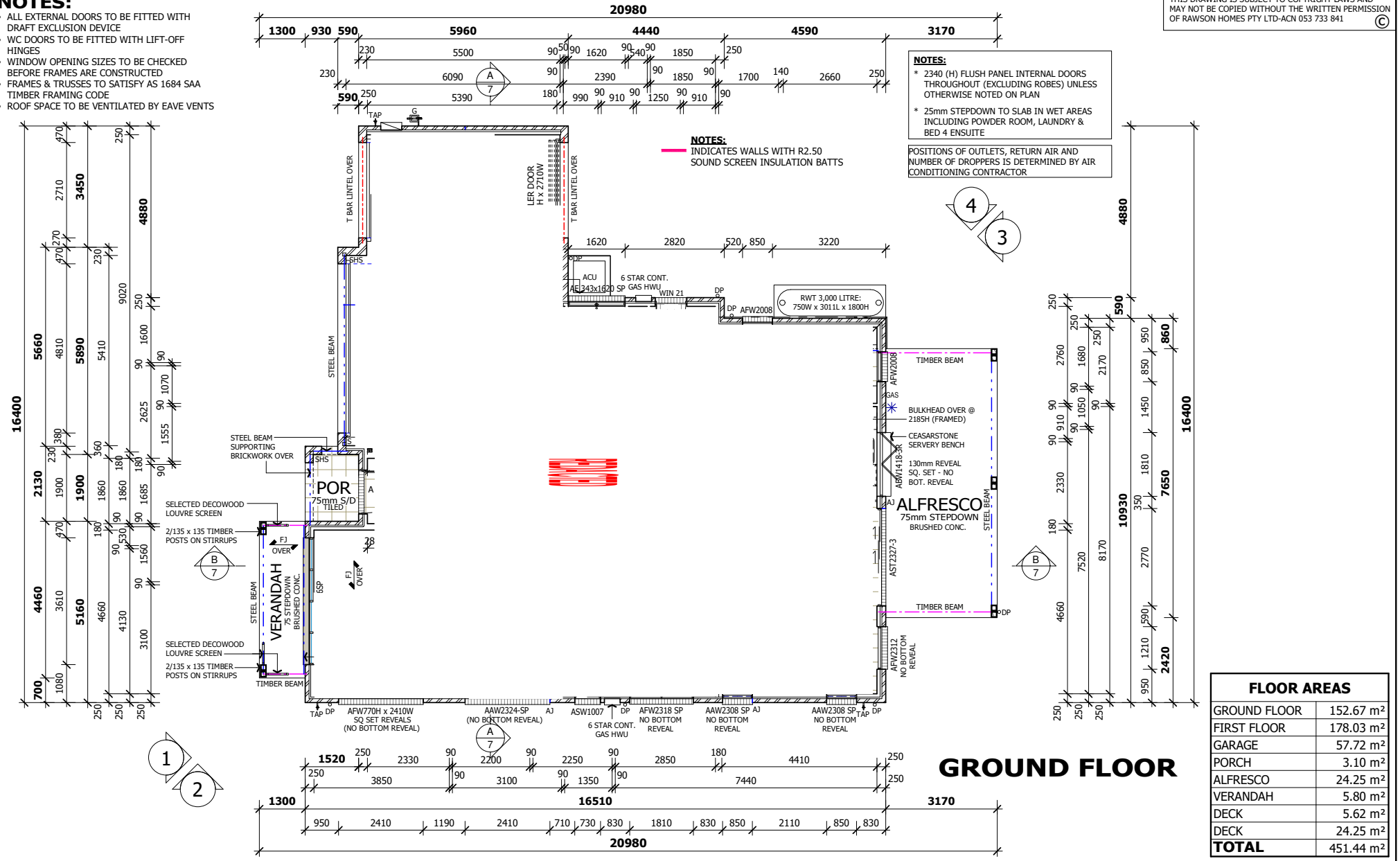
DRAWING TITLE: SITE PLAN

DRAWN BY:	DATE DRAWN:	CHECKED BY:	APPROVED FOR CONSTRUCTION:
AP	29.05.2020	RB	

COUNCIL AREA: BATHURST
SCALE: 1 : 200
JOB No: A009457
DRWG No: 2
ISSUE: B

NOTES:

- ALL EXTERNAL DOORS TO BE FITTED WITH DRAFT EXCLUSION DEVICE
- WC DOORS TO BE FITTED WITH LIFT-OFF HINGES
- WINDOW OPENING SIZES TO BE CHECKED BEFORE FRAMES ARE CONSTRUCTED
- FRAMES & TRUSSES TO SATISFY AS 1684 SAA TIMBER FRAMING CODE
- ROOF SPACE TO BE VENTILATED BY EAVE VENTS



NOTES:
INDICATES WALLS WITH R2.50 SOUND SCREEN INSULATION BATTS

NOTES:
* 2340 (H) FLUSH PANEL INTERNAL DOORS THROUGHOUT (EXCLUDING ROBES) UNLESS OTHERWISE NOTED ON PLAN
* 25mm STEPDOWN TO SLAB IN WET AREAS INCLUDING POWDER ROOM, LAUNDRY & BED 4 ENSUITE

POSITIONS OF OUTLETS, RETURN AIR AND NUMBER OF DROPPERS IS DETERMINED BY AIR CONDITIONING CONTRACTOR

GROUND FLOOR

FLOOR AREAS	
GROUND FLOOR	152.67 m²
FIRST FLOOR	178.03 m²
GARAGE	57.72 m²
PORCH	3.10 m²
ALFRESCO	24.25 m²
VERANDAH	5.80 m²
DECK	5.62 m²
DECK	24.25 m²
TOTAL	451.44 m²

NOTES:
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RAWSON HOMES
UNIT 4/14 ERSKINE STREET
DUBBO NSW 2830
TELEPHONE 02 5804 7200
FAX 02 6884 1075
Builder's licence No. 33493C

CLIENT: MR C. STOKES & MRS B. STOKES
SITE ADDRESS: LOT 207 (No. 7) CAIN DRIVE KELSO (DP 1252050)

HOUSE TYPE
MODEL: CHIFLEY 42 MKII
FACADE: VOGUE
SPECIFICATION: CUSTOM COLLECTIONS

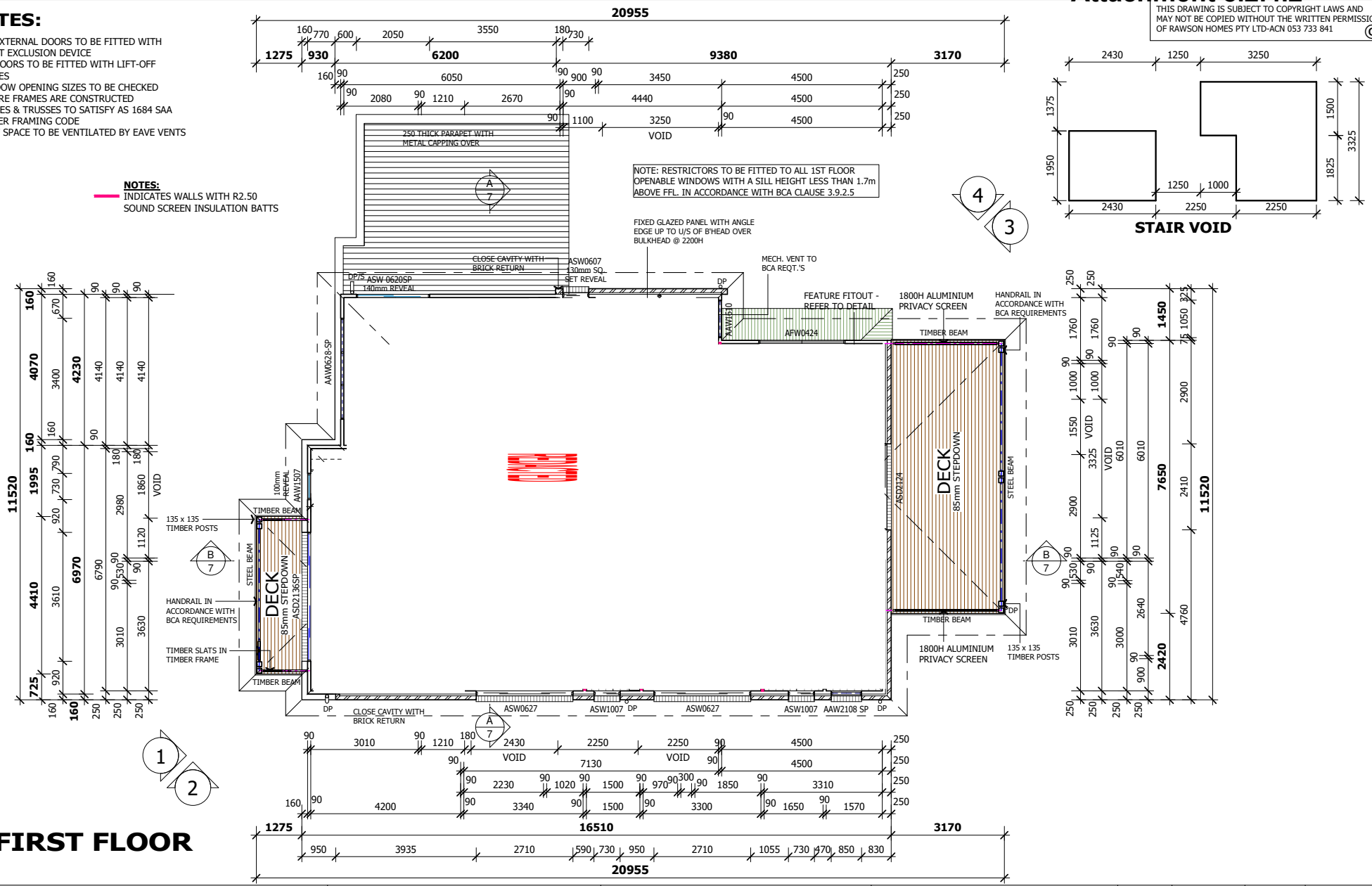
DRAWING TITLE: GROUND FLOOR

DRAWN BY:	DATE DRAWN:	CHECKED BY:	APPROVED FOR CONSTRUCTION:
AP	29.05.2020	RB	

COUNCIL AREA: BATHURST
SCALE: 1 : 100
JOB No: A009457
DRWG No: 3
ISSUE: B

NOTES:

- ALL EXTERNAL DOORS TO BE FITTED WITH DRAFT EXCLUSION DEVICE
- WC DOORS TO BE FITTED WITH LIFT-OFF HINGES
- WINDOW OPENING SIZES TO BE CHECKED BEFORE FRAMES ARE CONSTRUCTED
- FRAMES & TRUSSES TO SATISFY AS 1684 SAA TIMBER FRAMING CODE
- ROOF SPACE TO BE VENTILATED BY EAVE VENTS



NOTES:
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RAWSON HOMES
UNIT 4/14 ERSKINE STREET
DUBBO NSW 2830
TELEPHONE 02 5804 7200
FAX 02 6884 1075
Builder's licence No. 33493C

CLIENT: MR C. STOKES & MRS B. STOKES
SITE ADDRESS: LOT 207 (No. 7) CAIN DRIVE KELSO (DP 1252050)

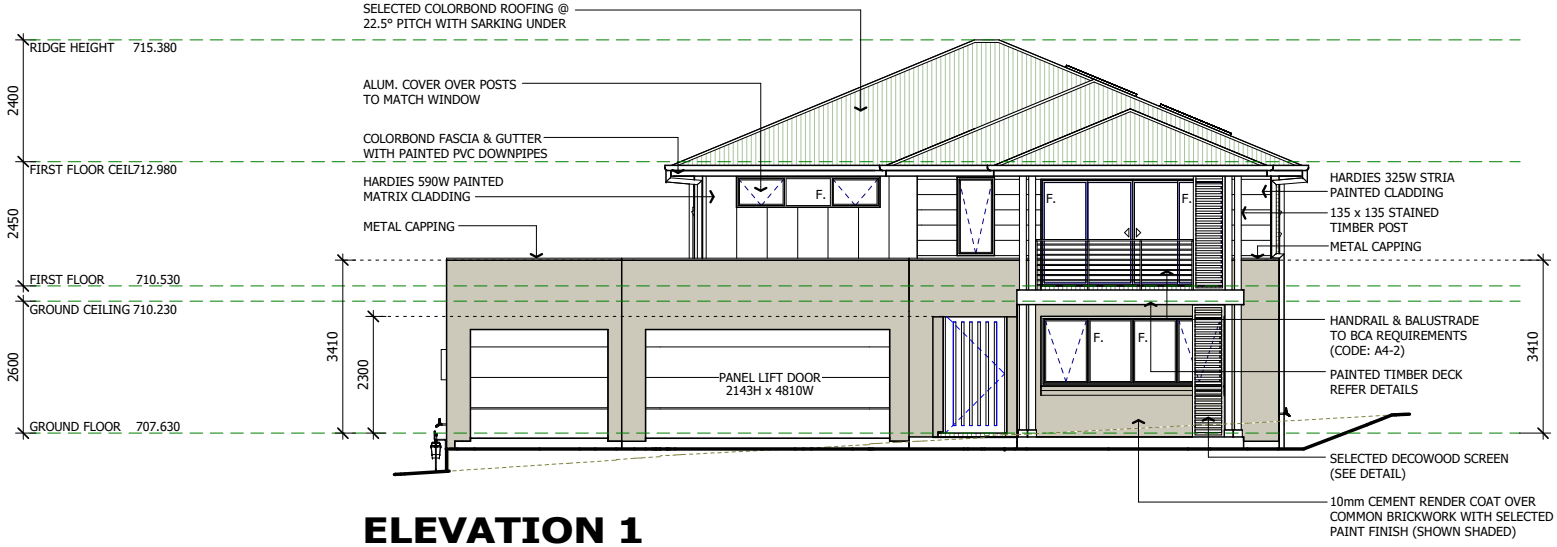
HOUSE TYPE
MODEL: CHIFLEY 42 MKII
FACADE: VOGUE
SPECIFICATION: CUSTOM COLLECTIONS

DRAWING TITLE: FIRST FLOOR

DRAWN BY:	DATE DRAWN:	CHECKED BY:	APPROVED FOR CONSTRUCTION:
AP	29.05.2020	RB	

COUNCIL AREA: BATHURST
SCALE: 1 : 100
JOB No: A009457
DRWG No: 4
ISSUE: B

NYLON MESH FLY SCREENS TO ALL OPENING WINDOWS AND SLIDING / STACKER DOORS (EXCLUDING HINGED DOORS)



ELEVATION 1

ELEVATION 2

NOTES:
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DUBBO NSW 2830
TELEPHONE 02 5804 7200
FAX 02 6884 1075
Builder's licence No. 33493C

CLIENT:
MR C. STOKES & MRS B. STOKES

SITE ADDRESS:
LOT 207 (No. 7)
CAIN DRIVE
KELSO (DP 1252050)

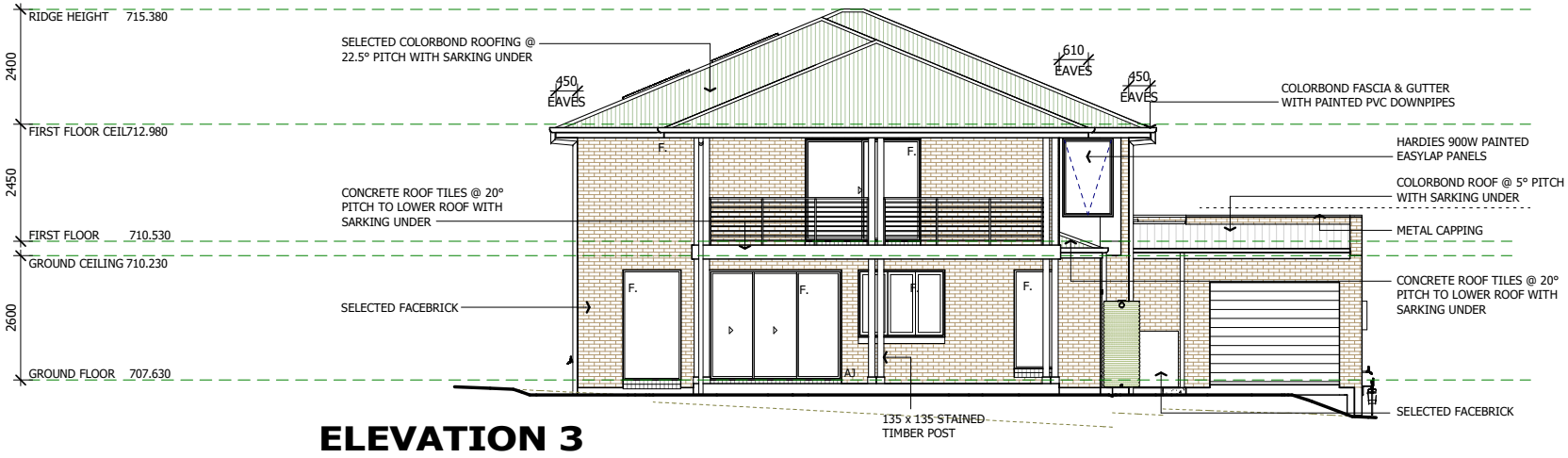
HOUSE TYPE
MODEL: CHIFLEY 42 MKII
FACADE: VOGUE
TYPE: DOUBLE GARAGE
SPECIFICATION: CUSTOM COLLECTIONS

DRAWING TITLE:
ELEVATIONS 1-2

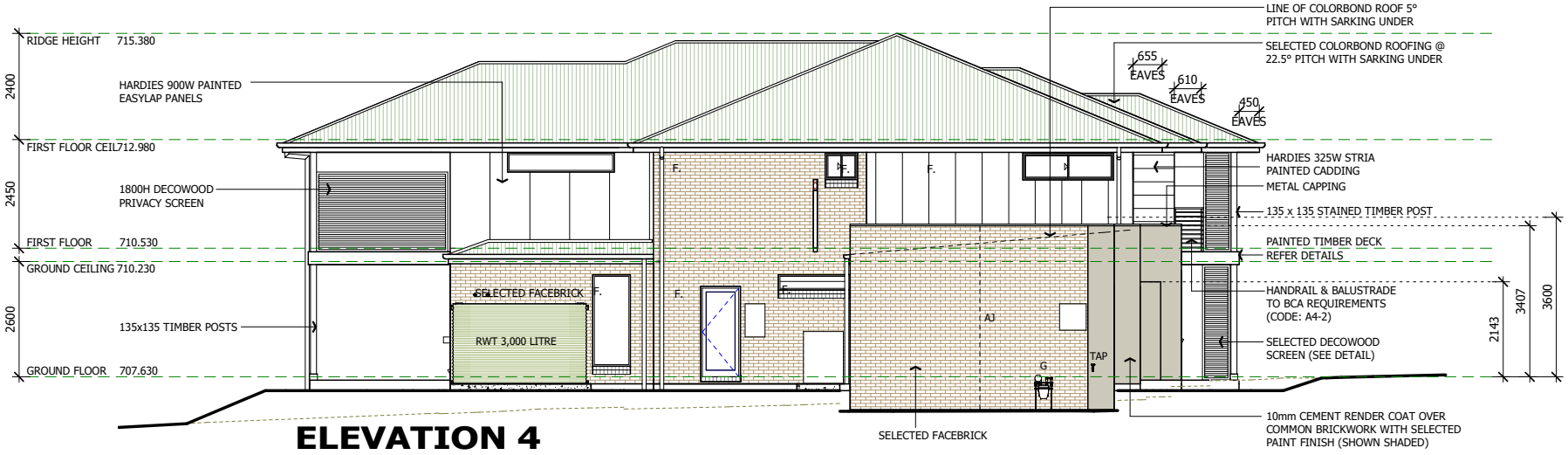
DRAWN BY:	DATE DRAWN:	CHECKED BY:	APPROVED FOR CONSTRUCTION:
AP	29.05.2020	RB	

COUNCIL AREA: BATHURST
SCALE: 1 : 100
JOB No: A009457
DRWG No: 5
ISSUE: B

NYLON MESH FLY SCREENS TO ALL OPENING WINDOWS AND SLIDING / STACKER DOORS (EXCLUDING HINGED DOORS)



ELEVATION 3



ELEVATION 4

NOTES:
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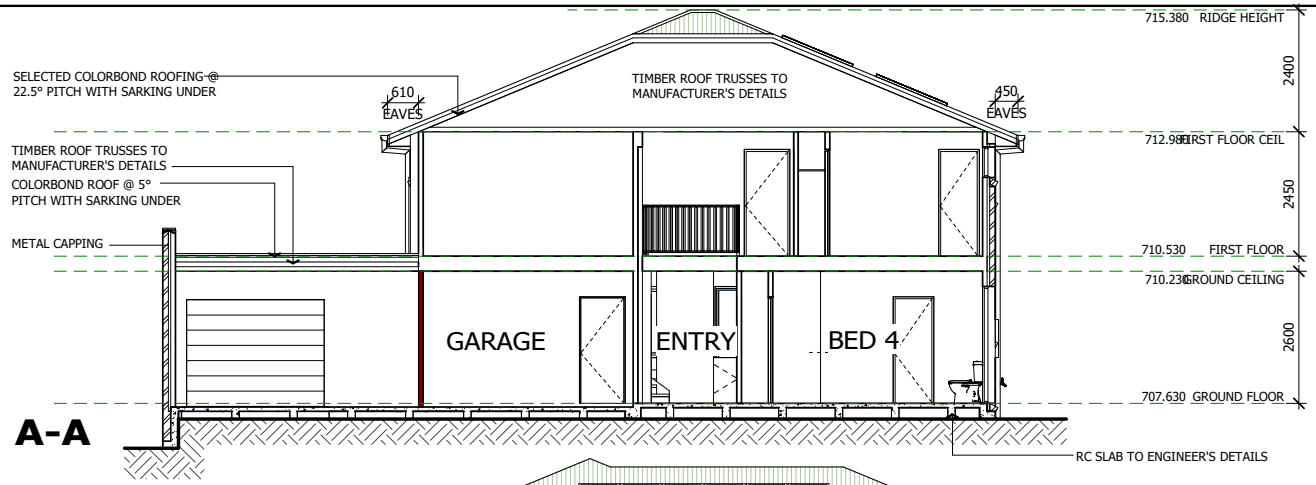
SITE ADDRESS:
LOT 207 (No. 7)
CAIN DRIVE
KELSO (DP 1252050)

HOUSE TYPE
MODEL: CHIFLEY 42 MKII
FACADE: VOGUE
TYPE: DOUBLE GARAGE
SPECIFICATION: CUSTOM COLLECTIONS

DRAWING TITLE:
ELEVATIONS 3-4

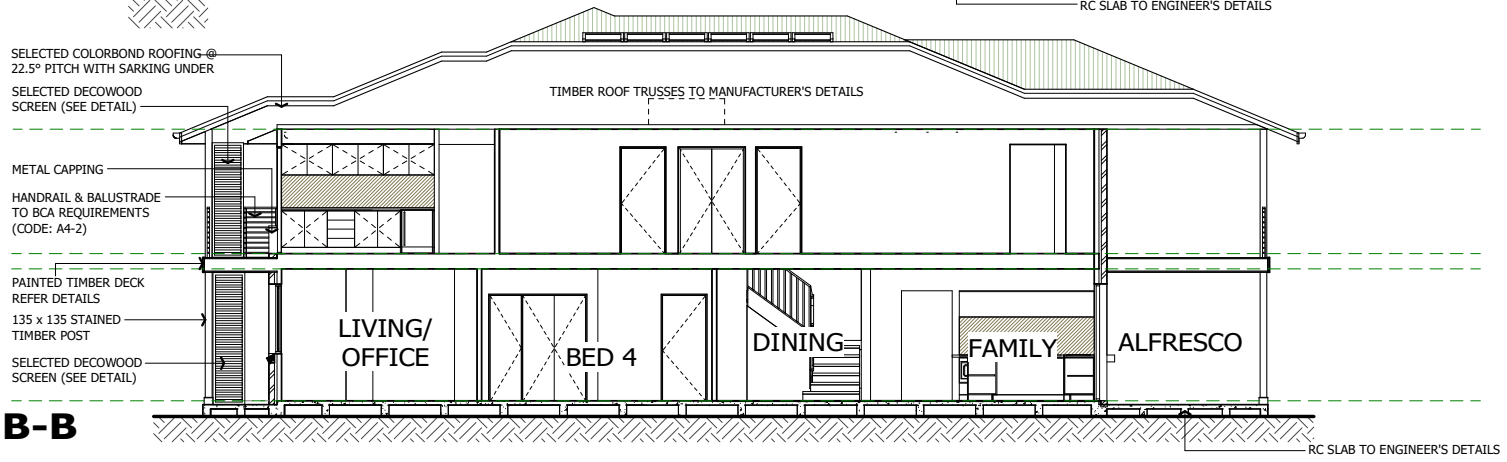
DRAWN BY:	DATE DRAWN:	CHECKED BY:	APPROVED FOR CONSTRUCTION:
AP	29.05.2020	RB	

COUNCIL AREA: BATHURST
SCALE: 1 : 100
JOB No: A009457
DRWG No: 6
ISSUE: B



SECTION A-A

SCALE: 1 : 100



SECTION B-B

SCALE: 1 : 100

INSULATION NOTE:

- R2.5 THERMAL BATTS TO EXTERNAL WALLS INCLUDING INCLUDING WALL BETWEEN GARAGE & HOUSE (EXCLUDES EXTERNAL WALLS OF GARAGE)
- R4.1 THERMAL BATTS TO CEILINGS WITH ROOF OVER (EXCLUDING CEILINGS OVER GARAGE, PORCH, ALFRESCO & DECK)
- R1.5 TO UPPER FLOOR ABOVE GARAGE

BASIX COMMITMENTS

PROJECT DETAILS

CLIENT:	MR C. STOKES & MRS B. STOKES
STREET ADDRESS:	LOT 207 (No. 7) CAIN DRIVE KELSO (DP 1252050)
NUMBER OF SEPARATE HOUSES:	1
SITE AREA:	868.00 m²
NUMBER OF BEDROOMS:	4
TOTAL ROOF AREA:	275.55 m²
CONDITIONED FLOOR AREA:	289.94 m²
UNCONDITIONED FLOOR AREA:	13.47 m²

NOTE: INSULATION VALUES INDICATED IN THIS TABLE ARE MINIMUM REQUIREMENTS - FOR ACTUAL INSULATION VALUES REFER TO SECTION NOTES

WATER DETAILS

AREA OF GARDEN/LAWN: 200m²	AREA OF INDIGENOUS SPECIES: N/A
FIXTURES: SHOWER HEADS - 3 STAR (7.5-9.0L/min) KITCHEN TAPS - 3 STAR	TOILET FLUSHING SYSTEM - 4 STAR BASIN TAPS - 3 STAR
ON DEMAND RETICULATION SYSTEM: NO	OVERFLOW TO STORMWATER TANK: NO
ROOF AREA DIVERTED TO TANK: 150m²	RAINWATER TANK SIZE: 3,000ltr
WATER SOURCE USED FOR: CLOTHES WASHER, ALL TOILETS & MIN 1 x EXTERNAL TAP	

THERMAL COMFORT DETAILS

FLOOR, WALL AND CEILING/ROOF

THE DWELLING MUST BE CONSTRUCTED IN ACCORDANCE WITH THE FOLLOWING SPECIFICATIONS:

CONSTRUCTION	ADD. INSULATION REQUIRED	OTHER SPECIFICATIONS
FLOOR - CONCRETE SLAB ON GROUND	NONE	FLOOR OVER GARAGE - R0.8
EXTERNAL WALL - FRAMED	R2.26-BV R2.4 FRAMED	
INTERNAL WALL SHARED WITH GARAGE	R1.14 INSULATION	
CEILING/ROOF - FLAT CEILING/PITCHED ROOF	SARKING & R4.0 INSULATION	DARK - S.A.>0.70

NOTE: INSULATION SPECIFIED MUST BE INSTALLED IN ACCORDANCE WITH PART 3.12.1.1 OF THE B.C.A.

ENERGY DETAILS

HOT WATER UNIT: GAS INSTANTANEOUS - 6 STAR

COOLING: THREE PHASE AIR CONDITIONING, ENERGY RATING EER 3.0-3.5 IN AT LEAST 1 LIVING AREA
THREE PHASE AIR CONDITIONING; ENERGY RATING EER 3.0-3.5 IN AT LEAST 1 BEDROOM
THE A/C SYSTEM MUST PROVIDE DAY/NIGHT ZONING BETWEEN LIVING & BEDROOM AREAS

HEATING: THREE PHASE AIR CONDITIONING, ENERGY RATING EER 3.5-4.0 IN AT LEAST 1 LIVING AREA
THREE PHASE AIR CONDITIONING; ENERGY RATING EER 3.5-4.0 IN AT LEAST 1 BEDROOM
THE A/C SYSTEM MUST PROVIDE DAY/NIGHT ZONING BETWEEN LIVING & BEDROOM AREAS

VENTILATION: BATHROOM: INDIVIDUAL FAN, NOT DUCTED, MAN SWITCH ON/OFF
KITCHEN: INDIVIDUAL FAN, DUCTED TO FACADE OR ROOF, MAN SWITCH ON/OFF
LAUNDRY: NATURAL VENTILATION ONLY

NATURAL LIGHTING: YES No. BATHROOM WINDOWS: 5

ARTIFICIAL LIGHTING: ENSURE THE 'PRIMARY TYPE OF ARTIFICIAL LIGHTING' IS FLOURESCENT OR LED IN EACH OF THE FOLLOWING ROOMS:
MIN 4 x BEDROOMS/STUDY, MIN 5 x LIVING/DINING ROOMS, KITCHEN, ALL BATHROOMS/TOILETS, LAUNDRY & ALL HALLWAYS

ALTERNATE ENERGY SYSTEM:N/A **VENTILATED FRIDGE SPACE**: NO

OTHER: ELECTRIC OVEN, GAS COOKTOP & OUTDOOR FIXED CLOTHES HOIST

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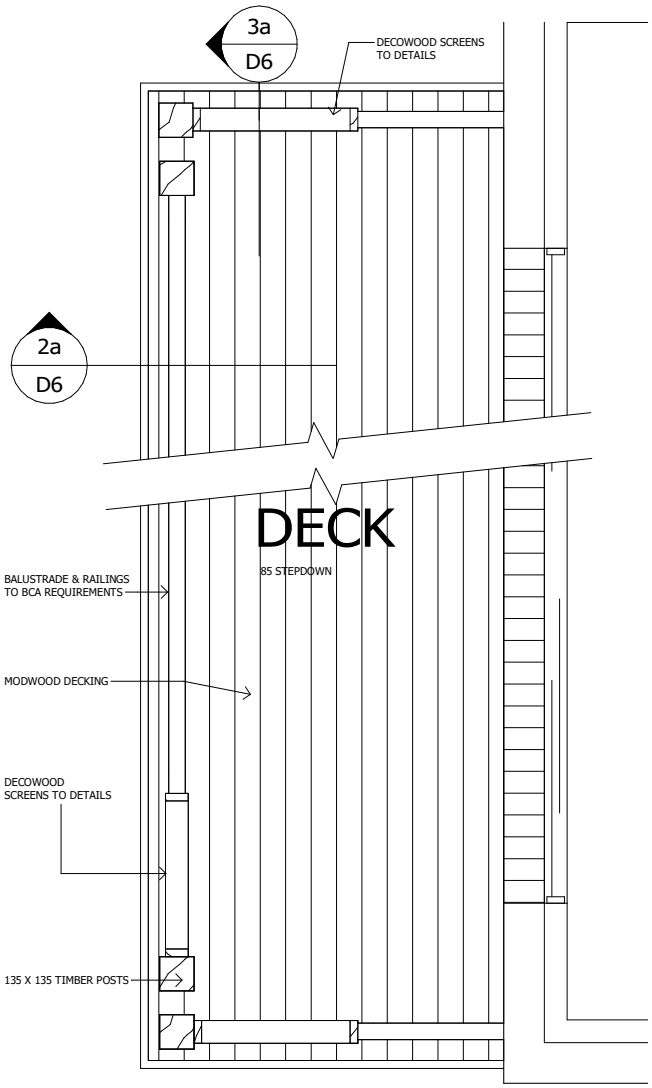
SITE ADDRESS: LOT 207 (No. 7) CAIN DRIVE KELSO (DP 1252050)

HOUSE TYPE
MODEL: CHIFLEY 42 MKII
FACADE: VOGUE
SPECIFICATION: CUSTOM COLLECTIONS

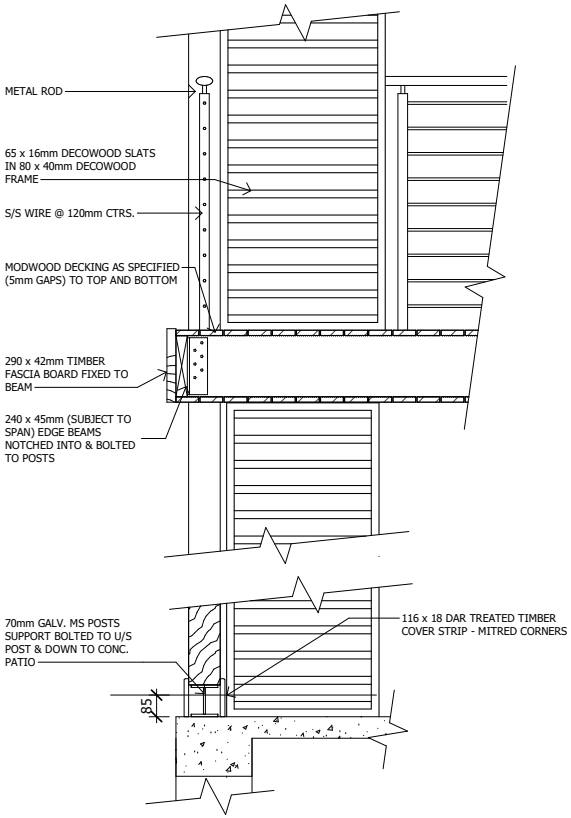
DRAWING TITLE: SECTIONS

DRAWN BY:	DATE DRAWN:	CHECKED BY:	APPROVED FOR CONSTRUCTION:
AP	29.05.2020	RB	

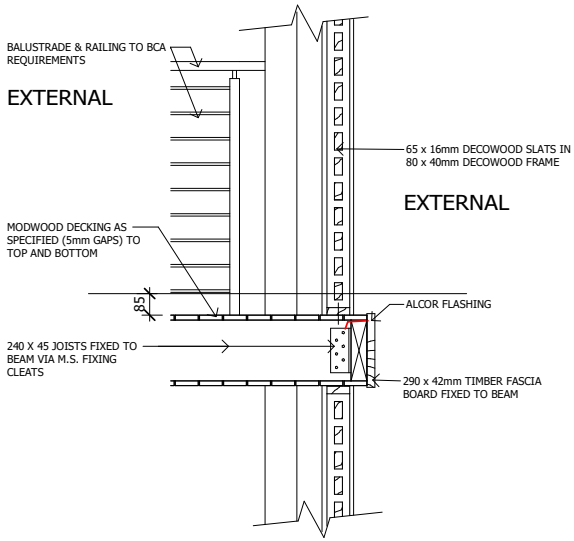
COUNCIL AREA: BATHURST
SCALE: As indicated
JOB No: A009457
DRWG No: 7
ISSUE: B



1a DECK PLAN
SCALE: 1 : 20



2a DECK SECTION
SCALE: 1 : 20



3a DECK DETAIL
SCALE: 1 : 20

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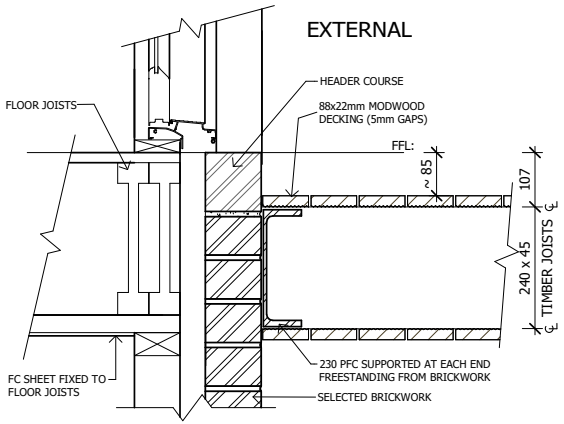
HOUSE TYPE
MODEL: CHIFLEY 42 MKII
FACADE: VOGUE
TYPE: DOUBLE GARAGE
SPECIFICATION: CUSTOM COLLECTIONS

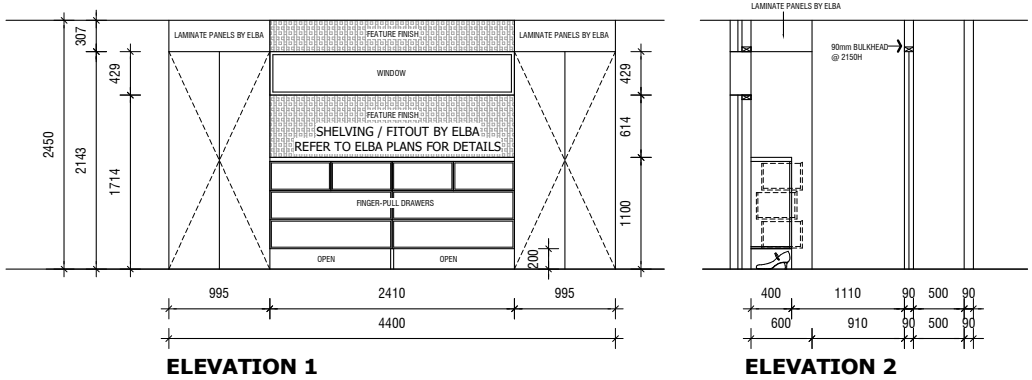
DRAWING TITLE:
DECK DETAILS

DRAWN BY:	DATE DRAWN:	CHECKED BY:	APPROVED FOR CONSTRUCTION:
AP	29.05.2020	RB	

COUNCIL AREA: BATHURST
SCALE: 1 : 20
JOB No: A009457
DRWG No: 8
ISSUE: B



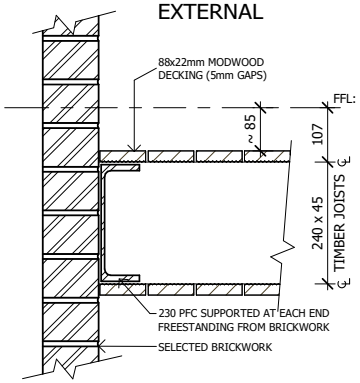
1a TYPICAL DECK DETAIL AT OPENING
SCALE: 1 : 10



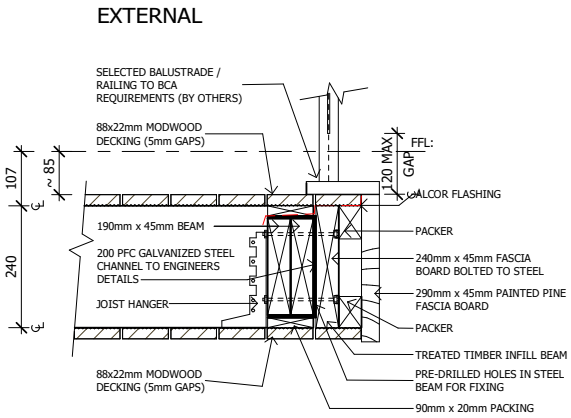
ELEVATION 1

ELEVATION 2

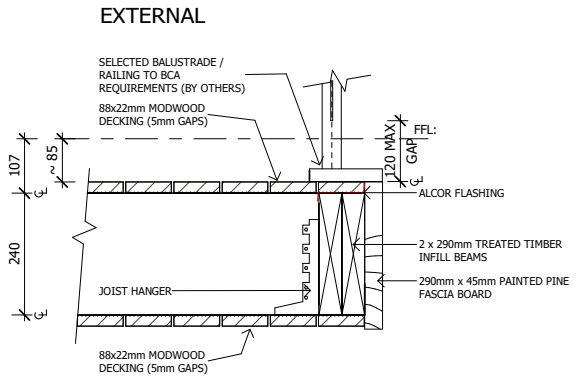
5a BED 1 WIR DETAIL
SCALE: 1 : 50



2a TYPICAL DECK DETAIL AT WALL
SCALE: 1 : 10



3a TYPICAL DECKEND_STEEL AND PINE
SCALE: 1 : 10



4a TYPICAL DECK END_BEAMS AND PINE
SCALE: 1 : 10

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FACADE: VOGUE
TYPE: DOUBLE GARAGE
SPECIFICATION: CUSTOM COLLECTIONS

DRAWING TITLE:
DETAILS

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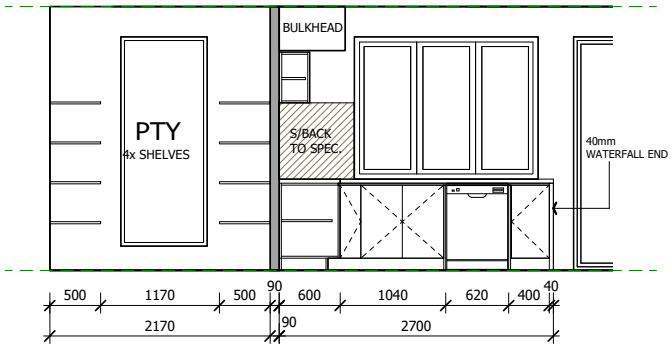
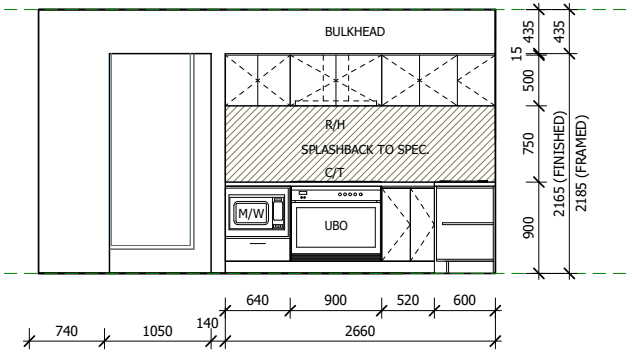
AP	29.05.2020	RB	

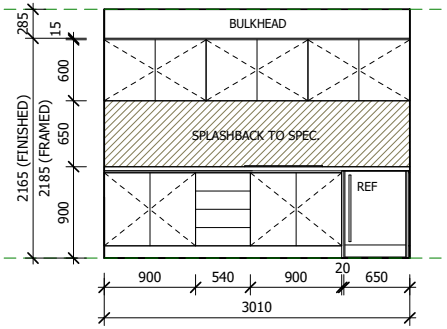
COUNCIL AREA: BATHURST
SCALE: As indicated
JOB No: A009457
DRWG No: 9
ISSUE: B



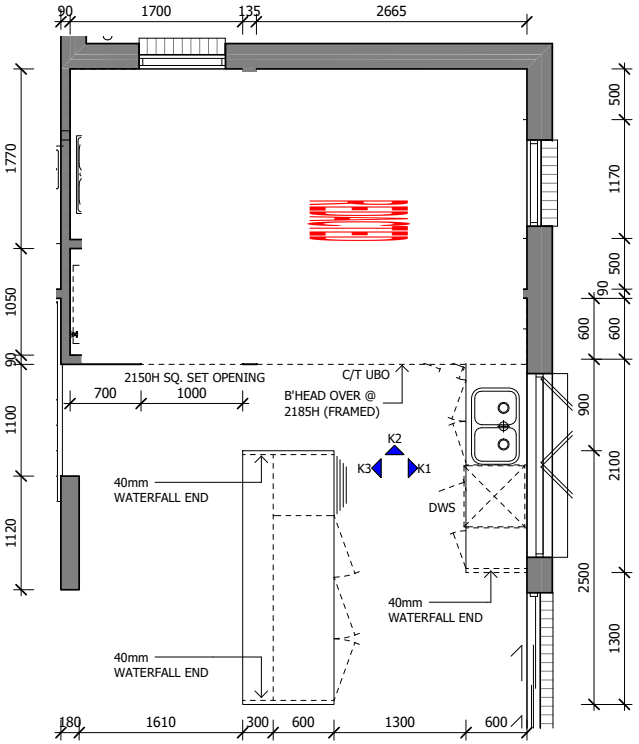
ELEVATION K1



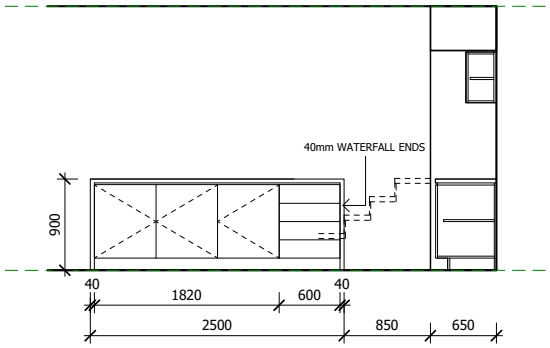
ELEVATION K2



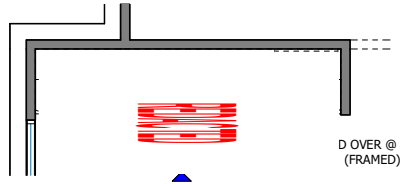
ELEVATION K5



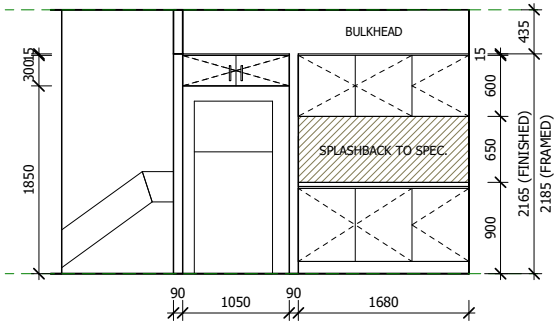
KITCHEN PLAN



ELEVATION K3



KITCHENETTE PLAN



ELEVATION K4

THE KITCHEN LAYOUT SHOWN IS ONLY DIAGRAMATIC ALL DETAILS AND DIMENSIONS TO BE CONFIRMED BY THE MAKER PRIOR TO MANUFACTURE

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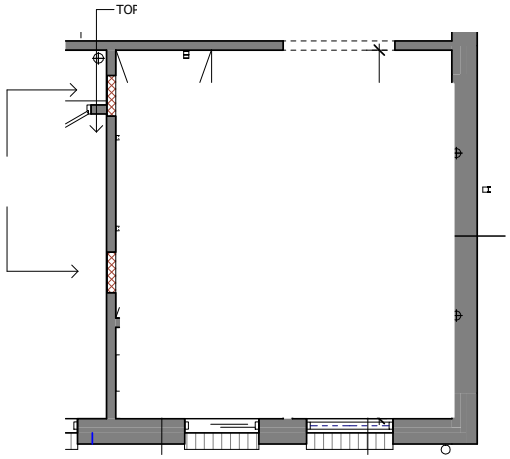
SITE ADDRESS: LOT 207 (No. 7) CAIN DRIVE KELSO (DP 1252050)

HOUSE TYPE
MODEL: CHIFLEY 42 MKII
FACADE: VOGUE
TYPE: DOUBLE GARAGE
SPECIFICATION: CUSTOM COLLECTIONS

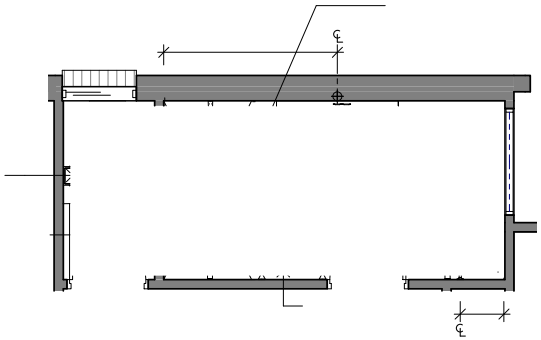
DRAWING TITLE: KITCHEN PLAN

DRAWN BY:	DATE DRAWN:	CHECKED BY:	APPROVED FOR CONSTRUCTION:
AP	29.05.2020	RB	

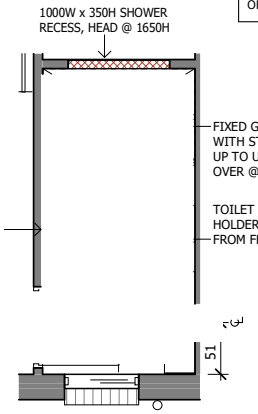
COUNCIL AREA: BATHURST
SCALE: 1 : 50
JOB No: A009457
DRWG No: 10
ISSUE: B



ENS - B1



WC/BATH



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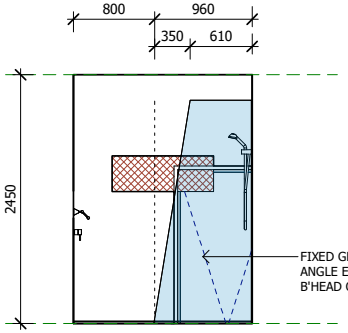
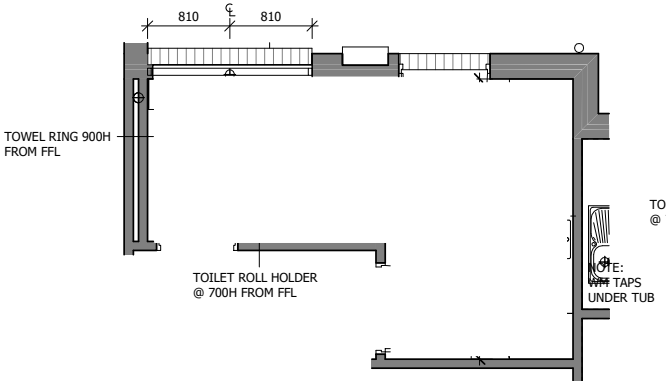
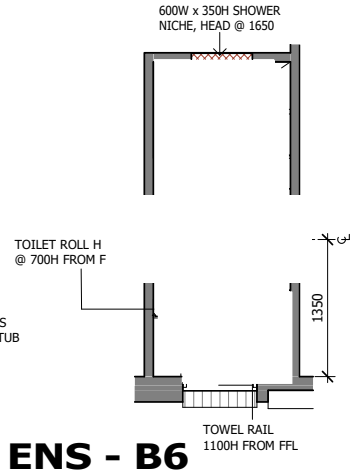


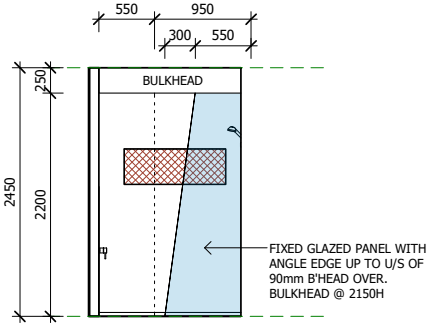
ELEVATION A



PWDR/L'DRY



ENS - B6



ELEVATION B

BATHROOM

PRESTIGE INCLUSIONS

* PROVIDE FLOOR TO CEILING WALL TILING
* FULLY FRAMELESS SHOWER SCREENS
* SHAVING CABINET OVER VANITIES, 130mm FROM SIDE & TOP MAX. 880mm HIGH
* FLOATING VANITIES WITH 20mm CEASARSTONE BENCH TOPS
* WALL MOUNTED TAPS & SPOUT TO VANITIES & BATH
* SMART FLOOR WASTES

ENSUITE

PRESTIGE INCLUSIONS

* PROVIDE FLOOR TO CEILING WALL TILING
* FULLY FRAMELESS SHOWER SCREENS
* SHAVING CABINET OVER VANITIES, 130mm FROM SIDE & TOP MAX. 880mm HIGH
* FLOATING VANITIES WITH 20mm CEASARSTONE BENCH TOPS
* WALL MOUNTED TAPS & SPOUT TO VANITIES & BATH
* SMART FLOOR WASTES

LAUNDRY

LUXURY INCLUSIONS

* LAMINATE BENCH TOP
* UNDERBENCH & OVERHEAD CUPBOARDS
* BROOM CUPBOARD
* INTEGRATED LAUNDRY HAMPER
* 35ltr FLUSHLINE TUB
* PROVIDE SKIRTING TILE TO PERIMETER WALLS OF LAUNDRY & SEPARATE WC
* TILED SPLASHBACK OVER LAUNDRY TUB & BENCH @ 300mm HIGH

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SITE ADDRESS:
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CAIN DRIVE
KELSO (DP 1252050)

HOUSE TYPE
MODEL: CHIFLEY 42 MKII
FACADE: VOGUE
TYPE: DOUBLE GARAGE
SPECIFICATION: CUSTOM COLLECTIONS

DRAWING TITLE:
WET AREA PLANS

DRAWN BY:	DATE DRAWN:	CHECKED BY:	APPROVED FOR CONSTRUCTION:
AP	29.05.2020	RB	

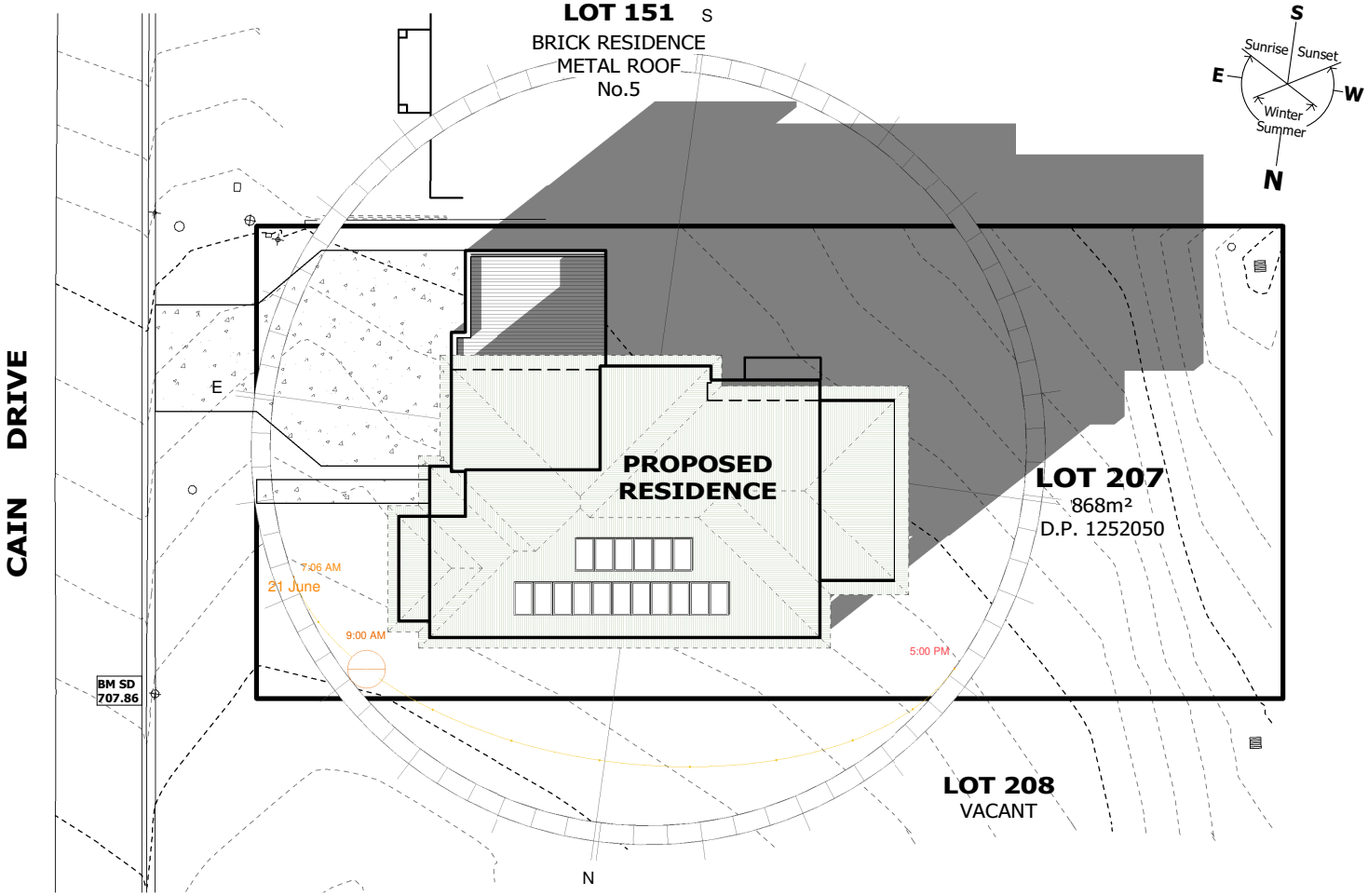
COUNCIL AREA: BATHURST

SCALE: 1 : 50

JOB No: A009457

DRWG No: 11

ISSUE: B



SHADOW DIAGRAM - 9AM 21ST JUNE

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FAX 02 6884 1075
Builder's licence No. 33493C

CLIENT: MR C. STOKES & MRS B. STOKES

SITE ADDRESS: LOT 207 (No. 7) CAIN DRIVE KELSO (DP 1252050)

HOUSE TYPE
MODEL: CHIFLEY 42 MKII
FACADE: VOGUE
TYPE: DOUBLE GARAGE
SPECIFICATION: CUSTOM COLLECTIONS

DRAWING TITLE: SHADOW DIAGRAM - 21ST JUNE

DRAWN BY:	DATE DRAWN:	CHECKED BY:	APPROVED FOR CONSTRUCTION:
AP	29.05.2020	RB	

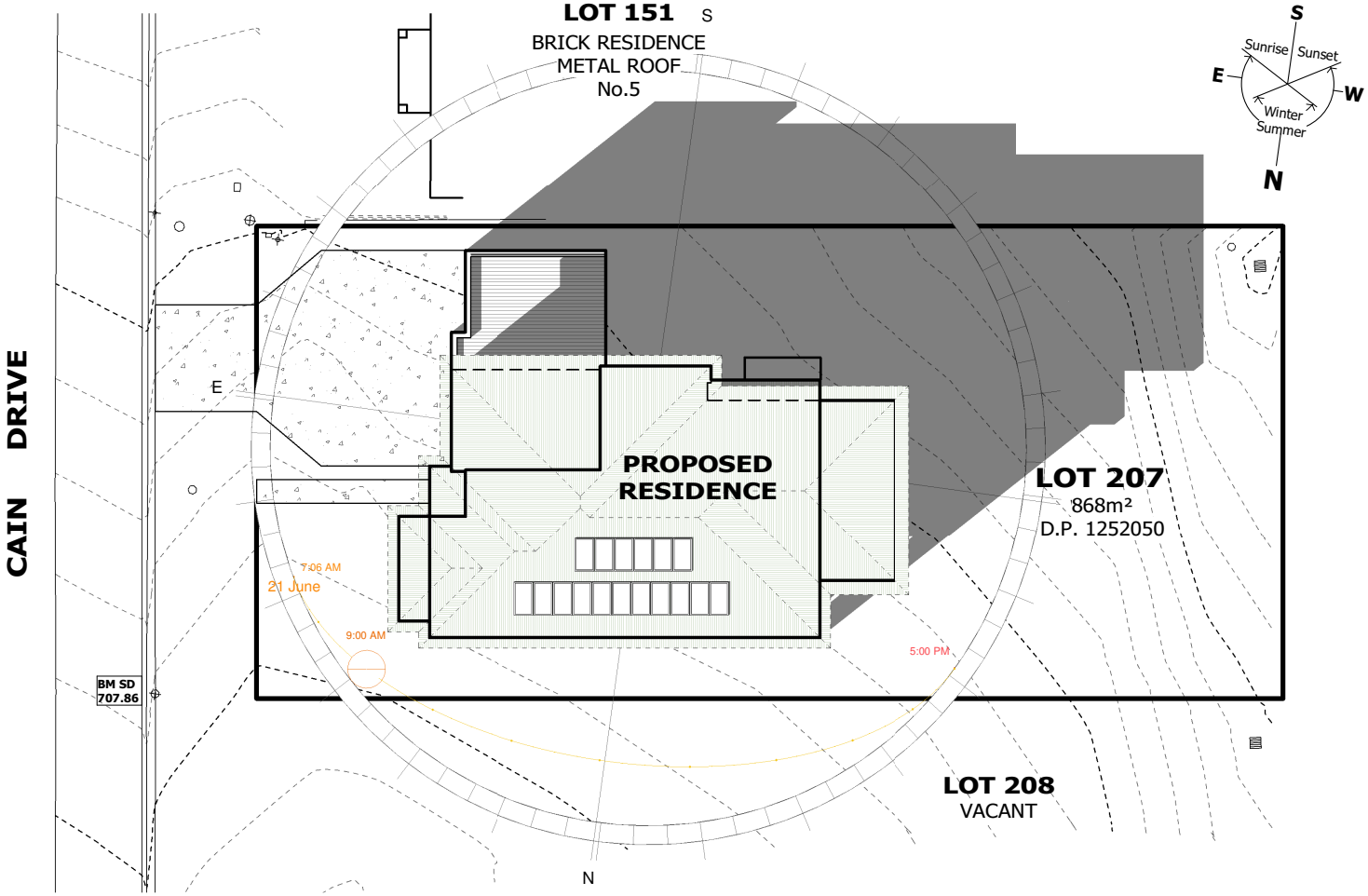
COUNCIL AREA: BATHURST

SCALE: 1 : 200

JOB No: A009457

DRWG No: 12

ISSUE: B



SHADOW DIAGRAM - 9AM 21ST JUNE

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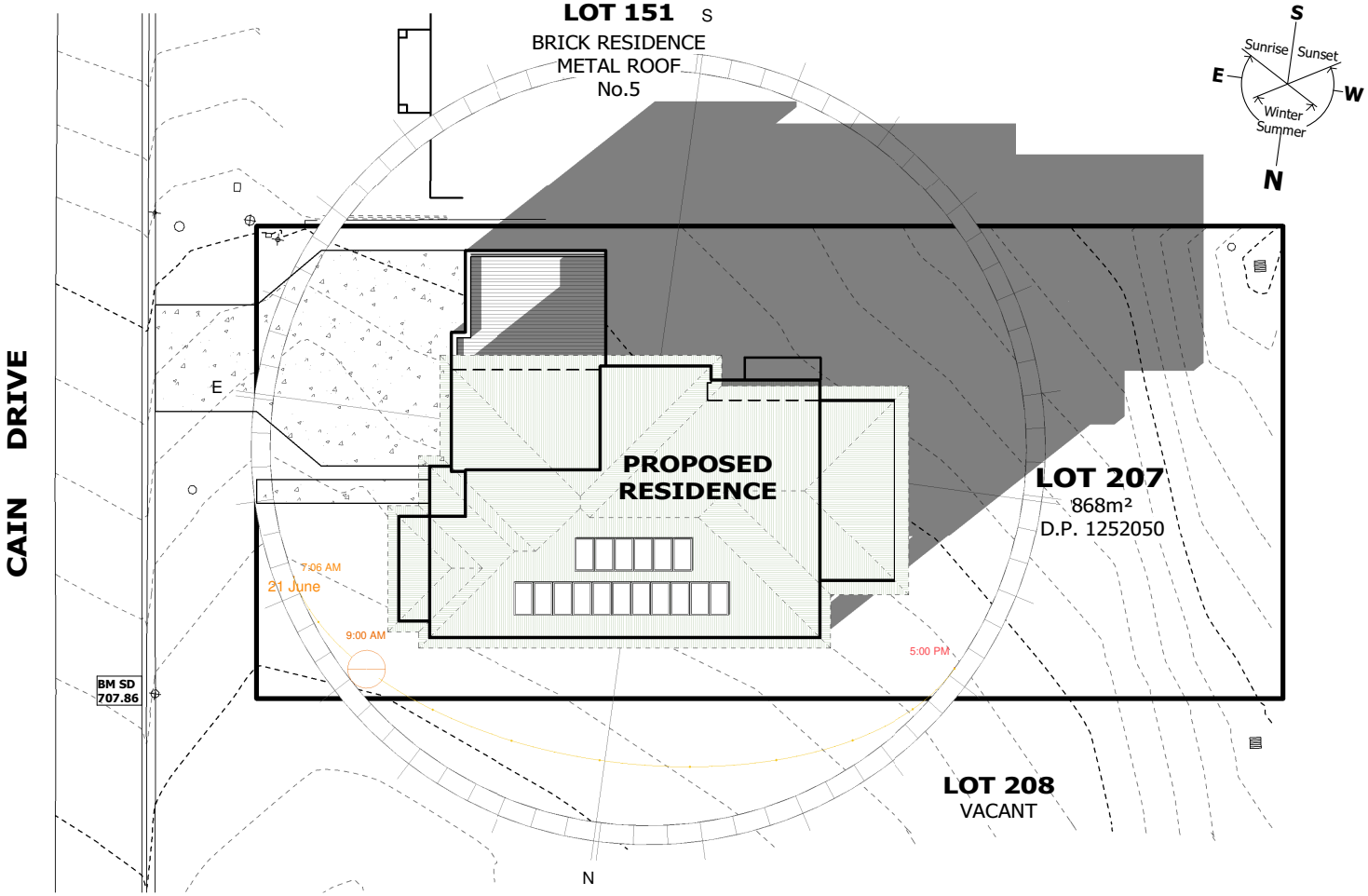

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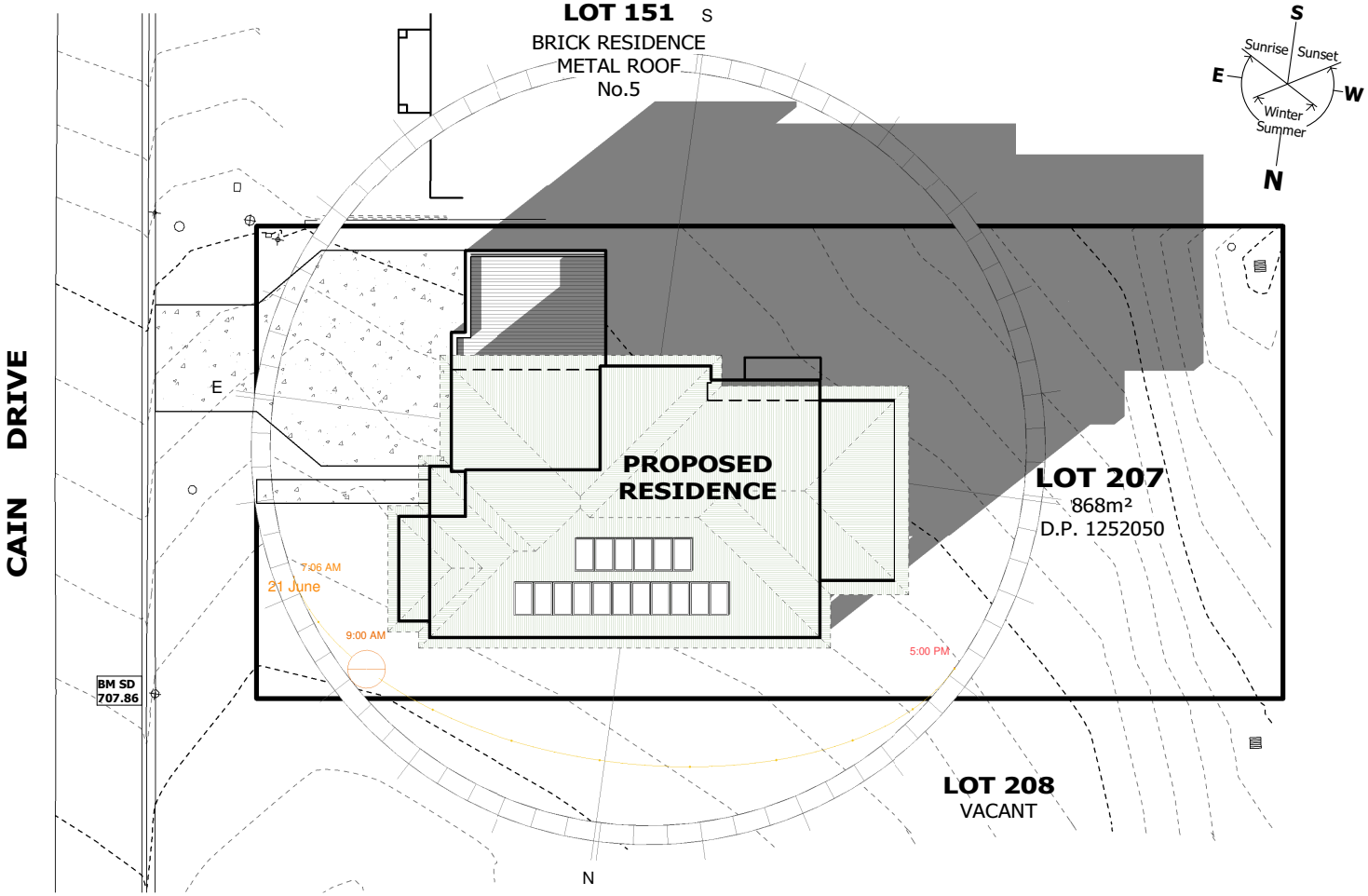

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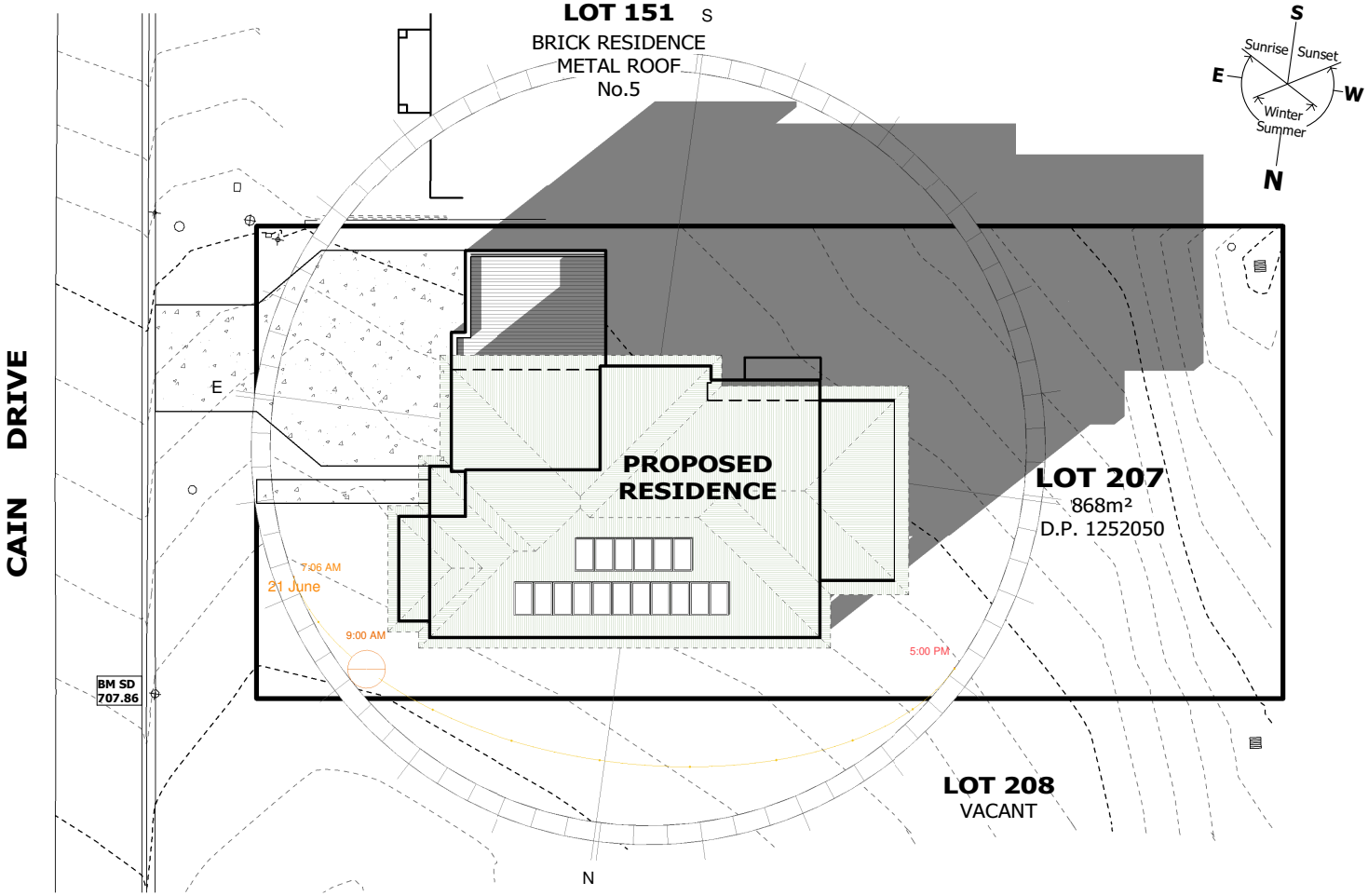

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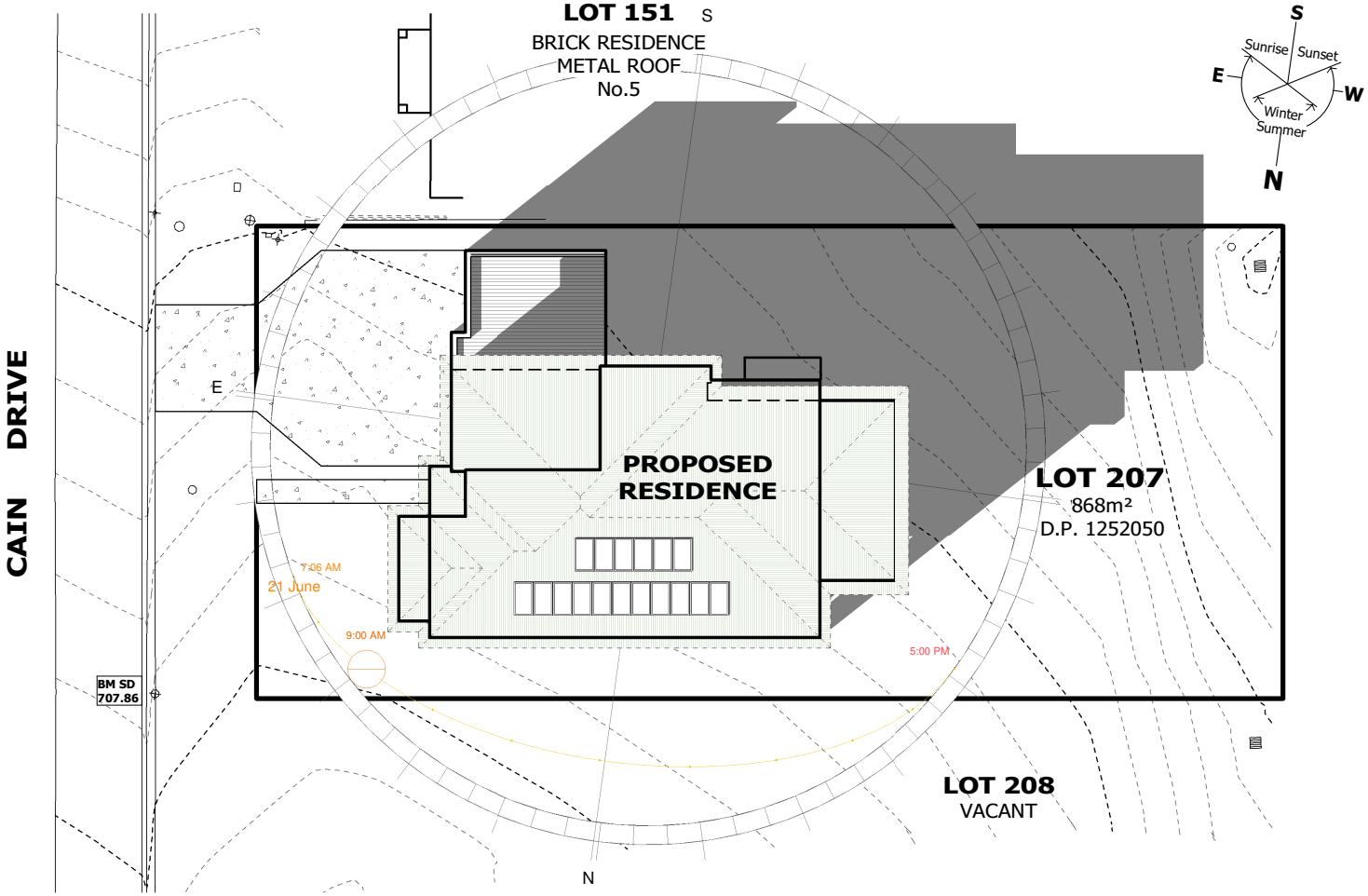

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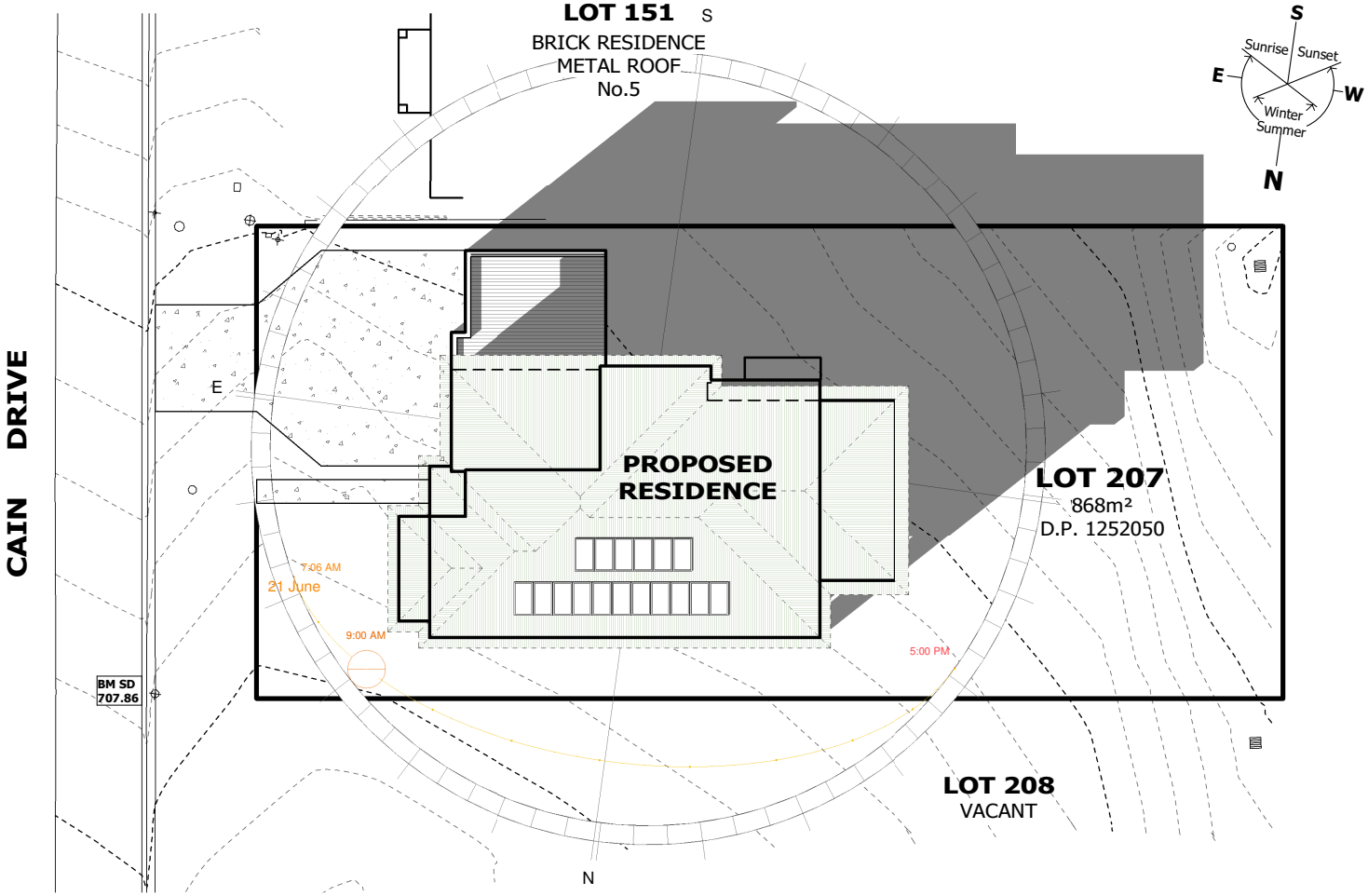

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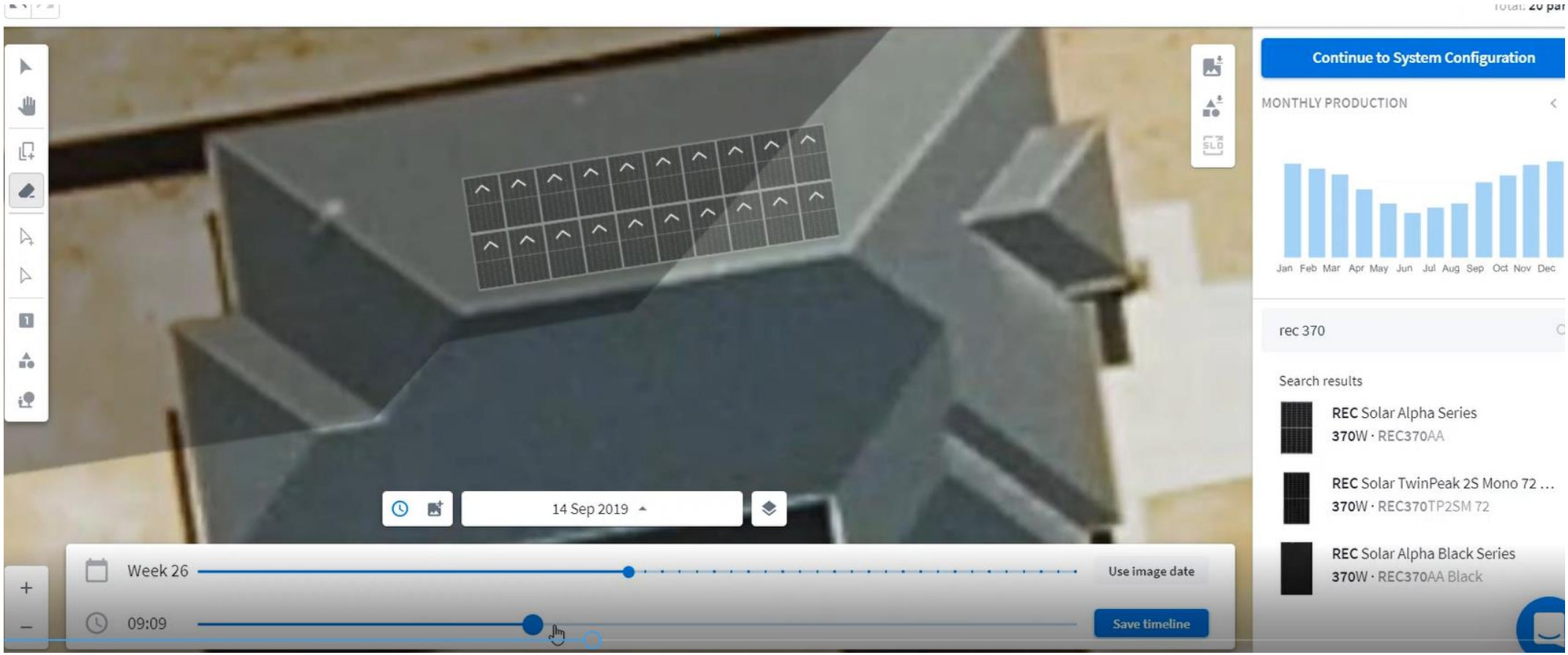
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MONTHLY PRODUCTION
Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov Dec
rec 370
Search results
REC Solar Alpha Series
370W · REC370AA
REC Solar TwinPeak 2S Mono 72 …
370W · REC370TP2SM 72
REC Solar Alpha Black Series
370W · REC370AA Black
14 Sep 2019
Week 26
Use image date
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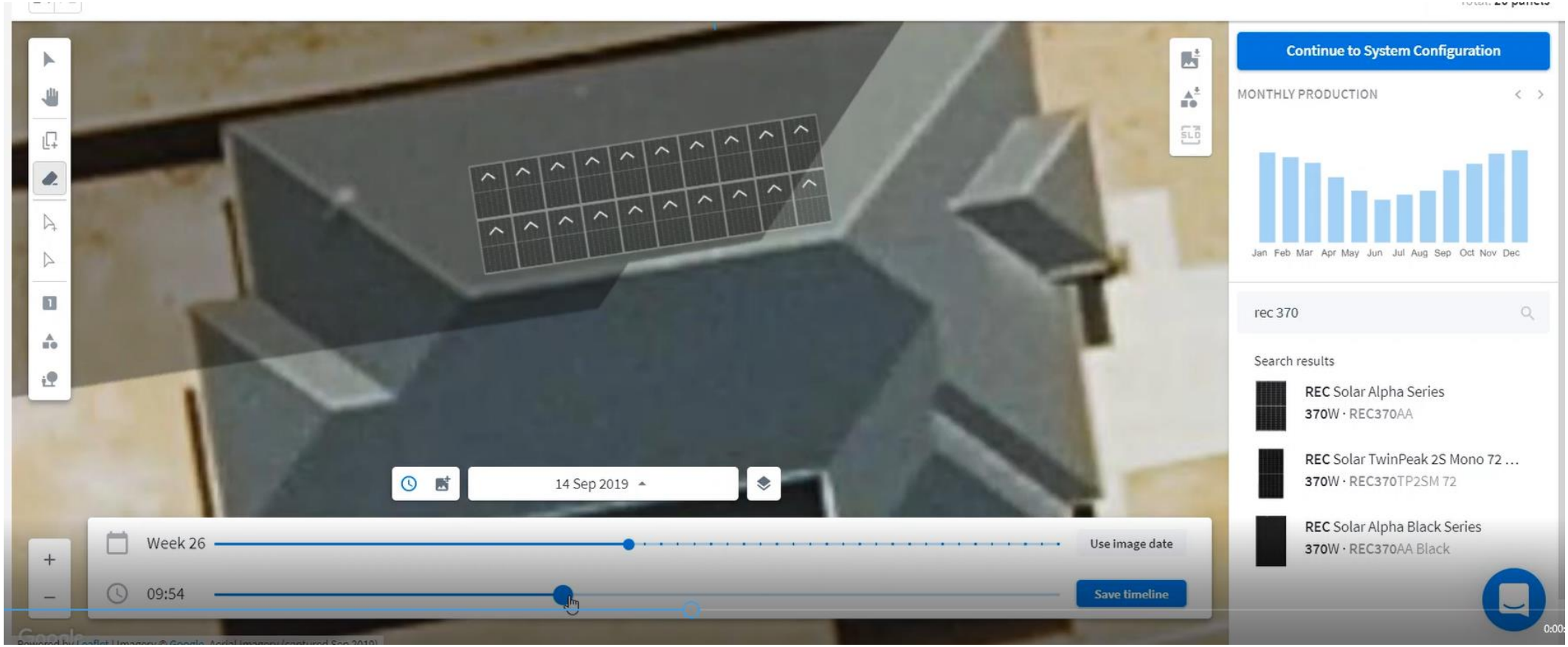
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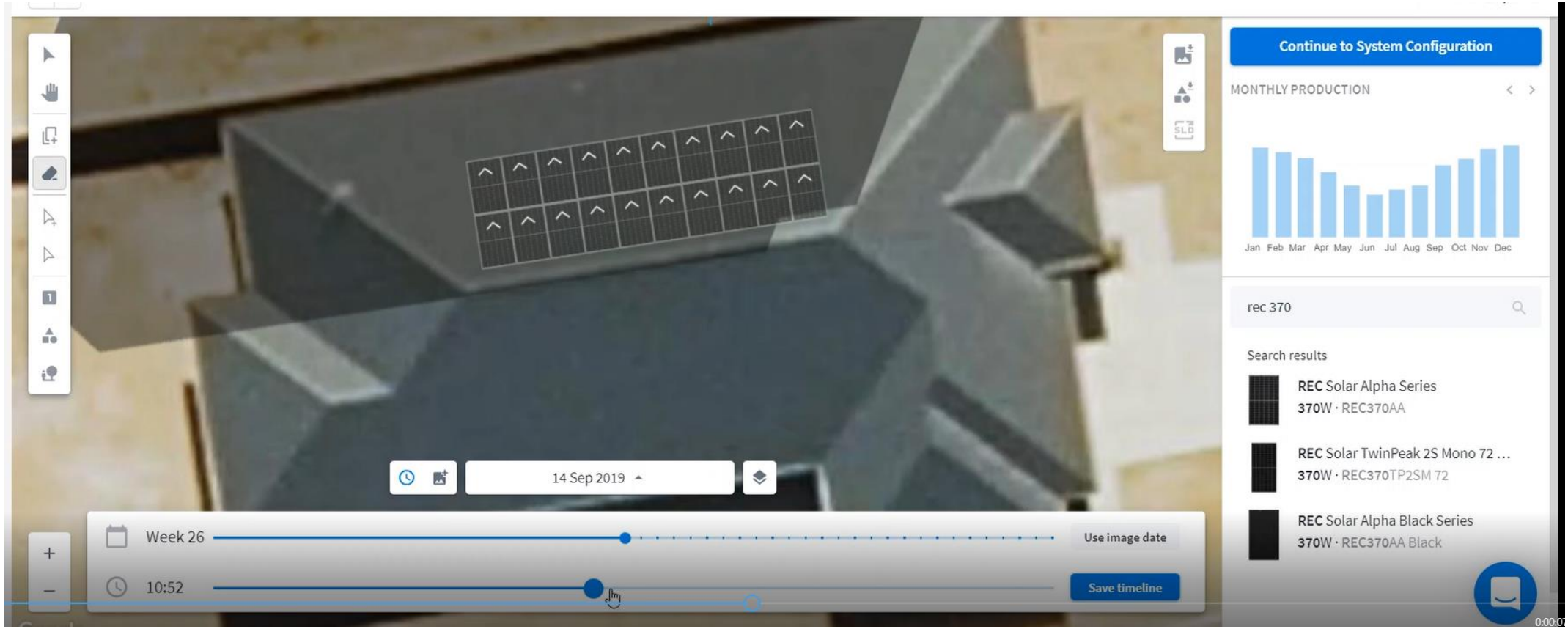
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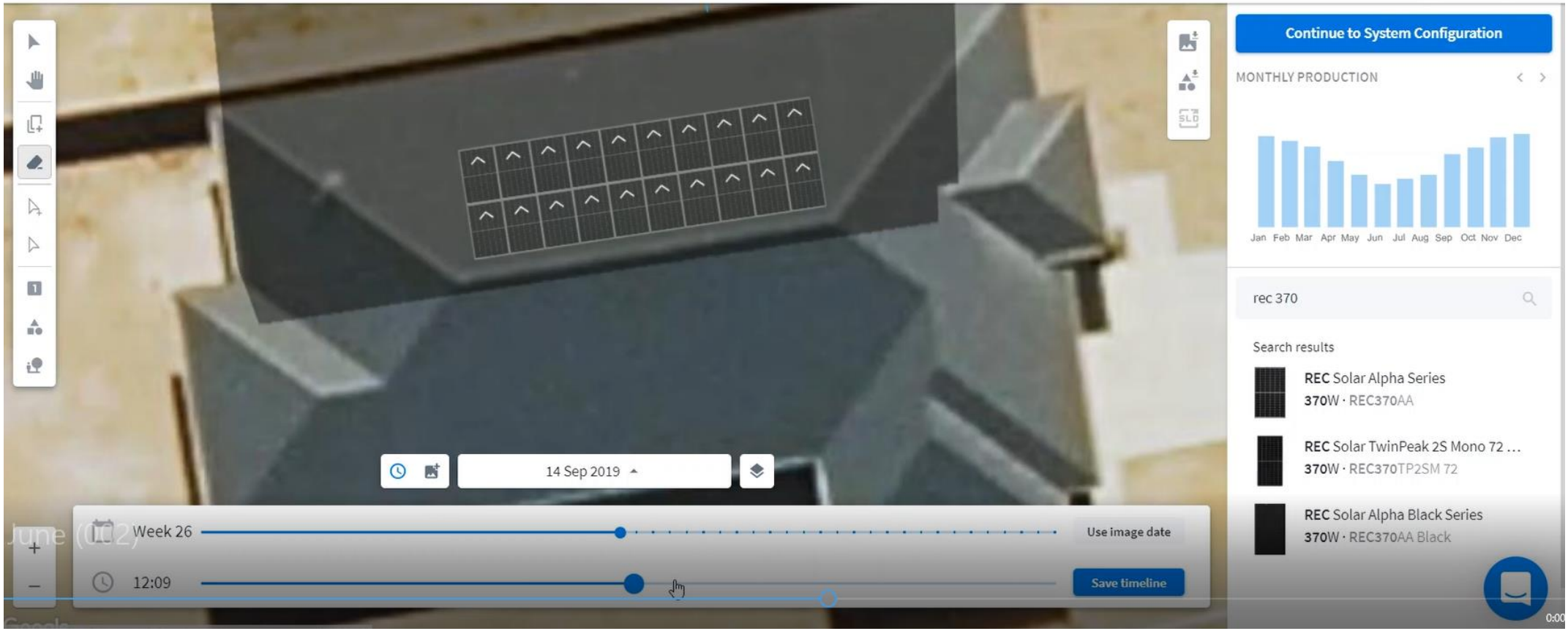
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14 Sep 2019
Week 26
Use image date
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Save timeline


Total: 20 panels
Continue to System Configuration
MONTHLY PRODUCTION
Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov Dec
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14 Sep 2019
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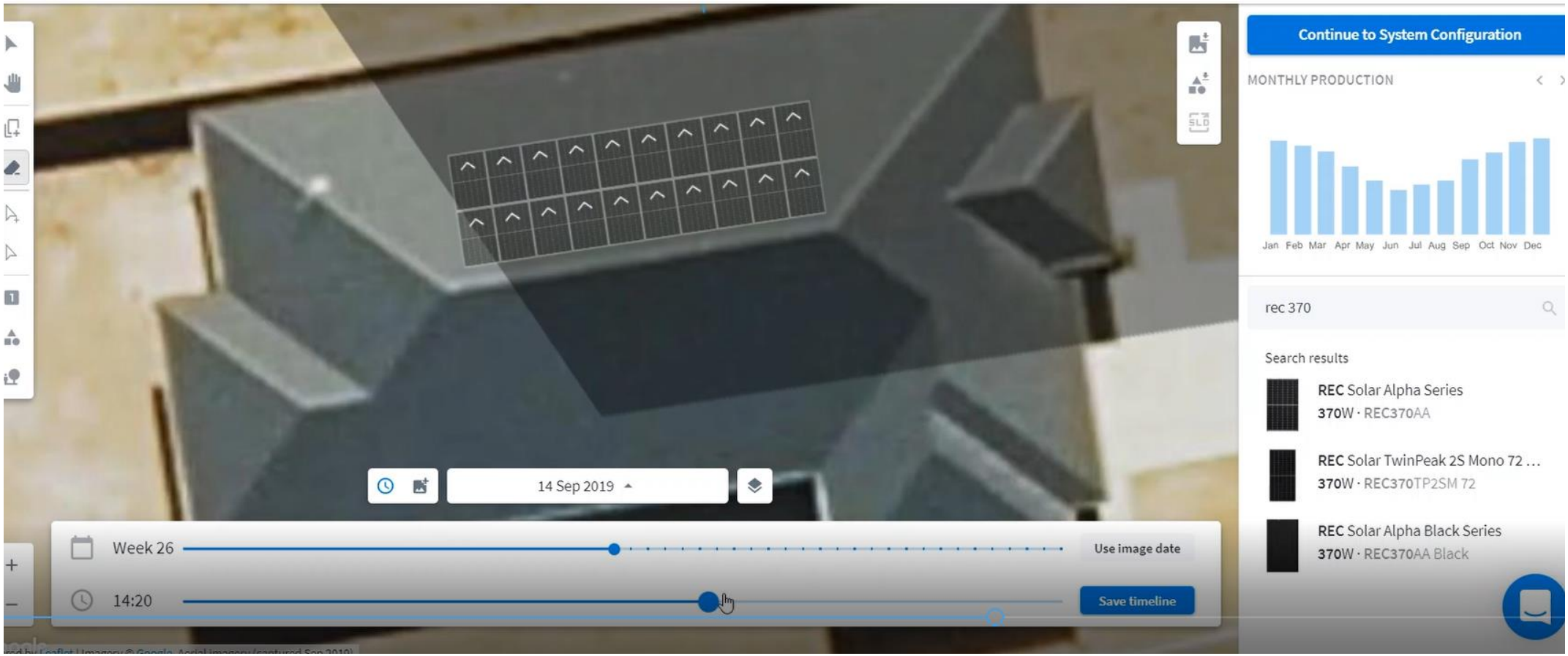
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REC Solar Alpha Black Series
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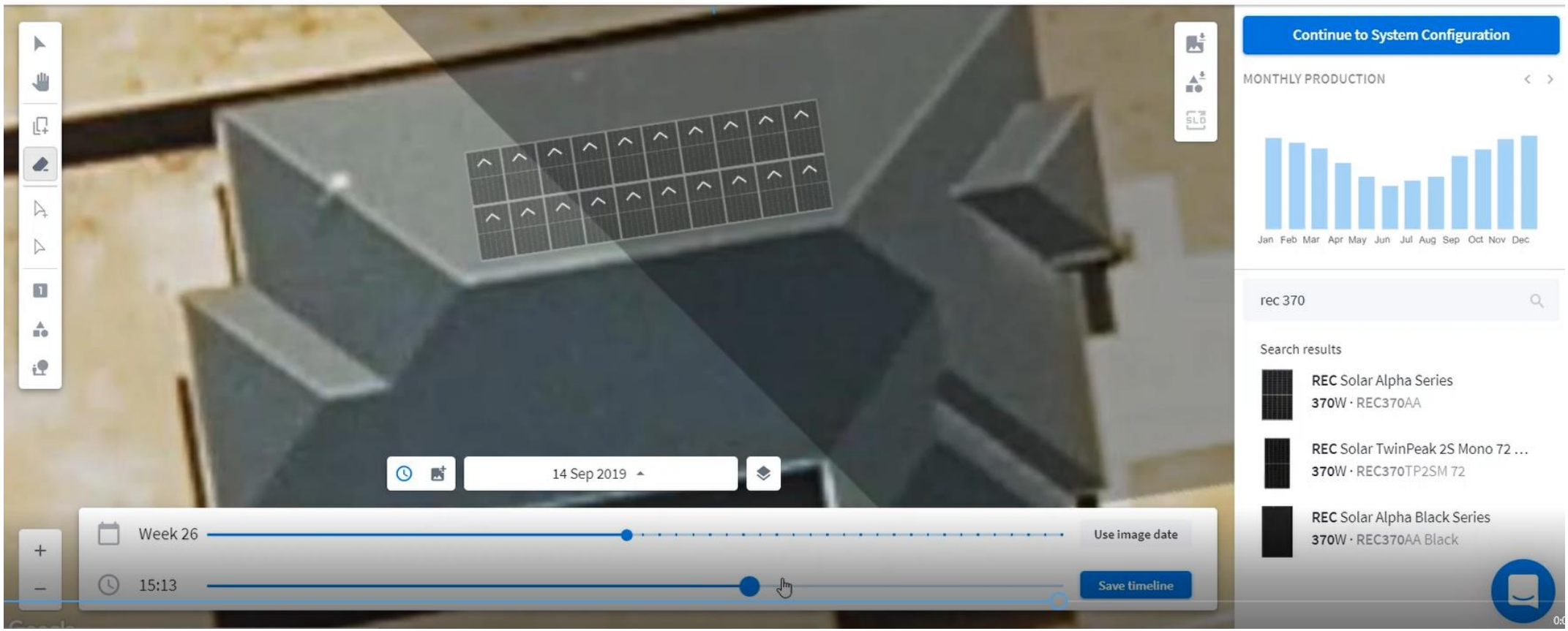
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REC Solar TwinPeak 2S Mono 72 …
370W · REC370TP2SM 72
REC Solar Alpha Black Series
370W · REC370AA Black
14 Sep 2019
Week 26
Use image date
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Save timeline

From: Nelson, Matt <matt.nelson@arcadis.com>
Sent: Thursday, 6 August 2020 12:05 PM
To: Council
Subject: DA Application for 7 Cain Drive Kelso. Lot 207/DP1252050.

Hi Bathurst Council General Manager,
With reference to the DA Application for 7 Cain Drive Kelso. Lot 207/DP1252050.

My wife and I have recently purchased 5 Cain Drive which is due to settle on the 7th of August 2020.
We are concerned that the development of the proposed dwelling for 7 Cain drive has not properly considered the negative impact on 5 Cain Drive and the surrounding properties and strongly disagree with the development plan.

The rooms impacted on the northern side of 5 Cain Drive include 3 of the 4 bedrooms, the kitchen, main living room, dining room and laundry. The impact to the winter sun will be detrimental to these rooms which will no longer receive any sun throughout the day and therefore require artificial lighting to be used.

The large open plan kitchen, dining and living area of 5 Cain Drive was designed with big oversized windows on the Northern sides of the house and is a large sunlit space our family will spend most of its time in.
The privacy of this living space will be directly impacted by having a balcony and a second story window that will allow the neighbours to view directly into these living areas of 5 Cain Drive, along with onto the alfresco and backyard space. This is a big concern, as we have young children growing up in our home.

Our plan for the near future was to install solar panels, and if the 7 Cain Drive two story dwelling is to go ahead, the installation of the solar panels would be significantly affected by the shadow cast from the high roof line.

The land directly behind 5 Cain Drive to the west located on Dovey Street, will most likely consist of 2 story dwellings. Therefore having 7 Cain drive as a 2-story dwelling will further close in the 5 Cain Drive property.

The impact of having a 2-story dwelling within the street filled with single story dwellings will also reduce the value and street appeal of all the other properties within the immediate vicinity.

It is our opinion that the development of the 7 Cain Drive property will directly impact the 5 Cain Drive property as per reasons listed above, and in turn greatly reduce the property value below a reasonable level for that of 5 Cain Drive as well as for those within the direct vicinity.

Regards,

Matt Nelson
0400 368 668
5 Cain Drive Kelso

ANTHONY DAINTITH
TOWN PLANNING

16 Robinson Court, Orange
145 Keppel Street, Bathurst
PO Box 1975
Orange NSW 2800
ABN: 46 121 454 153
Phone: 0263624523
Email: anthony@adtp.com.au

Our Ref: 2021-035

2 September 2020

The General Manager
Bathurst Regional Council
158 Russell Street
Bathurst NSW 2795

Attention: Chloe Fulthorpe

Dear Chloe

RE: DA 2020/212
PROPOSED DWELLING AT 7 CAIN DRIVE KELSO

Reference is made to Councils letter of the 13 August 2020 with respect to a submission made regarding the proposed dwelling at 7 Cain Drive, Kelso.

The concerns raised by the neighbour at 5 Cain Drive relate primarily to the following points:

- Loss of sunlight.
- Loss of privacy.
- Two storey dwellings in the locality
- Devaluation of property.

The following photos illustrate that the existing dwelling at 5 Cain Drive does not actually receive any significant sunlight as a direct result of the proximity of the dwelling to the existing fence.

The following comments are provided with respect to compliance with the Bathurst Development Control Plan.

4.4 General Siting Considerations – All Residential Development

4.4.1 Objectives

The proposed dwelling is considered acceptable in the residential locality.

4.4.2 Development Standards

General

Cut and fill details are provided on the plans.

Front Building Line Setback

The dwelling is 6m setback.

Garages are setback 8.23m.

Side and Rear Building Line Setbacks

Side and rear setbacks are in accordance with the National Construction Code.

Shadow diagrams have been provided since the two storey construction.

Overshadowing – Dwelling Houses

b) New two-storey development should not significantly affect access to sunlight of existing or likely future development on other property between 9.00am and 3.00pm, particularly living areas and usable open space. At least two hours sunlight to indoor and outdoor living areas of adjoining properties is to be maintained between 9.00am and 3.00pm on June 21.

The plans provided to Council provide an hourly overview for the shading on the neighbouring lot. It is understood that the 2 hours requirement has been met.

4.8 Height of Buildings

Two storey dwellings are permitted in the R1 Zone.

The dwelling is less than 9m in height (as per the LEP).

4.9 Parking, Access and Manoeuvring Areas

A double garage is provided.

4.10 Services and Facilities

The dwelling will be connected to all available services.

Stormwater and sewer easements are located at the rear of the site.

4.11 Soil and water management

Erosion and sediment controls to be implemented prior to the commencement of works.

Two storey dwellings in the locality

It is noted that the objection had a general concern relating to 2 storey dwellings in the general locality.

It is noted that 2 storey dwellings are permitted with consent as long as they meet DCP requirements. Clearly Council is accepting of two storey dwellings as long as they comply with the relevant provisions.

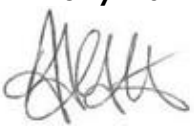
Devaluation of property

The devaluation of property is not considered a valid ground for objection and matter for consideration under Section 4.15 of the *Environmental Planning and Assessment Act 1979*.

Regardless, no additional information has been supplied to substantiate this point.

Should you have any questions with respect to this matter, please contact the office on 63624523.

Yours faithfully
Anthony Daintith Town Planning Pty Ltd



Anthony Daintith
Principal

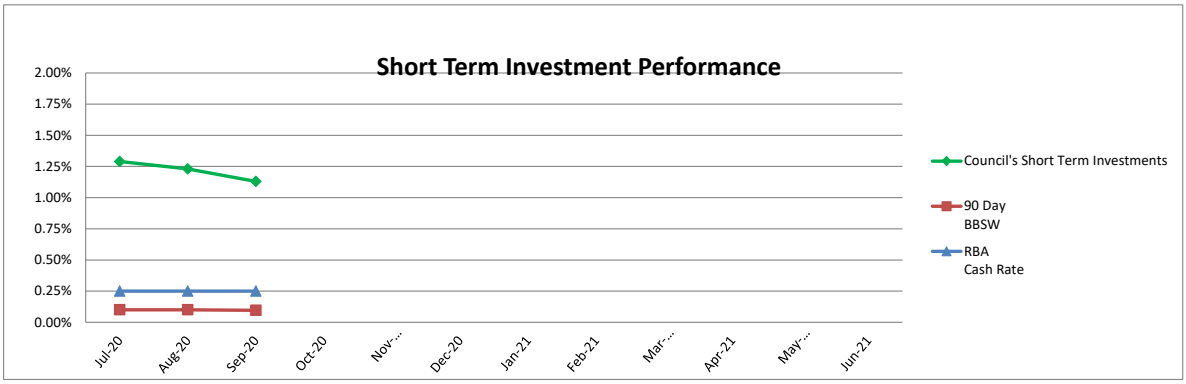
BATHURST REGIONAL COUNCIL
INVESTMENT PERFORMANCE

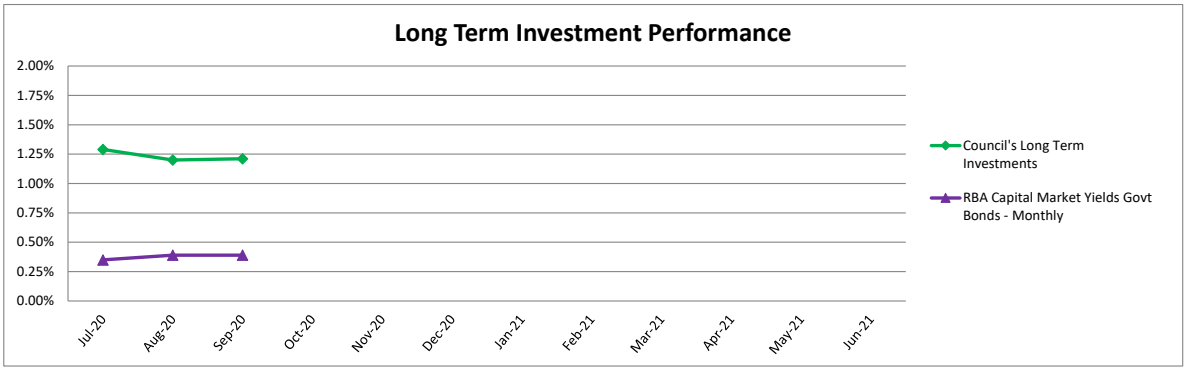
Investment Policy Benchmarks

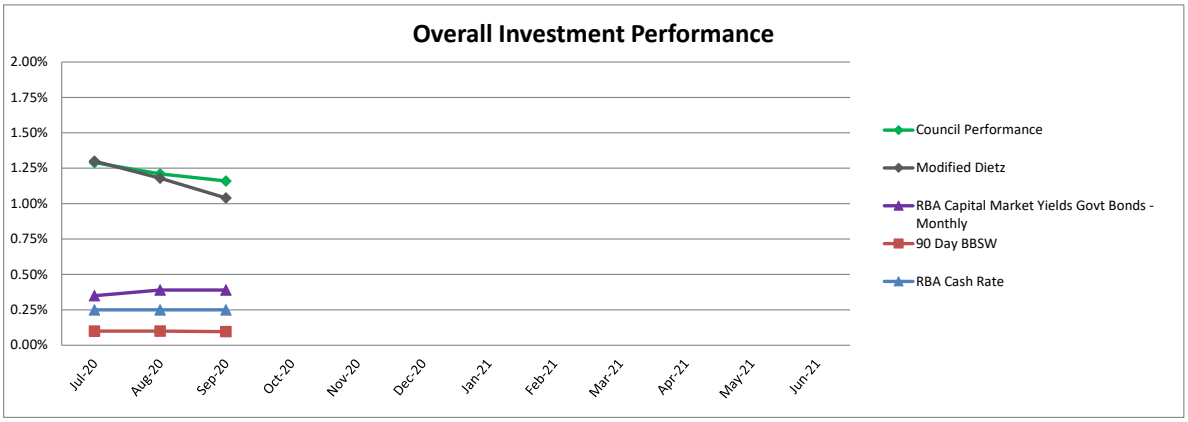
Benchmark 1 - The performance of the portfolio shall be against the industry standard 90 Day Bank Bill Index or the official RBA Cash Rate
Council's current year to date performance compared to the two benchmarks is shown below. Council has outperformed both benchmarks.

Reserve Bank of Australia - Cash Rate	0.25%
AFMA - 90 Day Bank Bill Swap Rate (BBSW) Avg Mid	0.096%
RBA Capital Market Yields Govt Bonds - Monthly	0.39%
Modified Dietz Calculation	1.04%

	Short Term			Long Term		Overall Performance	
	RBA Cash Rate	90 Day BBSW	Council's Short Term Investments	RBA Capital Market Yields Govt Bonds - Monthly	Council's Long Term Investments	Modified Dietz Calculation	Council Performance
Jul-20	0.25%	0.10%	1.29%	0.35%	1.29%	1.30%	1.29%
Aug-20	0.25%	0.10%	1.23%	0.39%	1.20%	1.18%	1.21%
Sep-20	0.25%	0.096%	1.13%	0.39%	1.21%	1.04%	1.16%
Oct-20							
Nov-20							
Dec-20							
Jan-21							
Feb-21							
Mar-21							
Apr-21							
May-21							
Jun-21							







BATHURST REGIONAL COUNCIL
INVESTMENT PERFORMANCE

2a - Overall Portfolio Credit Framework

To control the credit quality on the entire portfolio, the following credit framework limits the percentage of the portfolio exposed to any particular credit rating. AMP was recently downgraded from A- to BBB+ on the 27 Aug 2019. Council will reinvest into a complying rated institution at the maturity of these investments.

	Ratings	Maximum Holding %	Actual Holding %	
Short Term				
	A-1+	100	44%	Complies
	A-1	100	0%	Complies
	A-2	40	40%	Does not comply
	A-3 or unrated	Note*	16%	Complies
			100%	
Long Term				
	AAA	100	0%	Complies
	AA+ AA AA- A+ A	100	73%	Complies
	A-	40	0%	Complies
	BBB+ BBB	20	22%	Does not comply
	BBB- & unrated	Note *	5%	Complies
			100%	

*Note: For reasons of practicality the number of these investments should be kept to a minimum.

2b - Institutional Credit Framework

To limit single entity exposure each individual institution will be limited by their credit rating. AMP was recently downgraded from A- to BBB+ on the 27 Aug 2019. Council will reinvest into a complying rated institution at the maturity of these investments.

	Ratings	Maximum Holding %	Actual Holding %	
CBA	AA-	40	6%	Complies
National Australia Bank Limited	AA-	40	29%	Complies
Westpac	AA-	40	11%	Complies
HSBC	AA-	30	2%	Complies
Macquarie Bank Limited	A+	30	1%	Complies
Suncorp Metway	A+	30	1%	Complies
Rabobank	A+	30	1%	Complies
UBS AG Australia	A+	30	1%	Complies
Sumitomo Mitsui Banking Corp	A	30	1%	Complies
AMP	BBB+	5	10%	Does not comply
Bank of Queensland Limited	BBB+	5	11%	Does not comply
Bendigo & Adelaide	BBB+	5	0%	Complies
IMB	BBB	5	2%	Complies
Newcastle Permanent	BBB	5	2%	Complies
Members Equity Bank	BBB	5	5%	Complies
Greater Building Society	BBB	5	0%	Complies
Credit Union Australia	BBB	5	0%	Complies
Auswide Bank	BBB	5	4%	Complies
Railways Credit Union Limited	ADI	Note*	0%	Complies
Maritime Mining & Power Credit Union	ADI	Note*	13%	Complies
			100%	

*Note: For reasons of practicality the number of these investments should be kept to a minimum.

*Credit rating to Auswide Bank issued by Fitch Ratings, equivalent Rating by S & P shown

2c - Maturity Profile

The Investment Portfolio is to be invested within the following maturity constraints, Council has successfully met this criteria.

	Term Deposit	FRTD	TCD	FRN	Min %	Max %	Actual %	
Within one year	43,000,000	6,500,000	1,000,000	4,850,000	40	100	76%	Complies
One to three years	3,000,000	4,500,000	0	4,500,000	0	60	17%	Complies
Three to Five Years	0	1,230,000	0	3,850,000	0	30	7%	Complies
Over Five Years	0	0	0	0	0	15	0%	Complies
	46,000,000	**12,230,000**	**1,000,000**	**13,200,000**			**100%**	

Recommendation: That the report be noted.

Responsible Accounting Officer ……..…
Aaron Jones
Director Corporate Services & Finance

…….. 7-Oct-20 ……..…
Prepared By Lesley Guy Reviewed By Tony Burgoyne

2020/21 Annual Operational Plan

Bathurst 2040 Community Strategic Plan

As at 30th September 2020

Council's Vision:

Bathurst: A vibrant and innovative region that values our heritage, culture, diversity and strong economy.

As a community it is important to have a plan that outlines what we want and need as a community now and as the region grows. The NSW Government also requires all councils to have such a plan. The Bathurst 2040 Community Strategic Plan (CSP) is the highest level forward planning document of Bathurst Regional Council. It identifies the community's priorities and guides the direction for the Bathurst region over the next 20 years.

Six key objectives have been established in the CSP:

1. Our Sense of place and identity
2. A smart and vibrant economy
3. Environmental stewardship
4. Enabling sustainable growth
5. Community health, safety and well-being
6. Community leadership and collaboration

These objectives are supported by strategies, shown below, aimed at identifying the importance of each objective.

As a 20 year plan, the CSP is not able to be wholly implemented in one term of Council. The Delivery Program represents actions that the Council expects to achieve during the current term of election for the Council, typically four years. This Annual Operational Plan identifies the individual activities and projects that will be completed within the current financial year of the Delivery Program.

Bathurst 2040 Community Strategic Plan

OBJECTIVE 1: Our sense of place and identity

1.1 Respect, protect and promote the region's Aboriginal heritage assets

1.2 Protect, enhance and promote the region's European heritage assets and character

1.3 Enhance the cultural vitality of the region

1.4 Protect and improve the region's landscapes, views, vistas and open space

1.5 Promote good design in the built environment

OBJECTIVE 2: A smart and vibrant economy

2.1 Support local business and industry

2.2 Grow local employment, investment and attract new businesses by nurturing and supporting entrepreneurs, partnerships and local skill development

2.3 Develop Bathurst as a Smart City

2.4 Support agriculture, local manufacturing, food production and education as significant contributors to the region's economy

2.5 Support Mount Panorama as a premier motor sport and event precinct

2.6 Promote our City and Villages as a tourist destination

OBJECTIVE 3: Environmental stewardship

3.1 Protect and improve our natural areas and ecosystems, including the Macquarie River and other waterways

3.2 Protect the City's water supply

3.3 Minimise the City's environmental footprint, live more sustainably and use resources more wisely

3.4 Protect and improve the region's biodiversity

3.5 Increase resilience to natural hazards and climate change

OBJECTIVE 4: Enabling sustainable growth

4.1 Facilitate development in the region that considers the current and future needs of our community

4.2 Provide safe and efficient road, cycleway and pathway networks to improve accessibility

4.3 Ensure services, facilities and infrastructure meet the changing needs of our region

4.4 Provide parking to meet the needs of the City

4.5 Work with partners to improve public transport, and passenger and freight transport connections to and from the region

4.6 Plan for, assess and regulate development activity

OBJECTIVE 5: Community health, safety and well being

5.1 Provide opportunities for our community to be healthy and active

5.2 Help make the Bathurst CBD, neighbourhoods and the region's villages attractive and full of life

5.3 Help build resilient, inclusive communities

5.4 Make our public places safe and welcoming

5.5 Plan and respond to demographic changes in the community

OBJECTIVE 6: Community leadership and collaboration

6.1 Communicate and engage with the community, government and business groups on important matters affecting the Bathurst Region

6.2 Work with our partners and neighbouring councils to share skills, knowledge and resources and find ways to deliver services more efficiently

6.3 Advocate for our community

6.4 Meet legislative and compliance requirements

6.5 Be open and fair in our decisions and our dealings with people

6.6 Manage our money and our assets to be sustainable now and into the future

6.7 Invest in our people

6.8 Implement opportunities for organisational improvement

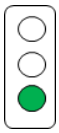
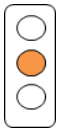
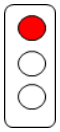
On the following pages, each of Council's principal activities is shown along with their four year Delivery Program actions and the Annual Operational Plan tasks that will be undertaken. These actions and tasks are linked back to the Bathurst 2040 CSP to show the community how its needs and wants are being delivered.

The table below is a guide to reading the Delivery Program and Annual Operational Plan.

Bathurst 2040 Objective reference	**Deliverable Actions over the next 4 years**	**Operational Plan – this year's Projects / Tasks**	**Tracking our Progress**	**Responsible Officer**
From the Objectives shown on Page 2	What actions will be delivered to achieve the objective	What specific projects will be undertaken this year to address the 4 year actions	**Measurable KPI** - How we will know when we have achieved our plans	Position Title – Director, Manager, Team Leader

The Performance Measures in this Plan have been rated by the responsible Directors as to their status of completion.

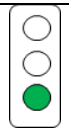
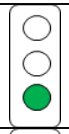
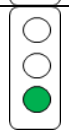
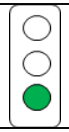
Below is a summary of the Status of all Performance Measures:

In progress – tracking as expected	Needs Attention	Urgent Attention
		
157 / 167	9 / 167	1 / 167
94 %	5 %	1 %

Engineering Services

The key to developing a sound foundation for growth and prosperity of the Bathurst Region is by ensuring infrastructure needs are keeping pace with demand. The Engineering Services Department has the responsibility to ensure the current needs of the community are met and the capacity exists to cater for future growth. A clean and safe water supply, a quality local road network, and environmentally responsible waste management systems are all high priorities for engineering the future of the Bathurst Region.

Asset Management

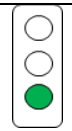
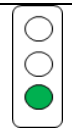
Bathurst 2040 Objective reference	Deliverable Actions over the next 4 years	Operational Plan – this year's Projects / Tasks	Tracking our Progress	Responsible Officer	Action Year to Date	Status
4.1 **4.2** **5.1**	Improve pedestrian access within the urban area.	Completion of additional concrete footpaths/cycleways in accordance with the Bathurst Regional Community Access and Cycling Plan 2011.	500 lineal metres of footpath and/or cycleway completed.	Manager Works	Bant Street Lewins to Busby 166m Stanley St George to Rankin 200m	
		Monitor condition of footpaths.	100% of urban footpath inspected	Manager Works	Level 1 (CBD) – 62% as at 23/7/20 Level 2 – 100% as at 23/7/20	
4.1 **4.5**	Maintain and improve the existing road infrastructure consistently throughout the network.	Improvement of road infrastructure to upgrade sub-standard sections of the sealed network.	Reconstruction and resealing works as per Council's 2020/2021 capital works and routine maintenance programs. Completion of 2020/2021 Roads to Recovery Program.	Manager Works	The Bridle Track Widen and seal 500m approach to Howards Bridge – Complete Limekilns Rd Reconstruct, widen and seal 2km - Complete	
		Renewal of gravel road surface throughout the network.	Completion of 2020/2021 Unsealed Roads Gravel Resheeting program.	Manager Works		

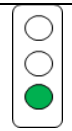
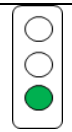
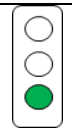
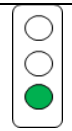
Bathurst 2040 Objective reference	Deliverable Actions over the next 4 years	Operational Plan – this year's Projects / Tasks	Tracking our Progress	Responsible Officer	Action Year to Date	Status
		Undertake maintenance program in accordance with allocated budget.	Greater than 90% of the urban road network remains at condition index 3 or above.	Manager Works		
4.1 **4.3**	Protection of urban areas on the Bathurst Floodplain	Completion of flood mitigation works as outlined in the Georges Plains Flood Management Plan.	Substantial Completion of Design and Environmental Assessment	Manager Technical Services		

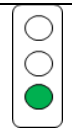
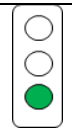
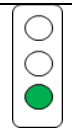
Mount Panorama

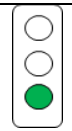
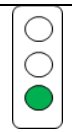
Bathurst 2040 Objective reference	Deliverable Actions over the next 4 years	Operational Plan – this year's Projects / Tasks	Tracking our Progress	Responsible Officer	Action Year to Date	Status
6.4 **6.5** **6.8** **2.5**	Increase profile of Mount Panorama as the premier motor racing venue in Australia.	Construction of optic fibre communications loop	Installation of Optic fibre network to Mount Panorama Circuit as per 2020/2021 Capital Works Plan	Director Engineering Services	In progress.	
		Development of the second circuit	Development Consent obtained.	Director Engineering Services	Masterplan Complete. Preliminary Design Complete Aboriginal Cultural Heritages Assessment completed. Environmental Impact Assessment commenced. Community Consultation commenced.	

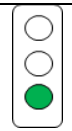
Water, Sewer and Waste

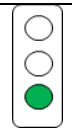
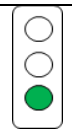
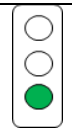
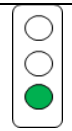
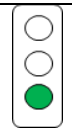
Bathurst 2040 Objective reference	Deliverable Actions over the next 4 years	Operational Plan this year's Projects / Tasks	Tracking our Progress	Responsible Officer	Action Year to Date	Status
3.2 3.3 3.5 4.3 6.2 6.6	Maintain and upgrade existing water and sewer infrastructure to meet the needs of all stakeholders into the future.	Operate, maintain, repair and upgrade Water Filtration Plant.	Achieve the Australian Drinking Water Standards 90% of the time.	Manager Water and Waste	Water Filtration Plant daily operations are ongoing, with maintenance and repairs conducted as required. The treatment processes are constantly monitored through a SCADA system and reviewed daily by staff. To the 30 September 2020, 704 tests were undertaken and there was 97% compliance with Australian Drinking Water Guidelines.	
		Operate, maintain, repair and upgrade water distribution system.	Customer complaints regarding flow and pressure are kept below 52 p.a.	Manager Water and Waste	Water distribution system operations are ongoing, with monitoring, maintenance and repairs conducted as required. New water mains continue to be laid in Piper Street between William Street and George Street to replace aged mains that have required increased maintenance in recent years. Significant reservoir improvements have been completed, with further work planned, to continue to improve the integrity of the drinking water system around Bathurst. Complaints regarding flow and pressure to end of September is 2 (financial year to date 2). Work is now complete on relaying/adjusting water mains at Suttor and Mitre Street Roundabout.	

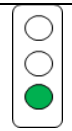
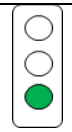
Bathurst 2040 Objective reference	Deliverable Actions over the next 4 years	Operational Plan this year's Projects / Tasks	Tracking our Progress	Responsible Officer	Action Year to Date	Status
		Respond effectively to discoloured water complaints	Respond to 90% of complaints within 4 hours.	Manager Water and Waste	Complaints regarding discoloured water are actioned within the required timeframe. 50% of customer calls are responded to within 4 hours. Complaints regarding discoloured water up to 30 September is 8 (financial year to date 8).	
		Review, update and adhere to Drinking Water Management System (DWMS).	Australian Drinking Water Guidelines & DWMS compliance, published on website weekly.	Manager Water and Waste	A Drinking Water Management System (DWMS) document has been completed and is in effect. Details on addressing the actions to ensure continuous improvement are being documented. A weekly internal review takes place, along with an external check of our water quality results through the NSW Health laboratory. Financial year to date 97% compliance.	
		Winburndale Dam Flood Security Upgrade	Project is constructed and commissioned	Manager Water and Waste	Work in progress and is currently 53% complete.	
		Stormwater Harvesting Project Stage 1	Project is constructed and commissioned	Manager Water and Waste	As advised previously by Council Report survey, design and approvals are being progressed for this project.	

Bathurst 2040 Objective reference	Deliverable Actions over the next 4 years	Operational Plan this year's Projects / Tasks	Tracking our Progress	Responsible Officer	Action Year to Date	Status
		Review and update existing Best Practice Guidelines plans as required.	Best Practice Guidelines compliance reported quarterly.	Manager Water and Waste	There are no new Best Practice Guidelines introduced since the 2007 Best Practice Guidelines. Compliance remains at 100%.	
		Continue implementation of Trade Waste Policy.	Maintain approvals at over 90% of active businesses	Manager Water and Waste	Trade Waste Policy is current, has been approved by NSW Office of Water, and adopted by Council. As at the 6 October 2020 there are 325 approvals in place, with 351 active businesses (93%).	
		Monitor and action developments from State Government regarding changes in the Best Practice Guidelines	Review Guidelines monthly, then action as required.	Manager Water and Waste	The existing level of compliance with the Best Practice Guidelines is 100% for both Water and Sewer. The review of further initiatives will be commenced, once DPI Water advises the outcomes of their proposed review of the guidelines. As at the 6 October 2020 DPI Water is yet to release their issues paper and monitoring of this continues.	

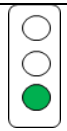
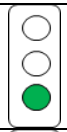
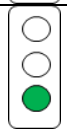
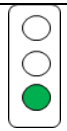
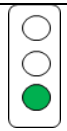
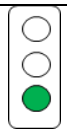
Bathurst 2040 Objective reference	Deliverable Actions over the next 4 years	Operational Plan this year's Projects / Tasks	Tracking our Progress	Responsible Officer	Action Year to Date	Status
		Prepare reports and studies for Winburndale Dam and Chifley Dam to achieve compliance with NSW Dams Safety Committee regulatory requirements.	Compliance with NSW Dam Safety Committee requirements, reported quarterly.	Manager Water and Waste	For both Chifley and Winburndale, a Dam Safety Emergency Plan is in place, and has been updated. Chifley Dam is safe to withstand a 1 in 1,000,000 year flood event. A surveillance inspection of Chifley Dam was undertaken in August 2019. Winburndale Dam surveillance inspections are on hold for the next 12 months during the construction period. Winburndale Dam is not safe to withstand a 1 in 100,000 year flood event, however detailed design is complete, the tender has been awarded and construction has commenced to improve the dam safety. Grant funding was sought through the NSW Safe and Secure Water Program. Council has been successful in procuring $2.225 million towards this project under the Program. A tender was awarded at the 3 July 2019 Council Meeting to EODO for Winburndale Dam Safety Upgrade. Work is currently 53% complete.	
		Work with CENTROC on Water Utilities Alliance goals	Meeting attended. Relevant projects supported. Goals delivered.	Manager Water and Waste	Work is continuing, through meetings and projects. Alliance Business Plan has been developed and adopted. Bi-monthly meetings attended, with other projects and correspondence dealt with as required.	

Bathurst 2040 Objective reference	Deliverable Actions over the next 4 years	Operational Plan this year's Projects / Tasks	Tracking our Progress	Responsible Officer	Action Year to Date	Status
		Operate, maintain, repair and upgrade Waste Water Treatment Works to comply with licence conditions.	Achieve over 90 % compliance with EPA licence conditions.	Manager Water and Waste	Waste Water Treatment Works operations are ongoing, with maintenance and repairs conducted as required. Plans for minor upgrades are underway. Daily and weekly sampling and monitoring of the plant's performance are continuing, with internal and external testing performed. Ongoing testing of waste water discharged to the Macquarie River as per EPA Licence 1647 for the test period commencing 1 April for the licence period to date 182 tests to 23 September have been completed and 99.4% compliance achieved	

Bathurst 2040 Objective reference	Deliverable Actions over the next 4 years	Operational Plan this year's Projects / Tasks	Tracking our Progress	Responsible Officer	Action Year to Date	Status
		Continue program of sewer main CCTV inspection, and lining if warranted	Mains where blockages or overflows occur are inspected	Manager Water and Waste	Identification of appropriate locations for CCTV is ongoing through customer issues, staff advice and development proposals. Any issues found are scheduled for repair or replacement as required. Financial year to date 0m sewer main inspected and relined.	
		Identify, plan and undertake water and sewer construction works.	Complete capital works program	Manager Water and Waste	Liaison with Technical Services staff to obtain advice on road projects and / or developments is continuing. The aim is to ensure water and sewer services are relocated prior to RMS or BRC projects commencing, such as roundabouts (Mitre/Suttor Street roundabout being the latest project).	
1.4 3.3 4.3 6.2 6.6	Maintain and upgrade existing waste infrastructure to meet stakeholder requirements.	Replace waste collection vehicles on a 4 yearly cycle.	One waste collection vehicle replaced	Manager Water and Waste	The waste collection vehicle fleet is up to date.	
		Review Waste Management Centre filling plans to ensure the optimum long-term strategy is delivered, and to enable future planning timelines to be developed.	Survey and monitor the remaining air space of the landfill annually. Air space reduction minimised.	Manager Water and Waste	A stormwater management audit of the WMC has been conducted by EPA staff. A review has been conducted by an independent consultant. The final report has been received and recommendations are being put into effect. Planning is underway to conduct a future aerial survey, which is done annually to monitor actual fill and the final fill plan.	
2.2 3.3 6.1 6.2 6.6	Reduce waste to landfill.	Work with NetWaste on waste projects and opportunities, for greater diversion from landfill and increased efficiencies.	Meeting attended. Relevant projects supported and delivered.	Manager Water and Waste	Several ongoing projects are supported, with bi-monthly meetings attended. New projects or opportunities are assessed as they arise.	

Bathurst 2040 Objective reference	Deliverable Actions over the next 4 years	Operational Plan this year's Projects / Tasks	Tracking our Progress	Responsible Officer	Action Year to Date	Status
					All options available to Bathurst Regional Council through NetWaste are supported. Examples include recycling of waste tyres, mattresses, Household Chemical Cleanout, Waste 2 Art and collection and recycling of scrap metal. Recycling and organics collection service started in April 2016. The contract is proceeding well.	
		Council to continue education and promotion of appropriate WasteWise behaviours regarding green waste and recycling. Promote recycling to maximise diversion from landfill.	10 recycling promotion and education programs run. Combined diversion target is 5,000 tonnes.	Manager Water and Waste	The roll out of promotional information and education will continue throughout 2019/20. For 2020/21 to the end of August 2020, food and garden tonnage is 488 and recycling is 332 giving a total of 821 tonnes. 15,959 tonnes of food and garden waste have been sent for composting in the first 53 months (April 2016 to August 2020). Combined with recycling totals show a diversion from landfill of over 26,470 tonnes, or 26.4 million kilograms over this time. WasteWise education works are continuing, and the recycling contract education strategies are also underway.	
		Identify, assess and implement appropriate diversion opportunities.	Opportunities reviewed to determine cost/benefit and reported quarterly.	Manager Water and Waste	Council participates in all 9 NetWaste Regional collection contracts being used - motor oil, scrap metal, E-waste, wood/timber processing, landfill environmental monitoring, regional waste services, tyres, household chemical cleanout, and mattress recycling new contract commencing.	

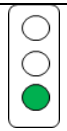
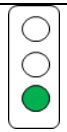
Recreation

Bathurst 2040 Objective reference	Deliverable Actions over the next 4 years	Operational Plan – this year's Projects / Tasks	Tracking our Progress	Responsible Officer	Action Year to Date	Status
1.4 5.1 5.5	Plan for increasing population and aging population in the provision of suitable recreational projects	Construct additional facilities as determined in budget.	New amenity building, including flood zone mounding for additional sports fields 5 & 6 Hereford Street	Manager Technical Services	Design complete. DA approved, awaiting CC approval. Anticipate calling tenders in October 2020.	
		Update sporting venues, including associated infrastructure.	Upgrade Walmer Park inc lighting and external amenities	Manager Recreation	Design works currently in progress. Anticipate calling quotations in January 2021.	
			Replacement of synthetic turf surface to International Courts – John Matthews Tennis Centre	Manager Recreation	Works postponed for 2021, due to Covid -19 budget deficit.	
1.4 5.1 5.5	Maintain existing and future recreational areas.	Maintain existing levels of service to all parks, reserves, open space areas and other recreational facilities	Maintenance activities undertaken to all recreation Assets in accordance with adopted maintenance service levels in the Asset Management Plan.	Manager Recreation	Ongoing as part of adopted maintenance service levels and funding provisions of the current Council Operational Plan.	
1.4 5.1 5.5	Continue environmental programs identified within the Bathurst Vegetation Management Plan	To ensure that appropriate Environmental Management Plans for the Bathurst Region are current, relevant and provide long term strategies for the Region	Arrange for 11 Tree Planting and volunteer engagement activities.	Manager Recreation	2 community planting days have been held in Bathurst do date.	
			Complete the revegetation component of the Queen Charlotte's Vale Creek Grant Project	Manager Recreation	Revegetation site protection fencing complete. Stage 1 of woody weed control to commence in October. Plant supply contract awarded. Anticipate planting to commence in March 2021.	

Corporate Services & Finance

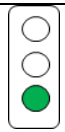
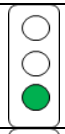
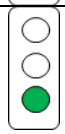
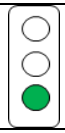
Looking after its staff and ensuring open and transparent government is the main priority at Bathurst Regional Council. Council employs approximately 378 full time equivalent staff in 20 locations and attracting and keeping good people is our priority. For the fourth time in succession, in the bi-annual Employee Opinion Survey, Council rated above the Australian Local Government Industry Standard for employee satisfaction.

Human Resources

Bathurst 2040 Objective reference	Deliverable Actions over the next 4 years	Operational Plan – this year's Projects / Tasks	Tracking our Progress	Responsible Officer	Action Year to Date	Status
4.5 **6.1** **6.2**	Establish and build on effective networks with other councils to identify areas for operational improvements and efficiencies.	Regularly participate in cross-functional teams with CNSWJO and identify opportunities for efficiencies.	BRC HR Team members participate in CNSWJO HR meetings work with relevant committees and sub-committees to ensure developing & implementing HR best practice. Focus for next 12 months is in the areas of Training & Performance Management systems.	Manager Human Resources	Council HR continues to regularly meet with other Councils within the NSW JO area as part of quarterly HR Group meetings, to discuss current HR issues and exchange ideas for improved service delivery. In addition we also regular meet now with the WHS and Training Development groups. HR meetings with "Evo-city" council HR are also ongoing as all Council of similar size to BRC.	
1.1 **5.3** **6.4** **6.7**	Ensure all staff complete induction training, ongoing compliance updates and professional development.	Review & improve staff induction program and identify opportunities to streamline into HRIS onboarding and performance areas.	Improve the use of on-line generic style training required for compliance. Review and improve staff induction process to better meet new starter need and allow a targeted approach depending on main area employed. Implement new Recruitment & Onboarding system to streamline this process.	Manager Human Resources	The new staff induction program has now been implemented with a focus on providing all new staff with a positive and informative (and compliant) start to their time with Council. In addition an improved recruitment and onboarding process has also recently been implemented. Computer terminals have been set up at the Depot training area to further improve training opportunities for our outdoor staff and maximise use of our e-learning platform. This should support all staff to complete their required compliance training during their probation period with an aim to have	

Bathurst 2040 Objective reference	Deliverable Actions over the next 4 years	Operational Plan – this year's Projects / Tasks	Tracking our Progress	Responsible Officer	Action Year to Date	Status
					most staff completed within their first month of employment Changes to the post recruitment through to end of probation have also now been further streamlined.	
6.2 **6.7** **6.8**	Provide a range of education and training opportunities for Council's workforce.	Identify areas across Council to target education and training to support the achievement of the KPI's in the Workforce Plan	Implement targeted position to support education & training of BRC staff. Ensure Education and training programs align to KPI's contained in Council's Workforce Plan.	Manager Human Resources	The COVID-19 Performance Appraisal Process for 2019/2020 has been rolled out and now completed in all areas. Letters finalising this process will be set mid-September 2020. Improvements in relation to education & training are now being implemented as part of this process, including dedicated resource to support co-ordination of staff training & development.	
6.7 **6.8**	Develop and implement programs and initiatives to foster a strong leadership culture.	Review current framework that underpins leadership capability and identify areas for improvement. Focus on improvement of Employee Engagement Programs and supporting training.	Review of current systems that underpin the employee life cycle at BRC completed. Plans to implement required improvements being developed with aim to implement next 12 months.	Manager Human Resources	A full review of this area has now commenced with plans to development an Employee Engagement Program covering all aspects of the employee lifecycle and focus on career development and succession planning. Further improvements will continue to be implemented as part of the revised Performance strategy across all staff levels.	

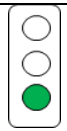
Governance

Bathurst 2040 Objective reference	Deliverable Actions over the next 4 years	Operational Plan – this year's Projects / Tasks	Tracking our Progress	Responsible Officer	Action Year to Date	Status
6.4 **6.5** **6.8**	Ensure Council policies reflect community needs and organisational requirements.	Regular review of Council's policies (Policy Manual).	Individual Policies reviewed for relevance and compliance with statutory requirements	Manager Corporate Governance	All Council policies are undergoing review. First policies went to Council' July meeting. Program continuing.	
6.4 **6.5**	Implementation of the Government Information Public Access Act (GIPA Act)	Provision of Contract Register on Council's website.	Register updated monthly.	Manager Corporate Governance	New register to be developed during 2020/2021	
		Action requests for information under GIPA Act.	Information requests (formal and informal) actioned in accordance with statutory guidelines.	Manager Corporate Governance	Nil applications received during July. Applications outstanding from 2019/2020 – 1 completed during month, 1 still outstanding. -	
4.3 **6.4**	Ensure Council's continuity of operations.	Review of Disaster Recovery Plan and Business Continuity Plan.	Plan reviews completed	Manager Corporate Governance	Nothing due at the present time.	

Information Services

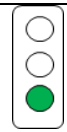
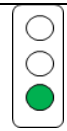
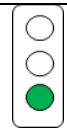
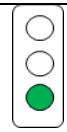
Bathurst 2040 Objective reference	Deliverable Actions over the next 4 years	Operational Plan – this year's Projects / Tasks	Tracking our Progress	Responsible Officer	Action Year to Date	Status
2.3 2.5 6.8	Improve long-term viability and availability of electronic data for both the current and long term.	Review Backup Strategy with a view to allowing auto fail over to DR site.	Process implemented and tested.	Manager Information Services	Project has been established with a view to having the solution implemented before June 30 2021.	
		Install Software to monitor the movement of Tax File numbers within and without the organisation	Software installed and tested.	Manager Information Services	Software has been installed and configured. Monitoring has begun. Reports are being sent to the manager Corporate governance. Project is complete.	
		Refresh Server & SAN infrastructure at the Civic Centre and also at Council's DR site (Library)	Server and SAN hardware installed and tested and implemented.	Manager Information Services	Server & SAN infrastructure has been purchased and installed. Configuration has begun with a view to migrating off current hardware by December 2020.	
		Implement cloud based VOIP telephone system.	Phone system installed and functioning	Manager Information Services	Currently in the planning stages of developing the tender document with a view to having the tender out by end of February 2021.	
		Migrate file server data to SharePoint.	All data migrated and removed from SAN storage.	Manager Information Services	Sharepoint migrations have begun. It is intended to have all migrations complete by end February 2021.	
2.2 2.3 2.6 5.2	Support the Smart Cities project.	Complete Stage2 of CBD CCTV	System installed and functioning.	Manager Information Services	All works have been completed including delivery and installation of screens and new PC to the police station. System is being used by the police.	

Events

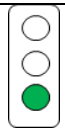
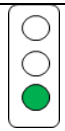
Bathurst 2040 Objective reference	Deliverable Actions over the next 4 years	Operational Plan – this year's Projects / Tasks	Tracking our Progress	Responsible Officer	Action Year to Date	Status
1.3 **2.1** **2.2** **2.6** **5.2** **5.3** **6.3**	Coordinate and deliver events to enhance the cultural life of residents and promote the Bathurst Region	Deliver events including New Years Eve, Australia Day, Bathurst Cycling Classic, NRL game, Bathurst 1000 off track events.	90% or more of residents attend an event.	Events Manager	• Successfully organised and executed the Bathurst Winter Festival in a Covid Safe environment. Reimaged parts of the event to ensure safety of event and attendees. The illuminations ran with new locations and were pitched as an 'in car' experience. Brighten Up Bathurst saw homes across the region display lights and winter themed decorations. A drive-in cinema was held at Mount Panorama which was in place of the ice rink. More than 1,500 tickets were sold. 28% of tickets to the drive in were sold outside 2795 which alone brought in approx.$50,000 economic benefit to the region. • A focus was on business benefit during the pandemic which resulted in multiple business initiatives including; food nights, music nights, live streaming of venues, treasure hunts, window display competitions and online markets. August • Manager Events presented to City of Sydney Council on what worked for BWF and how it went ahead during Covid • Celebrated Local Government week • Planning underway for next season of events, all with major changes due to Covid19. Events include, Bathurst 1000, Bathurst International, Bathurst cycling Classic, NYE, Challenge Bathurst, Australia Day, Garage Sale. September • Launched the Bathurst 1000 Off track events which included; Verto scavenger Hunt, colouring in comp,	

	legends dinner and business engagement around the event Gained • Planning continuing for Bathurst Cycling Classic under current covid-19 restrictions • Planning underway for NYE Party in the Park • Assisting local events with their planning of events and covid safe plans • Organisation for Australia Day 2021, meeting with committee				

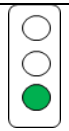
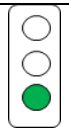
Finance

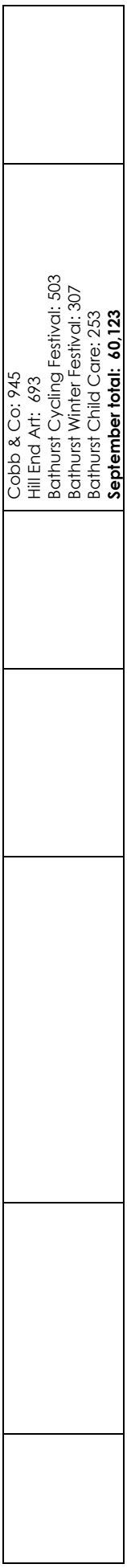
Bathurst 2040 Objective reference	Deliverable Actions over the next 4 years	Operational Plan – this year's Projects / Tasks	Tracking our Progress	Responsible Officer	Action Year to Date	Status
6.1 **6.6**	Ensure Council's long term financial sustainability.	Review need for special variation in rate income.	Long Term Financial Plan complete and adopted by Council. Special Rate Variation considered by Council.	Manager Financial Services	Long Term Financial Plan completed for 2020/21. Council did not apply for a special rate variation for 2020/21 Operating/Delivery Plan.	
		Improve Council's cash flows.	Rates and Charges Outstanding Ratio less than 10%.	Manager Financial Services	As per 2018/19 Financial Statements achieved 6.30% (2017/18 6.17%). (2016/17 5.68%). (2015/16 5.85%). (2014/15 6.63%).	
		Ensure Council's level of debt is manageable.	Debt service ratio less than 10%.	Manager Financial Services	As per 2018/19 Financial Statements achieved 2.17% (2017/18 3.66%). (2016/17 4.12%). (2015/16 3.95%). (2014/15 4.10%).	
		Maximise invested funds within prudential guidelines.	Outperform monthly 90 day bank bill swap rate.	Manager Financial Services	At 30th September 2020 current year average: •Investment earnings – 1.16% (2019/20 average 1.58%) •90 day Bank Bill Swap Rate – 0.096%	

Property

Bathurst 2040 Objective reference	Deliverable Actions over the next 4 years	Operational Plan – this year's Projects / Tasks	Tracking our Progress	Responsible Officer	Action Year to Date	Status
1.5 **6.4** **6.5** **6.8**	Manage development of new residential land releases to ensure appropriate level of supply.	Complete development of residential land in accordance with Council plans.	Release of Sunnybright Stage 2.	Property Manager	Sunnybright Stage 'A' has 80 out of 95 lots SOLD as of 31 August 2020. Sunnybright Stage 'B' has 25 out of 39 lots SOLD as of 31 August 2020.	
2.1 **4.1** **6.4**	Manage development of new commercial and industrial land releases as required to meet the needs of new businesses.	Development in Bathurst Trade Centre and Kelso Industrial Park as required.	Provision of land to meet demands.	Property Manager	Stage 11 of Bathurst Trade Centre is in planning stage. DA to be lodged by end of 2020. Kelso Industrial Park grant funding (Drought Relief) – DA lodged, plans on hold due to CoVid19.	

Corporate Communications

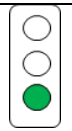
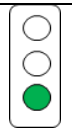
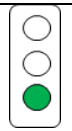
Bathurst 2040 Objective reference	Deliverable Actions over the next 4 years	Operational Plan – this year's Projects / Tasks	Tracking our Progress	Responsible Officer	Action Year to Date	Status
6.1	Communicate and engage with the community	Bathurst Regional Council Community Survey.	Overall satisfaction rating > 70%	Manager Corporate Communications	Report completed and submitted to Council. 90% of residents are at least somewhat satisfied with the performance of Council. (96% are at least somewhat satisfied with the courteousness of staff; 91% are at least somewhat satisfied with the helpfulness of staff; 93% are at least somewhat satisfied with the knowledge of staff & 84% are at least somewhat satisfied with the responsiveness of staff).	
		Ensure community consultation occurs	All consultation projects included on the "Your Say" platform Followers on social media > 11,000 BRC Website visits > 40,000	Manager Corporate Communications	As at 30 September 2020: 100% consultation projects on Your Say Bathurst (Bathurst Rail Museum, Irrigation portal, Mitre Suttor Lambert St roundabout construction, Town Centre Master Plan, Financial assistance COVID-19 stimulus measures, Positive Ageing Strategy, Draft Chifley Bush Fire Risk Management Plan) Social media followers: July: 11,583 August: 11,761 BRC Facebook Page: September: 10,278 BRC Twitter Page: September: 1,653 **Total: 11,931 (sum of FB & Twitter)** Website visits July: 68,607 August: 54,706 BRC: 32,515 Mount Panorama: 14,028 Museums Bathurst: 5,552 Bathurst Art: 3,110 BMEC: 2,217	

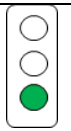
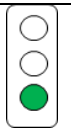
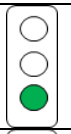
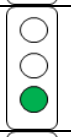
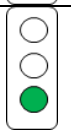
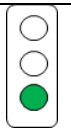
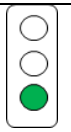

Cobb & Co: 945
Hill End Art: 693
Bathurst Cycling Festival: 503
Bathurst Winter Festival: 307
Bathurst Child Care: 253
September total: 60,123

Cultural & Community Services

Bathurst Regional Council supports a vibrant culture and community. Lifestyle in the Bathurst Region is enriched by providing a diverse range of cultural facilities and programs and by promoting cultural diversity. Community well-being is promoted through social planning, community development and ensuring access to community services.

Community Services

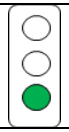
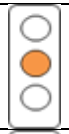
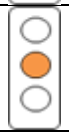
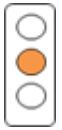
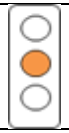
Bathurst 2040 Objective reference	Deliverable Actions over the next 4 years	Operational Plan – this year's Projects / Tasks	Tracking our Progress	Responsible Officer	Action Year to Date	Status
5.1 **5.2** **5.3** **5.5** **6.3**	Work in partnership with key stakeholders to develop administer and deliver community planning that reflects the strengths and needs of specific sectors and the community as a whole.	Undertake the actions identified in the Bathurst Community Safety Plan in partnership with the Bathurst Regional Community Safety Committee	Provide administrative support to 4 meetings of the Bathurst Regional Community Safety Committee. Relevant campaigns /projects developed and implemented as per actions identified in the Bathurst Community Safety Plan.	Manager Community Services	No Community Safety Committee meetings held in September 2020 YTD one (1) Community Safety Committee meeting held. YTD one (1) campaign undertaken in accordance with the Bathurst Community Safety Plan. Planning for Break and Enter Dwelling Campaign commenced in September 2020 as part of NSW Crime Prevention Grant.	
		Implementation of the strategies and actions identified in the Disability Inclusion Action Plan (DIAP) that address each of the four focus areas of the plan 2017-2021.	Undertake monthly review to determine number of actions in progress or complete. Research and draft second DIAP 2022-2025	Manager Community Services	Review of actions and strategies listed in the Disability Inclusion Action Plan undertaken. YTD 21 of 50 actions in progress (42%) YTD 11 actions complete (22%) While COVID-19 has had an impact on the DIAP with 21 out of the 50 actions affected (42%), many actions are "ongoing" and remained a priority for Council. Research and drafting of second DIAP did not commence in September 2020. Due to COVID-19, development of next DIAP will commence in July 2021.	
		Research and Draft Positive Ageing Strategy	First draft completed by 30 June 2021	Manager Community Services	Research and drafting of the Positive Ageing Strategy continued in September 2020. Consultation was carried out in September 2020 including the Positive Ageing Survey, Community Focus Group and Stakeholder Focus Group.	

Bathurst 2040 Objective reference	Deliverable Actions over the next 4 years	Operational Plan – this year's Projects / Tasks	Tracking our Progress	Responsible Officer	Action Year to Date	Status
5.1 **4.3** **1.3** **5.4** **6.2** **6.3**	The provision of the Kelso Community Hub as a safe community hub and venue for outreach service provision that meet the needs of the community.	Continue to provide ongoing review of service delivery for future direction of Kelso Community Hub.	Facilitate 2 meetings with Kelso Community Hub stakeholders. Provide 2 Kelso Community Hub update reports to Council.	Manager Community Services	No Kelso Community Hub stakeholder meetings were held during September 2020. YTD zero (0) stakeholder meetings have been held. No Kelso Community Hub update reports provided to Council during September 2020. YTD zero (0) update reports provided to Council.	
		Encourage and facilitate the use of the Kelso Community Hub by outside services, organisations and businesses to meet the needs of the community.	Gaps in service provision identified and proactive contact made with appropriate services to meet these identified gaps at the Hub.	Manager Community Services	Contact made with one (1) service during September 2020: Mission Australia Drug and Alcohol. YTD six (6) services have been proactively contacted to meet identified needs.	
		Develop and provide programs and activities that meet the identified needs of the community	Deliver the breakfast program 3 days per week during school terms	Manager Community Services	Breakfast Program did not operate during September 2020 due to COVID-19. YTD zero (0) days Breakfast Program has operated due to COVID-19.	
			Source three external services to deliver school holiday activities each school holiday period	Manager Community Services	One school holiday activity was held during September 2020. YTD one (1) school holiday activity undertaken. This number is reduced due to COVID-19.	
5.1 **5.3** **1.3** **6.2** **6.3** **6.7**	Value and support opportunities for young people to understand the processes of Local Government and be involved in relevant projects.	Value and support opportunities for young people to understand the processes of Local Government and be involved in relevant projects.	Facilitation of 6 Bathurst Regional Youth Council meetings, including attendance numbers	Manager Community Services	Youth Council meeting was held 15 September 2020 via Microsoft Teams. YTD two (2) Youth Council meetings have been held, with a total of 14 participants.	
			Undertake at least 6 youth initiatives, activities, programs and events including attendance numbers.	Manager Community Services	One (1) Youth Council initiative was undertaken in September 2020 - an installation through Machattie Park and Kings Parade to acknowledge R U OK? Day YTD three (3) initiatives have been undertaken with 12 participants.	
5.1 **5.2** **5.3** **5.4**	Provision of high quality child care facilities to cater for children aged 0-12 years in the Bathurst Community	Update policies and procedures to ensure alignment with: 1. Education and Care Services National Quality Standards. 2. Education and Care Services National Regulations and Law	25% of policies reviewed.	Manager Community Services	One (1) new policy has been developed for Children's Services under a new regulation from 1 October 2020 – Transportation Policy. One (1) Family Day Care specific policy developed – Relative Care	

Bathurst 2040 Objective reference	Deliverable Actions over the next 4 years	Operational Plan – this year's Projects / Tasks	Tracking our Progress	Responsible Officer	Action Year to Date	Status
6.3 6.4 6.7					Children's Services Excursion policy was reviewed to align with amendments to Regulations from 1 October 2020, YTD three (3) Policies reviewed. YTD two (2) new policies developed.	
			Develop Quality Improvement Plans (QIP) aligning with Self-Assessment Tools	Manager Community Services	Self-Assessment Tool completed for Scallywags. YTD review of Family Day Care QIP reviewed and the development of new QIP in September occurred. Family Day Care Coordinator completed online training in development of QIP and using Self-Assessment tool.	
	The provision of Council's Children Services, setting a benchmark for education and care in the Bathurst LGA	Ongoing review of service delivery for future growth of occupancy rates of all services.	Facilitate 1 survey for Family Day Care (FDC) for review of service delivery.	Manager Community Services	No survey completed during September. YTD no survey completed for Family Day Care.	
			Facilitate 1 survey for Long Day Care (LDC) for review of service delivery.	Manager Community Services	No survey completed during September. YTD two (2) family surveys sent to Scallywags families regarding care needs for 2021 and StoryPark App usage	
			Provide 1 Children's Services update report to Council	Manager Community Services	No update report completed during September. YTD no report submitted to Council	
		Maintain occupancy rates within Children's Services	75% occupancy rate for long day care	Manager Community Services	YTD current occupancy rate at 93%	
		Build profile of Family Day Care (FDC) Scheme in the Bathurst Community	10% increase on 2019/2020 occupancy rate in Family Day Care	Manager Community Services	In September five (5) new families registered with the service. YTD twelve (12) new families have registered with the service.	

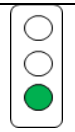
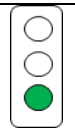
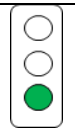
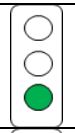
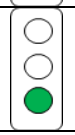
Bathurst 2040 Objective reference	Deliverable Actions over the next 4 years	Operational Plan – this year's Projects / Tasks	Tracking our Progress	Responsible Officer	Action Year to Date	Status
					New enrolments have come through general enquiries wanting to use family day care. A new Educator commenced in Eglinton. The Educator brought a number of enrolments during the month of September.	
	Promotion of Children's Services.	Build community awareness of services offered by Children Services section	Undertake one annual promotional initiative for the section.	Manager Community Services	No promotional initiative completed during September. YTD no annual promotional initiative has taken place.	
			Facilitate 3 marketing mechanisms	Manager Community Services	YTD four (4) marketing mechanisms undertaken using the Children's Services Facebook page include Pirates Day and the promotion of FDC vaccancies.	
			Facilitate 1 marketing mechanism relating to transition to school programs	Manager Community Services	Preschool uniforms ordered for Preschool children for 2021 to align with external Pre Prep services within Bathurst – market preschool program within Scallywags	
	Connect and collaborate with Children's Services networks locally and regionally to ensure services provision reflects strengths and needs of the sector.	Provide community awareness activities relevant to Council's Children's Services.	Facilitate 1 industry, local community forum	Manager Community Services	During September one (1) online training event occurred for Long Day Care staff. During September three (3) online training events were attended by Family Day Care. YTD four (4) attendances undertaken by Children's Services. (online due to COVID).	
			Attendance/participation of 1 regional relevant forum	Manager Community Services	Two FDC staff participated in a Regional online FDC meeting during month. First regional meeting since the start of COVID. YTD two (2) attendances at a Regional event.	

Bathurst Library

Bathurst 2040 Objective reference	Deliverable Actions over the next 4 years	Operational Plan – this year's Projects / Tasks	Tracking our Progress	Responsible Officer	Action Year to Date	Status
4.3	Develop a strategic approach to planning the next-practice library	Review Library against available benchmarks	Report to Council by June 2021	Manager Library Services	No action to date.	
5.3	Maintain and improve community participation in the Library Services	Maintain and improve membership base	Membership is 30% or more of total population	Manager Library Services	To date, the total active membership of Bathurst Library is 12,378 = 29% of Bathurst population. Excluding non-2795 members, membership is 11,594= 27% of Bathurst population. Reciprocal/Temporary (non-2795 postcode) membership is 784.	
		Maintain and improve visitations	Yearly visitations are 140,000 or more (monthly average: 11,666)	Manager Library Services	YTD: 30,358 people visited the Bathurst Library. September: 7,118 people visited the library.	
		Maintain and improve program and event delivery	Deliver 240 or more programs / events per year (monthly average: 20)	Manager Library Services	YTD 37 Programs delivered. September: 12 Programs delivered.	
		Maintain and improve attendance at programs and events	7,800 attendees or more to programs / events per year (monthly average: 650)	Manager Library Services	Adult programs are delivered both online and in-house. Children's programs are delivered via Facebook. We cannot get attendance data from these events are they are changeable. 40 people attended 3 adult author talks in September.	
5.3	Maintain and improve access to information and life-long learning	Maintain and increase circulation of all library material	Loans exceed 240,000 per year (monthly average: 20,000)	Manager Library Services	YTD: 55,391 items borrowed September: 19,081 items borrowed	

Bathurst 2040 Objective reference	Deliverable Actions over the next 4 years	Operational Plan – this year's Projects / Tasks	Tracking our Progress	Responsible Officer	Action Year to Date	Status
		Improve online information	500 digitised Local Studies images are available on Trove by June 2021.	Manager Library Services	In communication with the National Library about the project.	
		Improve adult digital literacy skills	Provide at least 200 tech sessions for adults yearly	Manager Library Services	Tech Assist sessions are currently suspended due to COVID-19.	
		Improve community access to technology	15,600 Public PC bookings or more per year (monthly average: 1,300) and 78,000 Wi-Fi logons or more per year (monthly average: 6,500).	Manager Library Services	YTD 1,853 Public PC bookings. YTD 3,618 Wi-Fi logons. September 682 Public PC bookings. September 1,369 Wi-Fi logons. Note: From 9 June 2020, to ensure appropriate physical distancing, only 6 public PCs are available.	
		Launch Readers Online portal	Launch + demonstration workshop is held by June 2021	Manager Library Services	Research in progress.	
		Honour Wiradjuri History	Create and publish a list of relevant research resources by June 2021	Manager Library Services	Research in progress.	
6.1	Communicate and engage with the community	Growth in followers on the library social media platforms	More than 2,250 Facebook likes and more than 900 Twitter followers	Manager Library Services	Facebook: 2,743 Twitter: 922	
		Monitor community satisfaction with Library Services, Programs and Collections	Launch Library Community Survey in June 2021	Manager Library Services	Work to commence in April 2021.	
6.2	Maintain and create partnerships with local organisations and neighbouring councils	Further the partnership with the Kelso Community Hub	Deliver at least two (2) activities	Manager Library Services	Planning in progress.	

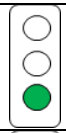
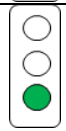
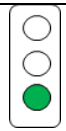
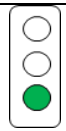
Bathurst Regional Art Gallery

Bathurst 2040 Objective reference	Deliverable Actions over the next 4 years	Operational Plan this year's Projects / Tasks	Tracking our Progress	Responsible Officer	Action Year to Date	Status
1.3	Provide a focus on the visual arts for the community by providing education and public programs that challenge thinking and stimulate creativity and promote cultural vitality in the region through the development and care of the permanent collection, temporary exhibitions and research facilities.	*Increase community participation and engagement through public programs and events*	At least six public programs / events / education programs delivered per exhibition slot with participation over 350	Art Gallery Director	SLOT 1: 15 August - Sunday 11 October 2020 TOTAL: 403 1. Tony Costa Artist Talk (20 participants) 2. Pictures of You (51 participants) 3. Young Archies (150 participants) 4. Online: Saturday Studio Sets: 4 5. Education Activities: Scallywags, Holy Family & Cathedral Schools: 126 participants 6. Mudgee U3A: 33 participants 7. Golderg Aberline Studio workshops (19 participants)	
		Increase student and teacher engagement through education programs and outreach	5% increase in school engagement on 2019/20 Develop Teacher Professional Development Program.	Art Gallery Director	September: Teacher professional development program in development. September: School engagement: regional engagement with 12 regional schools for Young Archies Competition, with 150 entries. September: Kelso HS, Holy Family & Cathedral Schools ed program: 111 participants	
		Provide opportunities for the professional development of regionally based artists through exhibition.	Staging of 4 regional artist projects with at least 3,250 attendees Launch AR+ Central program	Art Gallery Director	1. Stephen Hogan: Imagine (Foyer Space). Total Attendance: 3,269 2. Pictures of You community exhibition. Attendance to 30 September: 4,680 3. Joel Tonks: Forged by fire, shaped by time (Foyer Space). Total Attendance: 3,107 ART CENTRAL replaced with ART COLLECT (COVID-19 adaptive programming)	
			Production of 3 online resources / catalogues.	Art Gallery Director	September: No activity	
		Develop community access to and understanding of contemporary indigenous art through exhibition and tour development.	Staging of 2 exhibitions.	Art Gallery Director	September: exhibition development in process (Groom, Birrunga)	

Bathurst 2040 Objective reference	Deliverable Actions over the next 4 years	Operational Plan this year's Projects / Tasks	Tracking our Progress	Responsible Officer	Action Year to Date	Status
		Develop community access to the permanent collection through exhibition, research, loans and touring exhibitions on an as needs basis.	Staging of 2 permanent collection exhibitions.	Art Gallery Director	1. ART+COLLECT Hill End Highlights (July): Visitation 1,355 2. ART+COLLECT Celebration of Colour (July) Visitation: 824	
			Improve database access through transition to KEmU 100% completion by July 2021.	Art Gallery Director	July: 980 works from BRAG collection digitised, condition reported and updated in database July: KEmu training undertaken by Collections Manager September: no activity or updates	
			Develop timeline and budget for Gallery Store conversion	Art Gallery Director	July: draft plans drawn August: consultation with Paul Connor (architect) undertaken September: no updates	
6.1 **2.6**	Communicate and engage with the community	Increase community engagement on social media platforms.	Increase BRAG Instagram followers to 2,500	Art Gallery Director	July: 2088. August: 2229 September: 2374	
			Increase Hill End AIR Instagram followers to 500	Art Gallery Director	July: 491 August: 550 September 635	
			Increase BRAG Facebook likes by 5%	Art Gallery Director	July likes 2972 = 1.23% increase. August 31: 3020 = 2.86% September 30: 3.88%	
5.2	Promote cultural activity in the Bathurst CBD, neighbourhoods and the region's villages through the development of inclusive and accessible satellite programs and events, and the promotion of Hill End as a significant site of contemporary and historic Australian art and culture.	Develop community understanding of the achievements of the Hill End Artists in Residency Program through exhibition and partnerships.	Staging of 3 Hill End Artists in Residency exhibitions with at least 3,250 attendees.	Art Gallery Director	ART+COLLECT Hill End Highlights (July): Visitation 1,355 September: no activity	

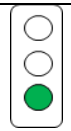
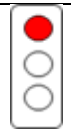
Bathurst 2040 Objective reference	Deliverable Actions over the next 4 years	Operational Plan this year's Projects / Tasks	Tracking our Progress	Responsible Officer	Action Year to Date	Status
			Develop residency partnership: National Art School	Art Gallery Director	September: in development	
			Source funding for cottage refurbishment projects	Art Gallery Director	July: Margaret Olley Trust: $7,500 confirmed August: Drought Fund ($40,000 Murrays Cottage, $40,000 Haefligers Cottage) confirmed	
		Broaden access and inclusion to the Gallery's exhibition program through off-site and public art projects	Develop and deliver one community participatory public art project	Art Gallery Director	BRAG commissioned Tum by local artists Sonny Day & Biddy Maroney for the 2020 Winter Festival illuminations program (July 2020). September: No activity	
			Delivery of 2 off-site programs / events with at least 1,000 participants	Art Gallery Director	BRAG commissioned local artists Sonny Day & Biddy Maroney to produce an original work, Turn, for the 2020 Winter Festival illuminations program (July 2020) September: No activity	
		Implement relevant activities within the Public Art Policy as resources permit	Develop Public Art Policy Asset Register	Art Gallery Director	September: in development	
			Develop Public Art Policy Artists Register	Art Gallery Director	Completed	
1.3 **6.6**	Increase in revenue generated from gallery retail outlet and programs	An increase on 2019/20 total revenue generated from gallery retail and sales	5% increase in revenue	Art Gallery Director	August: 2019-2020: $2,783.35; 2020-2021: $5,162.65. 85.5% increase September: 2019-2020: $2,371.45; 2020-2021: $7,589.10. 220% increase YTD total (July-Sep): 2019-2020: $9,541.35; 2020-2021: $17,501.35. 104.6% increase	

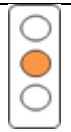
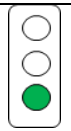
Bathurst Memorial Entertainment Centre

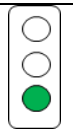
Bathurst 2040 Objective reference	Deliverable Actions over the next 4 years	Operational Plan – this year's Projects / Tasks	Tracking our Progress	Responsible Officer	Action Year to Date	Status
4.1 **1.1** **1.2** **5.3** **6.2**	Implement a strategic approach to planning the next-practice Performing Arts Centre	Consultant to develop framework, provide timeline, and produce interim solution	Timeline and interim solution provided by July. Framework provided by August	Manager BMEC	Timelines and arrangements reviewed due to COVID-19, other influencing factors and budget considerations.	
5.2 **5.3**	Maintain and improve community participation in BMEC services and activities	Maintain and improve average number of tickets purchased per Member	*Average of at least 5 tickets per Member*	Manager BMEC	YTD 9.7 average Tickets Purchased by Member: however actual purchases for the financial year will decrease as refunds have been required due to COVID-19 cancellations or postponements. YTD 148 current members rolled over from 2020 into 2021 year The BMEC Annual Season is a calendar year program. Current plans will have 2021 season on sale in November 2020. Depending on COVID-19 effects.	
		Maintain and improve venue attendance	Attendances exceed 55,000	Manager BMEC	Visitors: Total number of people through the venue in September 1,752 Bathurst Eisteddfod ran from 22 August – 5 September. Apart from Eisteddfod nine (9) other events took place at BMEC – including meetings. Box Office processed 748 transactions which included sales, refund and transfers, with a total of $13,792 in financial transactions In September there are 18 active events in VIVATICKET (ENTA) ticketing system.	
		Maintain and improve program and event delivery	Deliver approximately 14 Season and other events, 7 associated workshops and a Local Stages Program including LEAP program, local writers and other performing arts development	Manager BMEC	Bump in on new musical The Persian Queen has begun. This new work has been in development over 3 years with the support of Local Stages. 25 Community members involved. Writers Festival presenter author event online. 15 people attended	

Bathurst 2040 Objective reference	Deliverable Actions over the next 4 years	Operational Plan – this year's Projects / Tasks	Tracking our Progress	Responsible Officer	Action Year to Date	Status
		Maintain and improve attendance at programs and events	5,200 attendees or more to Season shows and 4,000 at associated and Local Stages projects per year	Manager BMEC	Season shows cancelled due to COVID-19.	
1.1 **1.2** **5.3**	Communicate and engage with the community	Growth in community engagement	At least one intrinsic impact study per year. 2% growth in social media followers over 2019/2020	Manager BMEC	YTD 11.3% growth in facebook followers from 6 Sept 2019. BMEC currently has: • 3,398 Facebook followers • 515 Twitter Followers • 995 Instagram followers	

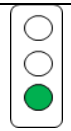
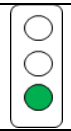
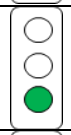
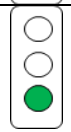
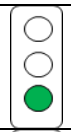
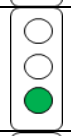
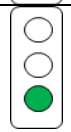
Museums

Bathurst 2040 Objective reference	Deliverable Actions over the next 4 years	Operational Plan – this year's Projects / Tasks	Tracking our Progress	Responsible Officer	Action Year to Date	Status
2.6 **1.1** **1.2** **1.3** **6.6**	An increase in total visitor numbers to the Bathurst Regional Council managed museums of 8% over 4 years	An increase of 6% total visitors from 2017/18 numbers to: • Australian Fossil and Mineral Museum • National Motor Racing Museum • Chifley Home and Education Centre • Bathurst Rail Museum	Total increase of 6% in visitor numbers	Manager Museums	Total number of visitors to museums in September 2020 was 7,220 which is a 25% increase from September 2017 numbers of 5,762 (noting new museum open during this period). YTD 26,941 visitors to museums, which is an 83% increase on 2017 visitor numbers of 14,688. **Australian Fossil & Mineral Museum** 2,227 which is a 13% decrease from September 2017 visitor numbers of 2565. **National Motor Racing Museum** 2,992 which is an 3% increase from September 2017 visitor numbers of 2896. **Bathurst Rail Museum** 2,001 in September 2020. * note Rail Museum opened February 2020. **Chifley Home & Education Centre (remains closed due to COVID-19)** 0 which is a decrease from September 2017 visitor numbers of 161.	
2.6 **1.1** **1.2** **1.3** **6.6**	An increase in the total educational/schools engagement with the Bathurst Regional Council managed museums of 8% over 4 years	An increase of 6% in total education/schools engagement from 2017/18 numbers to: • Australian Fossil and Mineral Museum • National Motor Racing Museum • Chifley Home and Education Centre • Bathurst Rail Museum	Total increase of 6% in education/school engagement	Manager Museums	The number of education/school engagement across the Museums in September 2020 was 0 which is a decrease on September 2017 numbers of 965. *Note education programs and tour groups remain suspended under COVID-19. YTD zero (0) education/school engagement across the Museums. **Australian Fossil & Mineral Museum** 0 which is a decrease on September 2017 visitor numbers of 831. **National Motor Racing Museum** 0 which is a decrease on September 2017 visitor numbers of 134. **Bathurst Rail Museum** 0 in July 2020.	

Bathurst 2040 Objective reference	Deliverable Actions over the next 4 years	Operational Plan – this year's Projects / Tasks	Tracking our Progress	Responsible Officer	Action Year to Date	Status
					Chifley Home & Education Centre (remains closed due to COVID-19) 0 which is the same as August 2017 visitor numbers of 0.	
2.6 **1.1** **1.2** **1.3** **6.6**	The provision of a range of public programs, exhibitions and community events at the Bathurst Regional Council managed museums	Undertake exhibitions, public programs and community events across the Bathurst Regional Council managed museums	Minimum six exhibitions, five public programs and two community events	Manager Museums	YTD six (6) exhibitions YTD zero (0) Community Events YTD zero (0) Public Programs In September 2020 the following has occurred: **Exhibitions** **Australian Fossil and Mineral Museum** Chapman Collection. **National Motor Racing Museum** 1935 Riley Imp (driven in 1947 Australian Grand Prix at Mount Panorama), 1993 Subaru Impreza WRX World Rally Championship Car, and 1993 Ford Falcon V8 Supercar arrived on loan. Upcoming Dick Johnson Special Exhibition content in production for installation prior to race week. **Chifley Home and Education Centre** Online Exhibition, Interpretations: A Reproduced History An exhibition of work by 13 students of the School of Teacher Education Charles Sturt University **Bathurst Rail Museum** The O'Connell Family Local Stories cabinet ongoing. **Community Events** Nil – suspended due to COVID-19 **Public programs** Nil – suspended due to COVID-19	
2.6 **1.1** **1.2** **1.3** **6.6**	An overall increase in revenue generated from museum retail outlets and venue hire across the Bathurst Regional Council managed museums	An increase of 6% total revenue from 2017/18 numbers to: • Australian Fossil and Mineral Museum • National Motor Racing Museum • Chifley Home and Education Centre • Bathurst Rail Museum	Total increase of 6% in revenue	Manager Museums	Total retail and venue hire gross income across the Museums in September 2020 was $46,100.45 which is a 12% increase on September 2017 income of $41,030.82 YTD $152,471.45 total retail and venue hire gross income across the Museums, which is an 55% increase on September 2017 of $98,164.25. In September 2020 the following retail and venue hire gross revenue was achieved: **Australian Fossil & Mineral Museum**	

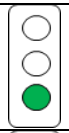
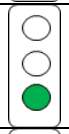
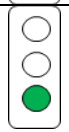
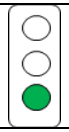
Bathurst 2040 Objective reference	Deliverable Actions over the next 4 years	Operational Plan – this year's Projects / Tasks	Tracking our Progress	Responsible Officer	Action Year to Date	Status
					$14,359 which is a 28% decrease on September 2017 income of $10,268.82 **National Motor Racing Museum** $26,164.45 which is a 13% decrease on September 2017 income of $30,422.00 **Chifley Home and Education Centre:** Remains closed due to COVID-19. $0 which is a decrease on August 2017 income of $34. **Bathurst Rail Museum** $5,577.00 in September 2020.	
1.1 **1.2** **1.3** **6.6**	Central Tablelands Collection Facility	Commence construction of Central Tablelands Facility including preparation of BRC objects for move into the facility	Commence construction and object preparation for move	Manager Museums	In September 2020 the following occurred: • Final price received and negotiations occurring to finalise contract with builders • Consultation with other Collections industry groups continuing	

Tourism

Bathurst 2040 Objective reference	Deliverable Actions over the next 4 years	Operational Plan – this year's Projects / Tasks	Tracking our Progress	Responsible Officer	Action Year to Date	Status
2.1 **6.1**	Grow the number and engagement of businesses associated with the Visitor Economy	Work with local operators in the provision of visitor services	10 new packages, products or experiences developed	Manager Tourism & Visitor Services	In August five (5) New experience packages developed for 'Greatest Staycation' campaign YTD seven (7) experiences developed.	
		Grow Regional Tourism Partnership program	Number of tourism partners increased by 10%	Manager Tourism & Visitor Services	163 tourism partners as at 30 September 2020. Partnership fees waived for 2020/2021. Campaign targeting new businesses underway.	
		Increase stakeholder advertising in Destination Planner	Advertising revenue increased 10%	Manager Tourism & Visitor Services	New advertising prospectus distributed. 30 Ads booked to 30 September	
2.6	Provide visitors and prospective visitors to the area with quality information and services.	Develop new engaging content for Bathurst Step Beyond App	2 new tour products added	Manager Tourism & Visitor Services	Preliminary meeting in July – development of Wiradjuri Tour Script developed and concept tours in draft form. Requiring input from Wiradjuri groups – requested.	
		Increase volume of online bookings	Increase of 20% bookings through online portal	Manager Tourism & Visitor Services	September- $8,509.30 of bookings made. YTD 61.9% increase against 2019.	
		Develop annual Destination Planner	2021 Destination Planner published	Manager Tourism & Visitor Services	Graphic designer appointed and work underway on new Planner.	
		Develop new Bathurst region villages touring itineraries	6 new itineraries created and published on website/available at BVIC	Manager Tourism & Visitor Services	No new itineraries created in September 2020.	

Bathurst 2040 Objective reference	Deliverable Actions over the next 4 years	Operational Plan – this year's Projects / Tasks	Tracking our Progress	Responsible Officer	Action Year to Date	Status
		Create focused local range of retail products and souvenirs at BVIC	Retail sales at BVIC increase by 10% over previous year	Manager Tourism & Visitor Services	September - $ 5,520.45 gross retail revenue. YTD 6.7% increase	
2.6	Effectively promote and market the Bathurst Region as a key destination	Develop new 2020-2022 marketing plan	Plan completed & adopted by Council	Manager Tourism & Visitor Services	New draft plan commenced.	
		Implement online content strategy	Destination website page views increase 15% Industry website page visits increase 20% Total social media following increase 20%	Manager Tourism & Visitor Services	Pageviews YTD 70.50% increase on 2019/2020 YTD No metrics available for industry website page visits. YTD of 19.35% total social media increase	
		Develop and produce new resident information for Mayoral Welcome Wagon	Material produced and distributed at Welcome Wagon events	Manager Tourism & Visitor Services	No event held in August 2020	
2.6	Increase total number of visitors and overnight stays in the Bathurst region	Promote Bathurst region to niche and specialist markets as identified in Destination Management Plan and Brand strategy	Overnight visitors increase by 5% Average length of stay increases by 7.5%	Manager Tourism & Visitor Services	YTD No updated statistics available. Tourism Research Australia data pending.	
		Promote BVIC as essential step off point for Bathurst region.	Annual visitation to BVIC increases 3%	Manager Tourism & Visitor Services	July school holiday visitation increased by 16.8%. YTD visitation decrease of 12% on 2019/20.	

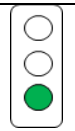
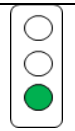
Destination Management

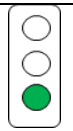
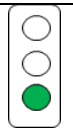
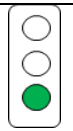
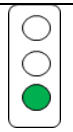
Bathurst 2040 Objective reference	Deliverable Actions over the next 4 years	Operational Plan – this year's Projects / Tasks	Tracking our Progress	Responsible Officer	Action Year to Date	Status
2.6	Utilise the Destination Management Plan as a basis for marketing, promotion and tourism development	Implement the Strategic priorities of the 2019 DMP	25% of actions completed or underway	Manager Tourism & Visitor Services	23 priority actions representing 22.1% completed or underway as at 30 September 2020.	
2.6	Support the Tourism Reference Group, which consists of a cross section of the industry	Improved collaboration between industry groups and Council.	Hold at least 4 meetings with industry	Manager Tourism & Visitor Services	No meetings held in September 2020	
2.6	Connect with industry	Continue monthly industry eDM Host minimum of 4 industry gatherings Increase engagement with industry website	Minimum of 12 eDMs issued Minimum of 4 events held Pageviews increase 25%	Manager Tourism & Visitor Services	September 5 eDMs issued YTD 24 eDMs issued. No Industry events in August 2020 No metrics yet available for this site	
2.6	Set and measure benchmarks	Publish annual market intelligence report to strengthen knowledge and guide investment.	Report produced	Manager Tourism & Visitor Services	Strategy for producing report accepted at July meeting of Council.	

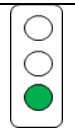
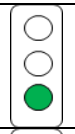
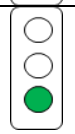
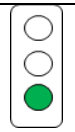
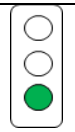
Environmental, Planning & Building Services

Council will manage growth and development in alignment with Council's and the NSW Government's planning instruments and controls, and continue forward planning through reviews of the Housing Strategy, Open Space Strategy and Transport and Parking Strategy. Adoption of a new Economic Development Strategy will identify opportunities for continued growth, mindful of Council's obligations to environmental stewardship, heritage conservation and good urban design.

Environmental

Bathurst 2040 Objective reference	Deliverable Actions over the next 4 years	Operational Plan – this year's Projects / Tasks	Tracking our Progress	Responsible Officer	Action Year to Date	Status
6.4 **5.2** **5.4**	Meet Council's responsibilities under the Companion Animals Act 1998 by continuing to provide community programs relating to responsible pet ownership	Complete Responsible Pet Ownership community programs Maintain and enhance areas for off-leash recreation for dogs	Two Community desexing programs conducted Pet Education event held Educational radio interviews conducted weekly Educational social media posts conducted monthly Maintain Kefford Street Off Leash areas fortnightly	Team Leader Regulatory Services	Weekly radio interviews undertaken in September 2020. Maintenance of off-leash areas regularly undertaken during September 2020.	
6.4 **5.4**	Meet Council's responsibilities under the Companion Animals Act 1998 and Impounding Act 1993 by promptly responding to customer requests and implementing enforcement action for breaches	Investigate animal related complaints, including matters reported after hours Undertake regulatory action consistent with Council's Enforcement Policy for identified breaches	95% of customer requests responded to within adopted corporate standards 100% response to customer requests reported out of hours	Team Leader Regulatory Services	94% of customer requests responded to within adopted corporate standards. 83 customer requests were investigated during the month of September. 100% of customer requests responded to out of hours	

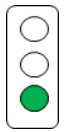
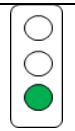
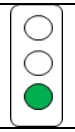
Bathurst 2040 Objective reference	Deliverable Actions over the next 4 years	Operational Plan – this year's Projects / Tasks	Tracking our Progress	Responsible Officer	Action Year to Date	Status
6.4	Meet Council's responsibilities under the Prevention of Cruelty to Animals Act 1979 and the Impounding Act 1993 in the operation of the Small and Large Animal Impounding Facilities	Operate Small Animal Pound at Vale Road site	Implement social media program to promote rehoming of impounded dogs and cats Increase the % of impounded dogs returned to owner or sold or released to welfare organisation Increase the % of impounded cats returned to owner or sold or released to welfare organisation	Team Leader Regulatory Services	Adoption posts were regularly made during September 2020. Promotion of pets available for adoption is ongoing. OLG database has been unavailable since May 2020 so rehoming figures unavailable at present.	
		New Small Animal Impounding Facility construction commenced	Construction 50% completed by 1 April 2021	Manager Environment	Design for DA complete. Statement of Environmental Effects complete. Acoustic assessment finalised.	
6.4 **4.4** **5.2** **5.4**	Meet Council's responsibilities under the Road Rules 2014 and Fines Act 1996	Monitor and enforce parking regulations on public roads Implement a community education program regarding the Australian Road Rules	Daily monitoring undertaken Educational social media posts conducted monthly	Team Leader Regulatory Services	Daily monitoring undertaken, with an educational approach in place due to COVID-19.	
6.4 **5.2**	Meet Council's contractual obligations under the Local Government Act 1993 in monitoring and enforcing parking regulations in off street car parks	Monitor and enforce parking regulations in off street car parks in accordance with contractual obligations	100% compliance with contractual obligations	Team Leader Regulatory Services	Regular monitoring of car parks undertaken during September.	

Bathurst 2040 Objective reference	Deliverable Actions over the next 4 years	Operational Plan – this year's Projects / Tasks	Tracking our Progress	Responsible Officer	Action Year to Date	Status
3.1 **3.2** **3.3** **3.4** **6.4** **1.4**	Meet Council's responsibilities under the Protection of the Environment Operations Act	Investigate customer requests and pollution incidents Undertake regulatory action consistent with Council's Enforcement Policy for identified breaches	95% of customer requests responded to within adopted corporate standards	Manager Environment	92% of customer requests responded to within adopted corporate standards 24 customer requests were investigated in the month of September.	
		Undertake educational programs to enhance community knowledge	Monthly posts on the @sustainablebathurst Facebook page	Manager Environment	Posts in September focused on water restrictions and waste management.	
3.3 **3.5** **6.1**	Continue to improve the community's awareness and capacity regarding environmental sustainability	Communicate sustainability messages via a range of on-line and traditional media sources Conduct sustainability education programs	Weekly posts on the @sustainablebathurst Facebook page Conduct Sustainable Living Expo in March 2021 Conduct a sustainability education program targeting primary school aged students by December 2020	Manager Environment	Posts in September focused on Spring with posts around Biodiversity Month, swooping magpies and gardening. Implementation of the "Get Grubby" schools education program ongoing, with 23 schools signed up for the program. Bookings made for Enviromentors program for primary schools. Delivery has been delayed until term 1 2021 to meet the needs of schools.	
3.1 **3.2** **6.4**	Implement Council's Onsite Sewage Management Strategy and meet Council's obligations under the Local Government Act 1993	Conduct inspections and issue approvals for existing onsite sewage management systems without approvals or requiring renewal	Increase the number of onsite sewage management systems with a current approval to operate	Manager Environment	Inspection program is ongoing but still a reduced frequency due to Covid-19 restrictions.	
3.1 **3.4** **3.5** **1.4**	Meet Council's obligations under the Local Government Act 1993 and community expectations to manage, restore, enhance and conserve the natural environment	Implement the Urban Waterways Management Plan Implement the Biodiversity Management Plan Implement the Pest Bird Management Plan	Implement a priority project identified in the Urban Waterways Management Plan. Implement a priority project identified in the Biodiversity Management Plan. Implement a priority project identified in the Pest Bird Management Plan	Manager Environment	Planning underway for UWMP projects for this year, with a focus on works in Hawthornden Creek. Planning underway for BMP projects for this year. Nest box program currently underway to increase available habitat for Native birds within the urban areas. 113 Nestboxes had been provided up until the end of September.	

Bathurst 2040 Objective reference	Deliverable Actions over the next 4 years	Operational Plan – this year's Projects / Tasks	Tracking our Progress	Responsible Officer	Action Year to Date	Status
		Implement the Roadside Vegetation Management Plan	Implement a priority project in the Roadside Vegetation Management Plan		A myna bird trapping research program was conducted. Planning underway for RVMP projects for this year.	
3.5 **3.3** **6.6**	Implement energy efficiency and renewable energy projects at Council facilities	Implement the Renewable Energy Action Plan	Implement a priority project identified in the Renewable Energy Action Plan	Manager Environment	The installation of a 90kWh solar array at the Bathurst Memorial Entertainment Centre was complete in July 2020.	
3.1 **3.4** **6.4** **1.4** **4.6**	Meet Council's obligations under the Biodiversity Conservation Act 2016, Fisheries Management Act 1994 and Water Management Act 2000 Meet Council's obligations under SEPP55 and related planning policies	Ensure the assessment of development applications meets all of the requirements of the Biodiversity Conservation Act 2016, Fisheries Management Act 1994, Vegetation SEPP and Koala SEPP Ensure that Council activities are compliant with the requirements of the Biodiversity Conservation Act 2016 Ensure the assessment of development applications meets all of the requirements of SEPP55 and Council's Contaminated Land Policy	Number of development applications assessed and professional advice provided. Council policies and plans are reviewed and updated where required to ensure consistency with current legislation Assess vegetation removal applications in urban zones in accordance with the vegetation SEPP in Council's DCP. Professional advice provided including pre-DA advice on contaminated land matters	Manager Environment	16 development applications were assigned for environmental assessment in September 2020. Advice provided during September 2020 for various Council activities and their implications under the Biodiversity Conservation Act. A new web-based enquiry process was developed in August 2020 which will streamline the enquiry and application process for vegetation removal. Advice provided on a regular basis.	
2.3 **3.3** **5.2**	Contribute to the development of Bathurst as a Smart City	Establish the Bathurst Region as an EV charging destination	Implement a priority project to meet NSW plan targets	Manager Environment	The final draft of Council's Electric Vehicle transition plan was received in July 2020 and is currently under review.	
3.3 **3.5** **6.4** **3.1**	Meet Council's statutory reporting obligations under the Local Government Act 1993	Monitor the operational footprint of Council's operations and report on trends identified. Measure and collate the trends in environmental condition	Collate data and prepare reports on Environmental data on an annual basis	Manager Environment	Data collation was completed for the 2019/20 SOE report in July 2020. Preparation of the Regional SOE and Bathurst SOE commenced.	

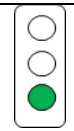
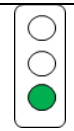
Bathurst 2040 Objective reference	Deliverable Actions over the next 4 years	Operational Plan – this year's Projects / Tasks	Tracking our Progress	Responsible Officer	Action Year to Date	Status
		across the Local Government Area				
6.4 **5.4**	Meet Council's obligations in the Food Regulation Partnership and the Food Act 2003	Conduct a program of inspections of food premises including home-based food premises to ensure compliance with regulations	Conduct an inspection of all high and medium risk food premises by June 2021 Implement a risk based inspection program for home-based food premises Prepare and distribute educational material on food safety three times annually 95% of customer requests responded to within adopted corporate standards	Manager Environment	Food inspection program ongoing during September 2020. Council is receiving a high volume of requests to operate home based businesses at present. Council's educational materials are focused on advice on complying with Public Health Order no3. 100% of customer requests were responded to within adopted corporate standards.	
6.4 **5.4**	Meet Council's obligations under the Public Health Act 2010 and associated regulations	Conduct a program of inspections of skin penetration premises, public swimming and spa pools and cooling towers	Conduct an inspection of all skin penetration premises Conduct an inspection of all public swimming pools and spa pools Implement the activities identified as Council's role in Legionella management and the inspection of cooling towers 95% of customer requests responded to within adopted corporate standards	Manager Environment	Skin penetration premises and public swimming pools were not inspected during September 2020. NSW Health is conducting inspections of skin penetration premises at present to ensure compliance with Public Health Order no 3. Liaison with operators of cooling towers continued in September 2020. 15 customer requests were registered with Council during September 2020.	

Planning

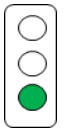
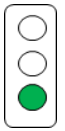
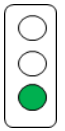
Bathurst 2040 Objective reference	Deliverable Actions over the next 4 years	Operational Plan – this year's Projects / Tasks	Tracking our Progress	Responsible Officer	Action Year to Date	Status
1.5 **2.1** **3.3** **4.6** **5.5** **6.4**	Prepare relevant planning proposals to ensure Council's planning controls remain relevant and up to date.	Prepare draft LEP and DCP amendments	Planning proposals referred to NSW Department of Planning & Environment for gazettal	Manager Strategic Planning	1. LEP Amendment: Moveable and Monumental Heritage. Gateway determination received. On public exhibition until 14 September 2020. 2. LEP Amendment: Open Space. Gateway determination received. On public exhibition until 14 September 2020. 3. LEP and DCP Amendment: Laffing Waters Master Plan. Planning Proposal being prepared. 4. LEP and DCP Amendment: Heritage Conservation Area Review. Planning Proposal being prepared. 5. DCP Amendment Housekeeping – update various items – draft planning controls being prepared. 6. DCP amendment – mapping review – project commenced.	
1.5 **2.1** **3.3** **4.6** **5.5** **6.4**	Investigate relevant land use and planning issues of the Bathurst Region.	Prepare studies and plans.	Draft studies/plans are well underway by 30 June 2021	Manager Strategic Planning	1. Bathurst Town Centre Master Plan. Stage 2 consultation underway. Draft Master Plan being prepared. 2. Health and Knowledge Precinct Master Plan. Draft Master Plan being prepared. 3. Village Plans. Preliminary investigations and research underway. Consultation plan for Rockley and Sofala being prepared. 4. Bathurst Streets as Shared Spaces Pilot Project – working party held with Councillors and flyers delivered for information session for property and business owners in the project area. 5. Hereford St Corridor investigations – Draft consultants brief being prepared.	
4.1 **4.6** **6.4**	Review and update Council's section 7.11 plans.	Review existing or prepare new s7.11 Plans	Draft plans considered and adopted by Council	Manager Strategic Planning	1. Update Stormwater Drainage Contribution Plan – modelling being finalised.	

1.1 **1.2** **1.5** **4.6** **5.5**	Implement the Bathurst Regional Heritage Plan.	Provide a Heritage Advisory Service.	Number of site visits undertaken by the heritage advisory service.	Manager Strategic Planning	1. 2020/21 site visits to date: 33 (Due to COVID -19 some site visits are occurring on-line/virtually). 2. Review of guidelines and production of a webinar for preparation of Statement of Heritage Impact commenced. 3. Preparation of guidelines and production of a webinar for the preparation of heritage interpretation strategies underway.	
		Provide heritage incentive funding programs to protect, maintain, enhance and promote the regions heritage assets.	Value of works generated from Council's incentive funds.	Manager Strategic Planning	1. Bathurst Region Local heritage fund – Applications for funding under the 2020/21 program assessed. Funding offers distributed to 72 projects. Projects underway. 2. Bathurst Region Conservation and Interpretation Fund – Applications for funding under the 2020/21 program assessed. Funding offers distributed to 11 projects. Projects underway. 3. Bathurst CBD Main Street Improvement Fund – Applications for funding under the 2020/21 program assessed. Funding offers distributed to 12 projects. Projects underway.	
		Prepare and implement projects for the interpretation and display of cultural heritage and history information.	New interpretative/ promotional information made available.	Manager Strategic Planning	1. Mount Panorama (Wahluu Boardwalk) text for signage at lookout and along the walk being prepared. 2. Pillars of Bathurst project paused for 2021. Nominations for new Pillars in 2022 open until end of July 2021.	
		Prepare research/studies into the region's heritage values	Studies/plans considered and adopted by Council. Number of local heritage items included in the Local Environmental Plan.	Manager Strategic Planning	1. Bathurst Region Heritage Plan review – consultation with heritage reference group underway.	

Development Assessment

Bathurst 2040 Objective reference	Deliverable Actions over the next 4 years	Operational Plan – this year's Projects / Tasks	Tracking our Progress	Responsible Officer	Action Year to Date				Status
1.5 **4.1** **4.6** **6.4**	Ensure the assessment of development and other applications, in accordance with planning instruments, development control plans and policies, occurs within appropriate timeframes.	Process all development applications within statutory time frames set out in the Environmental Planning and Assessment Act 1979	To be at or below the state average for determination times of development applications	Manager Development Assessment		NSW State Average 2017-18	Bathurst Regional Council **September 2020**	Bathurst Regional Council year to date average	
					Average gross days taken to determine a DA	84	61.12	54.02	
					Average nett days taken to determine a DA	47	52.04	44.83	
			To be at or below the state average of determination times for complying development	Manager Development Assessment		NSW State Average 2017-18	Bathurst Regional Council **September 2020**	Bathurst Regional Council year to date average	
					Average days taken to determine a CDC	15	2.13	3.63	

Economic Development

CSP 2040 Objective Reference	Deliverable Actions over the next 4 years	Operational Plan – this year's Projects / Tasks	Tracking our Progress	Responsible Officer	Action Year to Date	Status
2.1 **2.2** **2.3** **2.4** **2.6** **4.1** **4.5** **5.5** **6.3**	Implementation of the Economic Development Strategy 2018-2022 and associated actions.	Nurture economic infrastructure development by supporting the development of the aerodrome, industrial precincts and telecommunications.	Seek funding for economic infrastructure projects.	Manager Economic Development	- Reviewing Federal Regional Connectivity Program - Production of Aerodrome promotional prospectus underway	
		Market-leading promotional campaigns to increase residential relocations and a sense of place.	Continued support for joint regional relocation campaigns. All 4 entrance billboards and welcome signs updated/maintained as required. Lifestyle promotional content created/updated. including the Bathurst Region website	Manager Economic Development	- 4 entrance billboards updated with Doors Open branding - Collaboration with NSW Regional Cities on new relocation campaign	
		Support local businesses and start-ups through engagement, support and economic programs.	12 eNewsletters issued. Cluster Strategy developed and cluster groups activated. Run BizMonth, Buy Local Gift Cards and Business Leaders Lunch programs. Bathurst Business Hub website updated/maintained. Attendance at 75% of Business Chamber After-Hours events. Representation at all "Upstairs Start-up Hub" board meetings. Promote resources to businesses including the ID websites and Spendmapp	Manager Economic Development	- All eNewsletters sent to date - Cluster Strategy business consultations finished - BizMonth planning underway - Representation at all virtual Business Chamber events to date - All Upstairs Startup hub board meetings attended to date	

	Grow local employment, investment and attract new businesses	Organise the Bathurst Jobs Expo with minimum 40 stalls and 1,500 attendees. Minimum of 60 new local jobs promoted each month Develop relocation proposals, relocation materials and support the relocation of new businesses.	Manager Economic Development	- 235 jobs posted on Evojobs to date	
	Develop Bathurst into a Smart Community of national significance. Support innovative practices from industry.	Monthly Project Group meetings held. Seek funding and roll out Smart Community priority projects. Promote Bathurst as a Smart Community through marketing campaigns and speaking at events.	Manager Economic Development	- Monthly meetings held to date - Discussions ongoing with various IT software development firms to be based in Bathurst - Selection of locations for placement of Smart Benches (Community Building Partnerships Grant)	

2020-2021 Section 356 Donations
Report as at 30 September 2020

Details	Reference	Date	Standard Annual Donations	Specific Donations	Mt Pan Fee Waived	BMEC Donations	Sundry Donations	TOTAL
			$	$	$	$	$	$
Annual Budget			**80,325.00**	**42,270.00**	**35,000.00**	**69,000.00**	**20,000.00**	**246,595.00**
Spent to date:								
WRAS Annual Subscription/donation	Operation Plan	29/07/2020	-2,518.00					**-2,518.00**
Sofala Progress Association	Operation Plan	14/08/2020	-2,500.00					**-2,500.00**
Bathurst Refugee Support Group Inc (BRSG)	Operation Plan	14/08/2020		-2,000.00				**-2,000.00**
Bathurst Seymour Centre Inc	Operation Plan	14/08/2020		-2,500.00				**-2,500.00**
Bathurst Mens Shed Incorporated	Operation Plan	14/08/2020		-1,000.00				**-1,000.00**
Lifeline Central West	Operation Plan	26/08/2020		-5,000.00				**-5,000.00**
Bathurst Remembers / AVAMS / Communications and Resources Project	Operation Plan	26/08/2020		-4,000.00				**-4,000.00**
Monkey Hill UHF Repeater	Operation Plan	26/08/2020	-1,000.00					**-1,000.00**
Central West Women's Health Centre Inc	Operation Plan	7/09/2020		-2,000.00				**-2,000.00**
Lions Club of Bathurst Inc	Operation Plan	8/09/2020		-2,000.00				**-2,000.00**
Western Sydney University Medical Scholarship	GM 18/09/19 Item 4	10/09/2020	-5,000.00					**-5,000.00**
Bathurst Gardener's Club Inc	Operation Plan	23/09/2020		-500.00				**-500.00**
Amount Spent			**-11,018.00**	**-19,000.00**	**0.00**	**0.00**	**0.00**	**-30,018.00**
Available Balance before commitments			**69,307.00**	**23,270.00**	**35,000.00**	**69,000.00**	**20,000.00**	**216,577.00**
Committed:								
Bathurst AH&P Association	Operation Plan		-8,244.00					**-8,244.00**
Bathurst Junior Sports Awards (2BS)	Operation Plan		-5,000.00					**-5,000.00**
Macquarie Philharmonia - Platinum Donation	Operation Plan		-2,000.00					**-2,000.00**
Sofala & District AH&P Association	Operation Plan		-350.00					**-350.00**
The Neighbourhood Centre (formerly BINC)	Operation Plan		-900.00					**-900.00**
Bathurst City Colts Water Account	Operation Plan		-6,856.00					**-6,856.00**
Bathurst City & RSL Band Association Inc	Operation Plan		-5,000.00					**-5,000.00**
Evans Art Council	Operation Plan		-3,000.00					**-3,000.00**
CSU Foundation Trust (Gordon Bullock Scholarship)	Operation Plan		-3,000.00					**-3,000.00**
CSU Foundation Trust	Operation Plan		-5,000.00					**-5,000.00**
Bathurst District Sport & Rec (BDRSC) grants	Operation Plan		-20,000.00					**-20,000.00**
Mitchell Conservatorium - BMEC Concerts	Operation Plan					-7,000.00		**-7,000.00**
BMEC - Bathurst Eisteddfod Sep 2020	Operation Plan					-30,000.00		**-30,000.00**
BMEC - Bathurst Youth Council	Operation Plan					-2,000.00		**-2,000.00**
BMEC - CPSA Monthly Meetings	Operation Plan					-11,000.00		**-11,000.00**
Russell St Road Closures	Operation Plan		-7,500.00					**-7,500.00**
Bathurst Street & Custom Motorcycle Show	Operation Plan			-13,970.00				**-13,970.00**
Bathurst Remembers WW2 Exhibition 2020	DCS&F 19/06/19 Item 11					-7,000.00		**-7,000.00**
Australasian Mining History Association	DCS&F 21/08/19 Item 6					-2,000.00		**-2,000.00**
HK HT HG Holden Nationals Event	DCS&F 18/09/19 Item 9				-5,000.00			**-5,000.00**
Bathurst Edgell Jog	Operation Plan			-5,000.00				**-5,000.00**
Community Opportunity Shop Inc	Operation Plan			-800.00				**-800.00**
Bathurst City Mens Bowling Club - Carillon Fours	Operation Plan			-1,000.00				**-1,000.00**
Central Tablelands Woodcraft Inc	Operation Plan			-500.00				**-500.00**
Bathurst Stamp, Coin, Collectables and Lapidary Club Inc	Operation Plan			-1,500.00				**-1,500.00**
Eglinton Public School P & C Country Fair Committe	Operation Plan			-500.00				**-500.00**
This is My Brave Australia Inc	19/08/20 Item 7.3.5					-3,181.50		**-3,181.50**
Packard Automobile Club of Australia Inc	19/08/20 Item 7.3.7		-2,500.00					**-2,500.00**
Mount Panorama Punish	19/08/20 Item 7.3.9				-1,619.00			**-1,619.00**
Amount Committed			**-69,350.00**	**-23,270.00**	**-6,619.00**	**-62,181.50**	**0.00**	**-161,420.50**
Adjustment between Funds			43.00				-43.00	
Available Balance			**0.00**	**0.00**	**28,381.00**	**6,818.50**	**19,957.00**	**55,156.50**

Summary Remaining Budget	**$**
Standard Annual Donations	0.00
Specified Donations	0.00
Mt Pan Fee Waived	28,381.00
BMEC Donations	6,818.50
Sundry Donations	19,957.00
Total Remaining	**55,156.50**

Summary	**$**
Total Budget	246,595.00
Less: Amount Spent	-30,018.00
Less: Amount Committed	-161,420.50
Total Remaining	**55,156.50**

Market Rental Subsidies for 2020/21

NAME OF TENANT	LOCATION	Current Rent PA	Estimated Market Rent	BRC Rental Subsidy
Mitchell Conservatorium	Machattie Park Cott	550.00	16,804.00	16,254.00
Central Tablelands Woodcraft Inc	Learmonth Park	576.07	15,637.00	15,060.93
Community Opportunity Shop Inc	8 Lions Club Drive	1,100.00	20,849.00	19,749.00
Community Opportunity Shop Inc	Veggie Patch Churc	1.00	15,637.00	15,636.00
Air Services Australia	Aerodrome - Comm	1.00	18,764.00	18,763.00
Taxi Cabs of Bathurst Co-operative Society Ltd	Communication tow	1,282.78	18,764.00	17,481.22
Master Communications & Electronics Pty Ltd	Communication tow	4,458.10	18,764.00	14,305.90
Bathurst City & RSL Band Association	Walmer Park	228.20	20,849.00	20,620.80
Bathurst Lions Club Inc	Short St	1.10	15,637.00	15,635.90
Evans Arts Council Inc	Lee Street	500.00	5,213.00	4,713.00
Bathurst District Historical Society Inc	Mitre Street	1.00	10,425.00	10,424.00
Bathurst District Historical Society Inc	16 Stanley Street	1.00	10,425.00	10,424.00
Bathurst Meals on Wheels Inc	4 Watt Drive	1.00	52,121.00	52,120.00
Department of Defence (Air Cadets)	Aerodrome - Lot 25	90.91	13,380.00	13,289.09
Department of Defence (Air Cadets)	Aerodrome - Lot 36	90.91	38,652.00	38,561.09
				283,037.93

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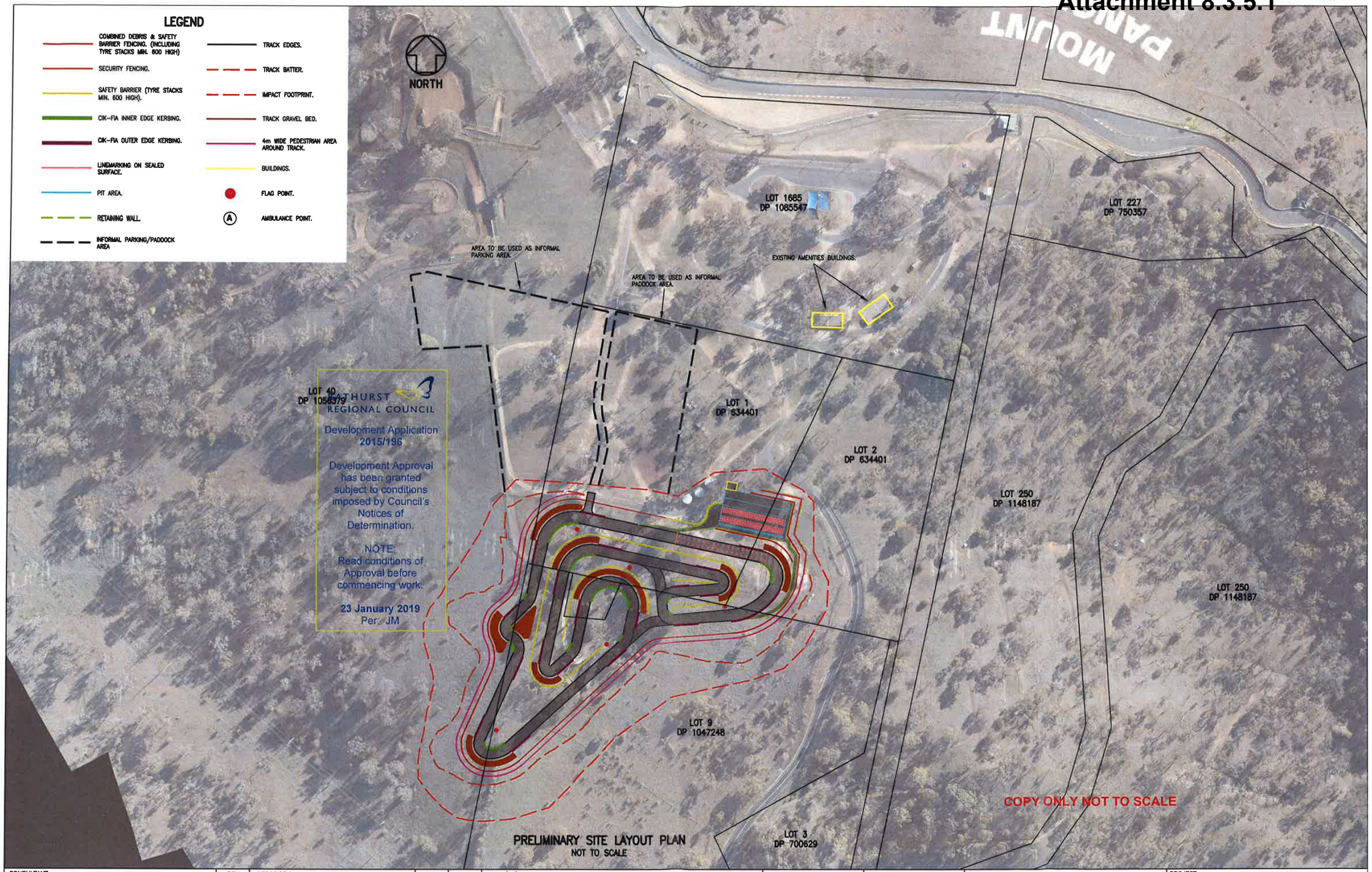

CONSULTANT		REV	DESCRIPTION	INITIALS	DATE
		A	ISSUED FOR APPROVAL	MC	18-10-18
CHECKED	APPROVED				

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1:750 0 7.5 15 22.5 30 37.5
1:1000 0 10 20 30 40 50

SURVEYED	MC
DRAWN	MC
DESIGN	MC
DATE	18-10-18
DATUM	AHD

CHECKED
TECHNICAL SERVICES MANAGER
DIRECTOR ENGINEERING SERVICES

BATHURST REGIONAL COUNCIL

PROJECT: McPHILLAMY PARK, MOUNT PANORAMA PRELIMINARY GO KART TRACK PLANS
DESCRIPTION: PRELIMINARY SITE LAYOUT PLAN

JOB No.	DWG No.	SHEET No.	REV.
000-000	EN11897	02	A

BATHURST REGIONAL COUNCIL
Received
21 AUG 2020
3.35pm.

24 AUG 2020

The General Manager,

Bathurst Regional Council, REF 16.00175/103

Civic Centre, Russell St. Bathurst. By Hand. 19 August, 2020.

Dear Sir,

AMENDMENT TO REVENUE POLICY – SALE OF CATS.

Firstly, may I congratulate you on using a photo of a kitten in your advert in the Bathurst City Life of 12 August 2020 as otherwise I might have missed it. Secondly, being an amendment to the Revenue Policy, you cannot lawfully restrict submissions to the Council's internet site. This is positive age discrimination against aged persons like myself. Also, that paper is specifically aimed at persons in the City, What happens to the regional citizens?

This is a policy that relates to the control of cats in the region and councillors have in the past expressed concern over the numbers of stray cats that inhabit the region. These cats are a major problem for the local wild-life. The Council should not do anything that would inhibit the control of these cats or their welfare and increasing their cost if obtained from the pound by nearly 20 per cent would do this.

As I am a cat lover, I do not wish to see any change that might harm their welfare.

I am, therefore, opposed to this change as would be the majority of citizens if they had been lawfully allowed to have their say.

By the way, why are you not dealing with my submissions on other errors in the Revenue Policy, some of which were not apparent until I received my rates notice on 31 July 2020?

You are reminded that failure to make lawful rates is grounds to dismiss the Council.

Yours faithfully,

[redacted]

G A Crisp, M.Com., FCPA,

[redacted]

DCSF

BATHURST
REGIONAL COUNCIL

AERODROME ASSET MANAGEMENT PLAN

Version 3.0
November 2018

Document Control	Bathurst Regional Council

Document ID: november 2018_aerodrome_amp_ver 3.0.doc

Version No.	Date	Version Details	Author	Reviewer	Approver
0.1	October 2010	First draft	BDO	PB	DP
0.2	November 2010	Second draft	BDO	PB	DP
0.3	November 2010	Third draft	BDO	DS	DP
0.4	December 2010	DS changes to third draft	BDO	PB/DS	DP
0.5	January 2011	DS changes to fourth draft	BDO	PB/DS	DP
1.0	July 2011	Adopted by Council	BDO	DS	DP
2.0	October 2018	Draft Version	BH	PB/BDO/BD	DS
3.0	November 2018	Amendments to Draft	BH	PB/RD	DS

Intergrated Planning and Reporting Framework

TABLE OF CONTENTS

ABBREVIATIONS

AAAC	Average annual asset consumption
AMP	Asset management plan
ARI	Average recurrence interval
BOD	Biochemical (biological) oxygen demand
CRC	Current replacement cost
CWMS	Community wastewater management systems
DA	Depreciable amount
DoH	Department of Health
EF	Earthworks/formation
IRMP	Infrastructure risk management plan
LCC	Life Cycle cost
LCE	Life cycle expenditure
MMS	Maintenance management system
PCI	Pavement condition index
RV	Residual value
SS	Suspended solids
vph	Vehicles per hour
BAM	Bathurst Aerodrome Manual
CASA	Civil Aviation Safety Authority
CASR	Civil Aviation Safety Regulation

GLOSSARY

Annual service cost (ASC)
An estimate of the cost that would be tendered, per annum, if tenders were called for the supply of a service to a performance specification for a fixed term. The Annual Service Cost includes operating, maintenance, depreciation, finance/ opportunity and disposal costs, less revenue.

Asset class
Grouping of assets of a similar nature and use in an entity's operations (AASB 166.37).

Asset condition assessment
The process of continuous or periodic inspection, assessment, measurement and interpretation of the resultant data to indicate the condition of a specific asset so as to determine the need for some preventative or remedial action.

Asset management
The combination of management, financial, economic, engineering and other practices applied to physical assets with the objective of providing the required level of service in the most cost effective manner.

Assets
Future economic benefits controlled by the entity as a result of past transactions or other past events (AAS27.12).

Property, plant and equipment including infrastructure and other assets (such as furniture and fittings) with benefits expected to last more than 12 month.

Average annual asset consumption (AAAC)*
The amount of a local government's asset base consumed during a year. This may be calculated by dividing the Depreciable Amount (DA) by the Useful Life and totalled for each and every asset OR by dividing the Fair Value (Depreciated Replacement Cost) by the Remaining Life and totalled for each and every asset in an asset category or class.

Brownfield asset values**
Asset (re)valuation values based on the cost to replace the asset including demolition and restoration costs.

Capital expansion expenditure
Expenditure that extends an existing asset, at the same standard as is currently enjoyed by residents, to a new group of users. It is discretional expenditure, which increases future operating, and maintenance costs, because it increases council's asset base, but may be associated with additional revenue from the new user group, e.g. extending a drainage or road network, the provision of an oval or park in a new suburb for new residents.

Capital expenditure
Relatively large (material) expenditure, which has benefits, expected to last for more than 12 months. Capital expenditure includes renewal, expansion and upgrade. Where capital projects involve a combination of renewal, expansion and/or upgrade expenditures, the total project cost needs to be allocated accordingly.

Capital funding
Funding to pay for capital expenditure.

Capital grants
Monies received generally tied to the specific projects for which they are granted, which are often upgrade and/or expansion or new investment proposals.

Capital investment expenditure
See capital expenditure definition

Capital new expenditure
Expenditure which creates a new asset providing a new service to the community that did not exist beforehand. As it increases service potential it may impact revenue and will increase future operating and maintenance expenditure.

Capital renewal expenditure
Expenditure on an existing asset, which returns the service potential or the life of the asset up to that which it had originally. It is periodically required expenditure, relatively large (material) in value compared with the value of the components or sub-components of the asset being renewed. As it reinstates existing service potential, it has no impact on revenue, but may reduce future operating and maintenance expenditure if completed at the optimum time, e.g. resurfacing or resheeting a material part of a road network, replacing a material section of a drainage network with pipes of the same capacity, resurfacing an oval. Where capital projects involve a combination of renewal, expansion and/or upgrade expenditures, the total project cost needs to be allocated accordingly.

Capital upgrade expenditure
Expenditure, which enhances an existing asset to provide a higher level of service or expenditure that will increase the life of the asset beyond that which it had originally. Upgrade expenditure is discretional and often does not result in additional revenue unless direct user charges apply. It will increase operating and maintenance expenditure in the future because of the increase in the council's asset base, e.g. widening the sealed area of an existing road, replacing drainage pipes with pipes of a greater capacity, enlarging a grandstand at a sporting facility. Where capital projects involve a combination of renewal, expansion and/or upgrade expenditures, the total project cost needs to be allocated accordingly.

Carrying amount
The amount at which an asset is recognised after deducting any accumulated depreciation / amortisation and accumulated impairment losses thereon.

Class of assets
See asset class definition

Component
An individual part of an asset which contributes to the composition of the whole and can be separated from or attached to an asset or a system.

Cost of an asset
The amount of cash or cash equivalents paid or the fair value of the consideration given to acquire an asset at the time of its acquisition or construction, plus any costs necessary to place the asset into service. This includes one-off design and project management costs.

Current replacement cost (CRC)
The cost the entity would incur to acquire the asset on the reporting date. The cost is measured by reference to the lowest cost at which the gross future economic benefits could be obtained in the normal course of business or the minimum it would cost, to replace the existing asset with a technologically modern equivalent new asset (not a second hand one) with the same economic benefits (gross service potential) allowing for any differences in the quantity and quality of output and in operating costs.

Current replacement cost "As New" (CRC)
The current cost of replacing the original service potential of an existing asset, with a similar modern equivalent asset, i.e. the total cost of replacing an existing asset with an as NEW or similar asset expressed in current dollar values.

Cyclic Maintenance**
Replacement of higher value components/sub-components of assets that is undertaken on a regular cycle including repainting, building roof replacement, cycle, replacement of air conditioning equipment, etc. This work generally falls below the capital/ maintenance threshold and needs to be identified in a specific maintenance budget allocation.

Depreciable amount
The cost of an asset, or other amount substituted for its cost, less its residual value (AASB 116.6)

Depreciated replacement cost (DRC)
The current replacement cost (CRC) of an asset less, where applicable, accumulated depreciation calculated on the basis of such cost to reflect the already consumed or expired future economic benefits of the asset

Depreciation / amortisation
The systematic allocation of the depreciable amount (service potential) of an asset over its useful life.

Economic life
See useful life definition.

Expenditure
The spending of money on goods and services. Expenditure includes recurrent and capital.

Fair value
The amount for which an asset could be exchanged or a liability settled, between knowledgeable, willing parties, in an arms length transaction.

Greenfield asset values **
Asset (re)valuation values based on the cost to initially acquire the asset.

Heritage asset
An asset with historic, artistic, scientific, technological, geographical or environmental qualities that is held and maintained principally for its contribution to knowledge and culture and this purpose is central to the objectives of the entity holding it.

Impairment Loss
The amount by which the carrying amount of an asset exceeds its recoverable amount.

Infrastructure assets
Physical assets of the entity or of another entity that contribute to meeting the public's need for access to major economic and social facilities and services, e.g. roads, drainage, footpaths and cycle ways. These are typically large, interconnected networks or portfolios of composite assets. The components of these assets may be separately maintained, renewed or replaced individually so that the required level and standard of service from the network of assets is continuously sustained. Generally the components and hence the assets have long lives. They are fixed in place and are often have no market value.

Investment property
Property held to earn rentals or for capital appreciation or both, rather than for:
(a) use in the production or supply of goods or services or for administrative purposes; or
(b) sale in the ordinary course of business (AASB 140.5)

Level of service
The defined service quality for a particular service against which service performance may be measured. Service levels usually relate to quality, quantity, reliability, responsiveness, environmental, acceptability and cost).

Life Cycle Cost **
The life cycle cost (LCC) is average cost to provide the service over the longest asset life cycle. It comprises annual maintenance and asset consumption expense, represented by depreciation expense. The Life Cycle Cost does not indicate the funds required to provide the service in a particular year.

Life Cycle Expenditure **
The Life Cycle Expenditure (LCE) is the actual or planned annual maintenance and capital renewal expenditure incurred in providing the service in a particular year. Life Cycle Expenditure may be compared to Life Cycle Expenditure to give an initial indicator of life cycle sustainability.

Loans / borrowings
Loans result in funds being received which are then repaid over a period of time with interest (an additional cost). Their primary benefit is in 'spreading the burden' of capital expenditure over time. Although loans enable works to be completed sooner, they are only ultimately cost effective where the capital works funded (generally renewals) result in operating and maintenance cost savings, which are greater than the cost of the loan (interest and charges).

Maintenance and renewal gap
Difference between estimated budgets and projected expenditures for maintenance and renewal of assets, totalled over a defined time (e.g. 5, 10 and 15 years).

Maintenance and renewal sustainability index
Ratio of estimated budget to projected expenditure for maintenance and renewal of assets over a defined time (e.g. 5, 10 and 15 years).

Maintenance expenditure
Recurrent expenditure, which is periodically or regularly required as part of the anticipated schedule of works required to ensure that the asset achieves its useful life and provides the required level of service. It is expenditure, which was anticipated in determining the asset's useful life.

Materiality
An item is material is its omission or misstatement could influence the economic decisions of users taken on the basis of the financial report. Materiality depends on the size and nature of the omission or misstatement judged in the surrounding circumstances.

Modern equivalent asset.
A structure similar to an existing structure and having the equivalent productive capacity, which could be built using modern materials, techniques and design. Replacement cost is the basis used to estimate the cost of constructing a modern equivalent asset.

Non-revenue generating investments
Investments for the provision of goods and services to sustain or improve services to the community that are not expected to generate any savings or revenue to the Council, e.g. parks and playgrounds, footpaths, roads and bridges, libraries, etc.

Operating expenditure
Recurrent expenditure, which is continuously required excluding maintenance and depreciation, e.g. power, fuel, staff, plant equipment, on-costs and overheads.

Pavement management system
A systematic process for measuring and predicting the condition of road pavements and wearing surfaces over time and recommending corrective actions.

Planned Maintenance**
Repair work that is identified and managed through a maintenance management system (MMS). MMS activities include inspection, assessing the condition against failure/breakdown criteria/experience, prioritising scheduling, actioning the work and reporting what was done to develop a maintenance history and improve maintenance and service delivery performance.

PMS Score
A measure of condition of a road segment determined from a Pavement Management System.

Rate of annual asset consumption*
A measure of average annual consumption of assets (AAAC) expressed as a percentage of the depreciable amount (AAAC/DA). Depreciation may be used for AAAC.

Rate of annual asset renewal*
A measure of the rate at which assets are being renewed per annum expressed as a percentage of depreciable amount (capital renewal expenditure/DA).

Rate of annual asset upgrade*
A measure of the rate at which assets are being upgraded and expanded per annum expressed as a percentage of depreciable amount (capital upgrade/expansion expenditure/DA).

Reactive maintenance
Unplanned repair work that carried out in response to service requests and management/supervisory directions.

Recoverable amount
The higher of an asset's fair value, less costs to sell and its value in use.

Recurrent expenditure
Relatively small (immaterial) expenditure or that which has benefits expected to last less than 12 months. Recurrent expenditure includes operating and maintenance expenditure.

Recurrent funding
Funding to pay for recurrent expenditure.

Rehabilitation
See capital renewal expenditure definition above.

Remaining life
The time remaining until an asset ceases to provide the required service level or economic usefulness. Age plus remaining life is economic life.

Renewal
See capital renewal expenditure definition above.

Residual value
The net amount which an entity expects to obtain for an asset at the end of its useful life after deducting the expected costs of disposal.

Revenue generating investments
Investments for the provision of goods and services to sustain or improve services to the community that are expected to generate some savings or revenue to offset operating costs, e.g. public halls and theatres, childcare centres, sporting and recreation facilities, tourist information centres, etc.

Risk management
The application of a formal process to the range of possible values relating to key factors associated with a risk in order to determine the resultant ranges of outcomes and their probability of occurrence.

Section or segment
A self-contained part or piece of an infrastructure asset.

Service potential
The capacity to provide goods and services in accordance with the entity's objectives, whether those objectives are the generation of net cash inflows or the provision of goods and services of a particular volume and quantity to the beneficiaries thereof.

Service potential remaining*
A measure of the remaining life of assets expressed as a percentage of economic life. It is also a measure of the percentage of the asset's potential to provide services that is still available for use in providing services (DRC/DA).

Strategic Management Plan (SA)**
Documents Council objectives for a specified period (3-5 yrs), the principle activities to achieve the objectives, the means by which that will be carried out, estimated income and expenditure, measures to assess performance and how rating policy relates to the Council's objectives and activities.

Sub-component
Smaller individual parts that make up a component part.

Useful life
Either:
(a) the period over which an asset is expected to be available for use by an entity, or
(b) the number of production or similar units expected to be obtained from the asset by the entity.
It is estimated or expected time between placing the asset into service and removing it from service, or the estimated period of time over which the future economic benefits embodied in a depreciable asset, are expected to be consumed by the council. It is the same as the economic life.

Value in Use
The present value of estimated future cash flows expected to arise from the continuing use of an asset and from its disposal at the end of its useful life. It is deemed to be depreciated replacement cost (DRC) for those assets whose future economic benefits are not primarily dependent on the asset's ability to generate new cash flows, where if deprived of the asset its future economic benefits would be replaced.

Source: DVC 2006, Glossary
Note: Items shown * modified to use DA instead of CRC
Additional glossary items shown **

Bathurst Aerodrome Manual
Provides information about the aerodrome, (e.g. contact information) but does not address asset replacement etc.

CASA MOS139
Civil Aviation Safety Authority Manual of Standards 139, the "rule book"

CASR
Civil Aviation Safety Regulation refers to MOS139 as a mandatory standard

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1. EXECUTIVE SUMMARY

What Council Provides
Council provides the aerodrome facilities to allow for commercial, recreation aviation activities and meeting Objectives; 1.5, 2.1, 2.2, 3.3, 4.1, 4.3, 4.5, 5.5, 6.1, 6.4 and 6.6 within Council's adopted 2040 Community Strategic Plan.

The main aerodrome assets include:

- A sealed runway (17/35) 1705m long
- An unsealed runway (08/26) 1435m long
- A glider airstrip
- A modern terminal building with parking for RPT (Regular Passenger Transport) aircraft, car park and access roads.
- Taxiways and associated infrastructure to cater for local commercial and recreational aviation support industry.
- Drainage and other aviation-specific items (e.g. runway lights, windsocks, airstrip markers)

What does it Cost?
There are two key indicators of cost to provide the recreation assets network.

- The life cycle cost being the average cost over the life cycle of the asset, and
- The total maintenance and capital renewal expenditure required to deliver existing service levels in the next 10 years covered by Council's long term financial plan.

The life cycle cost to provide the aerodrome assets is estimated at **$611,047** on average per annum. Council's planned life cycle expenditure for year 1 of the asset management plan is **$506,668** which gives a life cycle sustainability index of **0.83.**

The total maintenance and capital renewal expenditure required to provide the aerodrome assets over the next 10 years are estimated at **$28.84 million**. This is an average of **$2.88 million** per annum.

Council's maintenance and capital renewal expenditure for year 1 of the asset management plan of **$1.93 million** giving a 10 year sustainability index of **0.67**.

Plans for the Future
Council plans to operate and maintain the aerodrome assets to achieve the following strategic objectives.

1. Ensure the aerodrome is functioning and available for users.
2. Ensure the aerodrome is maintained at a safe and functional standard as set out in this infrastructure asset management plan, *CASR* and *CASA MOS139.*
3. Ensure that future expansion or capital improvement of the aerodrome asset portfolio is planned appropriately to cater for growth.
4. Maximise an assets useful life whilst minimising lifecycle expenditure.
5. Maintain a high level of community satisfaction in the provision of aerodrome assets.

Measuring our Performance

Quality
Aerodrome assets will be maintained in a reasonably usable condition and in line with CASA regulations. Defects found or reported that are outside the stated standard will be repaired.

Function
It is intended aerodrome assets will be maintained in partnership with other levels of government and stakeholders to ensure community satisfaction is maintained and safety is not compromised.

The following key functional objectives are met:

- Safe and efficient operation of the aerodrome.
- Maintenance and renewal of the aerodrome is within budget.
- Support of commercial and recreational aviation activities in the Bathurst community.

Safety
Council will react to complaints and requests regarding aerodrome assets according to response times. These are prioritised according to the perceived risk each complaint presents weighed against the available budget in the Bathurst Regional Council Management Plan.

The Next Steps
This actions resulting from this asset management plan are:

- Implementation of the Plan
- Review of the Plan
- Improve financial data collection;
- Improve valuation and depreciation projections

2. INTRODUCTION

2.1 Background

This asset management plan is to demonstrate responsive management of assets (and the services provided from assets), compliance with regulatory requirements, and to highlight the funding that is required to provide the required levels of service in accordance with Objectives; 1.5, 2.1, 2.2, 3.3, 4.1, 4.3, 4.5, 5.5, 6.1, 6.4 and 6.6 within Council's adopted 2040 Community Strategic Plan.

Assets owned and maintained by Council at the Aerodrome provide and allow for aviation activities to be undertaken by members of the Bathurst and wider Community. This currently (July 2018) ranges from Regular Passenger Transport provided by Regional Express (REX) airline for some 23,000 passengers per year to flying training, aviation service and repair businesses, other aviation ancillary businesses, recreational flying (including Bathurst Aero Club), RAAF Air Cadets and medical transport (Angel Flight and NSW Air Ambulance) with total annual landings of around 8,000.

Table 2.1 Aerodrome assets covered by this plan[1]

Category	Dimension	Replacement Value ($)
Land	**194ha**	**$1,277,200**
Buildings	**6 buildings**	**$1,272,597**
Car park and entry road	**4464m²**	**$192,418**
Airstrip (Glider Strip Earthwork)	**81ha**	**$177,914**
Runways (17/35 & 08/26)	**76,385m²**	**$5,363,698**
Taxiways (Alpha, Bravo, Charlie, Delta & Echo)	**22,607m²**	**$512,273**
Hard-stand areas (Apron)	**6,320m²**	**$260,596**
Drainage	**95 Pipes, 82 Pits & 21 Culvert Headwalls**	**$2,193,227**
Other Structures (Lights, Wind socks, Markers, Cones/Gables & Fences)		**$1,060,234**
TOTAL		**$12,310,157**

Taxiway, Gable Markers, Primary (illuminated) Windsock

[1] Summary of Confirm Asset Valuation Detail Report as at 30/06/2018 + Land value based on VG information in Authority Rates system

Key stakeholders in the preparation and implementation of this asset management plan are:

The Councillors	**Formulate policy for the allocation of resources to maximise benefit to the community whilst minimising the Council's exposure to risk.**
The Council	**To manage the implementation of policy in a timely and cost effective manner. To ensure resources are effectively utilised.**
General Public	**Users of aerodrome facilities as passengers/visitors.**
Commercial aviation operators	**Users of aerodrome facilities on a commercial basis; either directly or in an aviation support industry role.**
Recreational aviation operators/groups	**Users of aerodrome facilities on a recreational basis, either individually or part of a group such as Bathurst Aero Club.**

2.2 Goals and Objectives of Asset Management

Council's core business activities include the provision of services to the community. Some of these services are provided by infrastructure assets. Council has acquired infrastructure assets by 'purchase', by contract, construction by council staff and by donation of assets constructed by developers and others to meet increased levels of service in accordance with Objectives; 1.5, 2.1, 2.2, 3.3, 4.1, 4.3, 4.5, 5.5, 6.1, 6.4 and 6.6 within Council's adopted 2040 Community Strategic Plan.

Council's goal in managing infrastructure assets is to meet the required level of service in the most cost effective manner for present and future consumers. The key elements of infrastructure asset management are:

- Taking a life cycle approach,
- Developing cost-effective management strategies for the long term,
- Providing a defined level of service and monitoring performance,
- Understanding and meeting the demands of growth through demand management and infrastructure investment,
- Managing risks associated with asset failures,
- Sustainable use of physical resources,
- Continuous improvement in asset management practices.[2]

This asset management plan is prepared under the direction of Council's vision, mission, goals and objectives.

Council's vision:

"Bathurst: A vibrant and innovative region that values our heritage, culture, diversity and strong economy."

Kings Parade in Bathurst's CBD

[2] IIMM 2006 Sec 1.1.3, p 1.3

Relevant Council goals and Objectives; 1.5, 2.1, 2.2, 3.3, 4.1, 4.3, 4.5, 5.5, 6.1, 6.4 and 6.6 within Council's adopted 2040 Community Strategic Plan and how these are addressed in this asset management plan are detailed in Table 2.2.

Table 2.2. Council Goals and how these are addressed in this Plan

Community Strategic Plan Objective	How Goal and Objectives are addressed in the AMP
1.5 Promote good design in the built environment.	• Ensure the provision of facilities at the aerodrome in line with regulatory requirements and user requests within appropriate financial constraints.
2.1 Support local business and industry.	
2.2 Grow local employment, investment and attract new business by nurturing and supporting entrepreneurs, partnerships and local skills development.	• Ensure the provision of facilities at the aerodrome in line with regulatory requirements and user requests within appropriate financial constraints. • Ensure internal road network and hangers are at the acceptable level of service for projected transport volumes.
3.3 Minimise the city's environmental footprint, live more sustainably and use resources more wisely.	• Adapting to changing usage trends. • Targeted expenditure for proactive maintenance activities to minimise larger replacement costs and resources in the future.
4.1 Facilitate development in the region that considers the current and future needs of the community.	• Planned expenditure for future taxi-ways and subdivisions to cater for growth.
4.3 Ensure services, facilities and infrastructure to meet the changing needs of the region.	• Relevance of provided facilities. • Ensure the facilities at the aerodrome in line with regulatory requirements and user requests within appropriate financial constraints.
4.5 Work with partners to improve public transport, passenger and freight connections to and from the region.	• Ensure internal road network and hangers are at the acceptable level of service for projected transport volumes.
5.5 Plan and respond to demographic changes in the community.	• Adapting to changing usage trends. • Planned expenditure for future taxi-ways and subdivisions to cater for growth.
6.1 Communicate and engage with the community, government and business groups on important matters affecting the Bathurst Region.	• Community Surveys • Feedback from passengers or the community regarding Council's Aerodrome Assets to reaffirm acceptable levels of service.
6.4 Meet legislative and compliance requirements.	Bathurst Aerodrome is a certified registered aerodrome and is subject to the requirements of CASR and MOS139 As a result: ✓ Regular audits are conducted by CASA to ensure compliance. ✓ Technical inspections are carried out annually for lighting, pavements and all other airside infrastructure. ✓ Daily runway and security inspections are carried out prior to RPT operations.
6.6 Manage our money and our assets to be sustainable now and into the future.	• Adapting to changing usage trends. • Targeted expenditure for proactive maintenance activities to minimise larger replacement costs and resources in the future. • Ensure the facilities at the aerodrome in line with regulatory requirements and user requests within appropriate financial constraints.

2.3 Plan Framework

The key elements contained within the Aerodrome Asset Management plan are:

- Levels of service – specifies the services and levels of service to be provided by council.
- Future demand – how this will impact on future service delivery and how this is to be met.
- Life cycle management – how Council will manage its existing and future assets to provide the required services
- Financial summary – what funds are required to provide the required services.
- Asset management practices
- Monitoring – how the plan will be monitored to ensure it is meeting Council's objectives.
- Asset management improvement plan

A road map for preparing an asset management plan is shown on the next page.

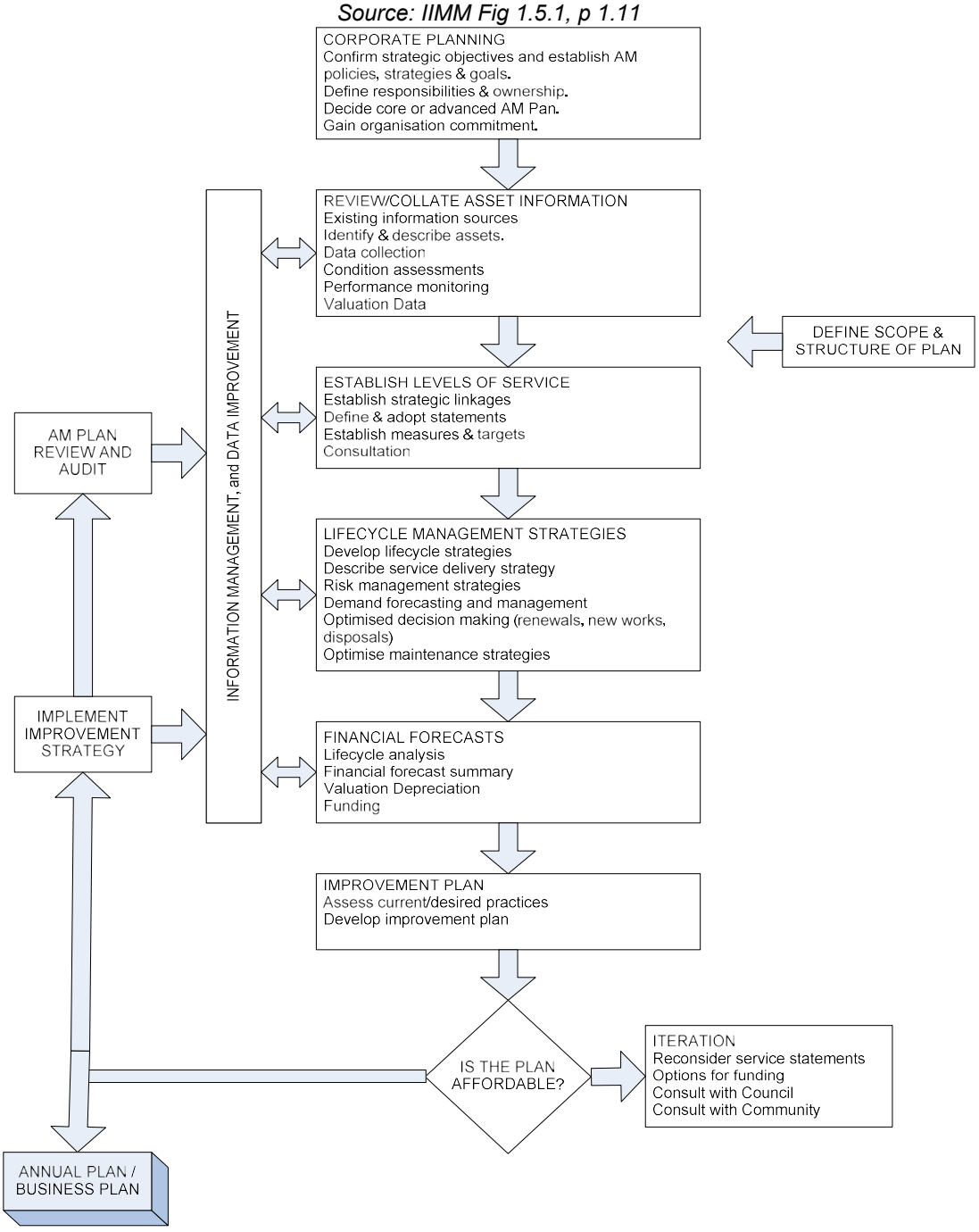
2.4 Core and Advanced Asset Management

This asset management plan is prepared as a 'core' asset management plan in accordance with the International Infrastructure Management Manual. It is prepared to meet minimum legislative and organisational requirements for sustainable service delivery and long term financial planning and reporting. Core asset management is a 'top down' approach where analysis is applied at the 'system' or 'network' level.

Future revisions of this asset management plan will move towards 'advanced' asset management using a 'bottom up' approach for gathering asset information for individual assets to support the optimisation of activities and programs in order to meet agreed service levels.

Road Map for preparing an Asset Management Plan

Source: IIMM Fig 1.5.1, p 1.11

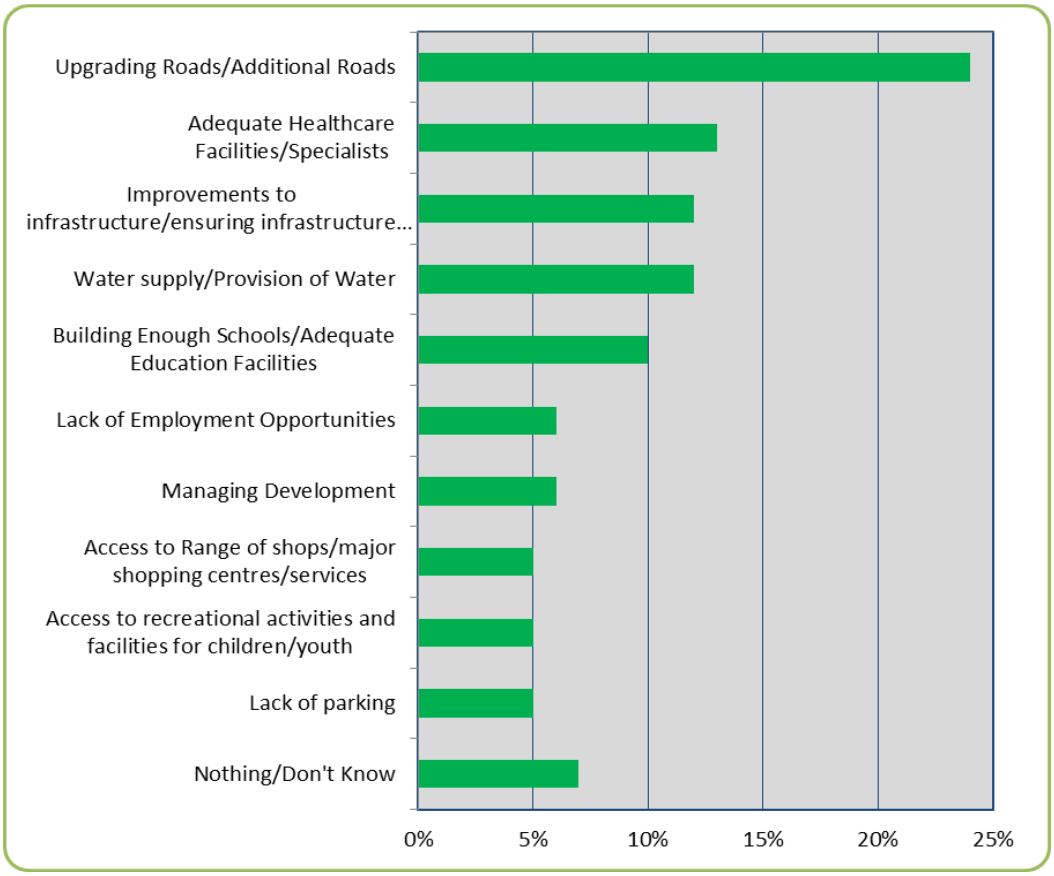


3. LEVELS OF SERVICE

3.1 Customer Research and Expectations

The Council undertakes community surveys on an annual basis to gauge community expectations and satisfaction with the service Council provides. A series of questions are put to a broad cross section of the community including residents from rural and urban areas each year. The survey for 2009 has changed the method of data collection from telephone survey to a mailed written survey. Using the data from the Community Survey helps council meet Objectives; 1.5, 2.1, 2.2, 2.6, 3.3, 4.1, 4.3, 4.5, 5.5, 6.1, 6.4 and 6.6 within Council's adopted 2040 Community Strategic Plan.

Respondents were asked to select and rank 3 priorities for Bathurst Regional Council in 2016. The results in order of priority for 2016 are:



The function or operation of the aerodrome has not specifically been covered in 9 of the last 10 Community surveys (questions relating to the aerodrome were only included in the 2004 survey). CASA Office of Airspace Regulation has interviewed users of the Aerodrome but this was in relation to the airspace above the Aerodrome rather than the Council Assets and facilities.

As a result Council relies heavily on direct feedback to the Airport Manager and Senior Airport Groundsman from the community to gauge the level of satisfaction with the aerodrome. This feedback is used to refine regular operational maintenance schedules and planning for future capital works.

Terminal Building – land side

Waiting area and RPT desk inside terminal building

Looking over apron and taxiway Alpha

3.2 Legislative Requirements

Council has to meet many legislative requirements including Australian and State legislation and State regulations and Objectives; 1.5, 2.1, 2.2, 3.3, 4.1, 4.3, 4.5, 5.5, 6.1, 6.4 and 6.6 within Council's adopted 2040 Community Strategic Plan. The primary acts and regulations relating to the aerodrome assets are:

Table 3.2. Legislative Requirements

Legislation	Requirement
Local Government Act	**Sets out role, purpose, responsibilities and powers of local governments including the preparation of a long term financial plan supported by asset management plans for sustainable service delivery.**
Environmental Planning and Assessment Act 1979	**The principal planning instrument in NSW – specifies environmental considerations required for all development activities.**
Civil Liabilities Act 2002	**Sets out the provisions that give protection from civil liability and the responsibilities of Council and public alike.**
Protection of the Environment Act 1997	**To protect, restore and enhance the quality of the environment having regard to the need to maintain ecologically sustainable development.**
Rural Fires Act 1997	**Aims for the prevention, mitigation and suppression of bush and other fires in local government areas Ensures co-ordination of bush fire fighting and bush fire prevention throughout the State**
Noxious Weeds Act 1993	**Defines the roles of government, councils, private landholders and public authorities in the management of noxious weeds. The Act sets up categorisation and control actions for the various noxious weeds, according to their potential to cause harm to our local environment.**
Native Vegetation Conservation Act 1997	**Provides overriding control of tree and other vegetation destruction in NSW.**
Heritage Act 1977	**An Act to conserve the environmental heritage of the State.**
Occupational Health and Safety Act 2000 and Occupational Health and Safety Regulation 2001	**Provides for the health, safety and welfare of persons at work; and for other purposes.**
Civil Aviation Act 1988	**An Act to establish a Civil Aviation Safety Authority with functions relating to civil aviation, in particular the safety of civil aviation, and for related purposes**
CASA Regulations, MOS Part 139	**Manual of Standards Part 139 - Aerodromes**
CASA Rules and Practices for Aerodromes	**Contain rules, mandatory standards, procedures and guidance information relating to the planning, design and operation of aerodromes.**
Civil Aviation Safety Regulations 1998 (CASR)	**Includes Advisory Circulars and Manual of Standards and are the detailed legislation of the Commonwealth regarding aviation safety**
Aviation Transport Security Regulation 2005	**These Regulations provide the detail necessary for the regulatory framework established by the Aviation Transport Security Act 2004 to operate as intended.**

3.3 Current Levels of Service

Service levels can be defined by two terms.

Community Levels of Service relate to how the community receives the service in terms of safety, quality, quantity, reliability, responsiveness, cost/efficiency and legislative compliance.

Supporting the community service levels are operational or technical measures of performance developed to ensure that the minimum community levels of service are met. These technical measures relate to service criteria such as:

Service Criteria	Technical measures may relate to
Quality	Provision of well-maintained aerodrome assets
Function	Do aerodrome assets meet functional standards
Availability	Meeting future demand
Safety	The management of safety risks associated with the aerodrome

Table 3.3. Current Service Levels

Community Levels of Service

Key Performance Measure	Level of Service	Performance Measure Process	Performance Target	Current Performance
Quality	Facilities at the aerodrome provide a quality experience for all users.	Public comment and requests for improved or changed aerodrome facilities.	Not currently measured	**Not currently measured**
		Organisation Measure of % of Aerodrome Assets in; Excellent/Good (1,2) and Poor/Bad (4,5) Condition.	**50% Excellent/Good <5% Poor/Bad**	**38% Excellent/Good 8% Poor/Bad**
Function	Ensure the aerodrome facilities meet user requirements.	Usage of facilities.	Aircraft/Runway movements recorded daily	**Not currently measured**
Accessibility and Quantity	Aerodrome facilities are sufficient to cater for number of passenger and aircraft movements.	Public/RPT provider feedback on facilities to cater for passengers (waiting areas, check-in, baggage handling).	REX provided feedback	**Not currently measured**
		Complaints regarding airside facilities from Commercial or recreational users.	Not currently measured	**Not currently measured**
Maintenance	Airside facilities are well maintained.	Complaints relating to airside facilities.	Maintain within Budget	**Compliance with MOS139/RPAs**
	Landside facilities are well maintained.	Complaints relating to landside facilities.	Maintain within Budget	**Not currently measured**
	Budget Expenditure is sufficient to cover maintenance works on Aerodrome Assets.	Organisation Measure of Maintenance Budget Expenditure	Desired for Optimum $139,842 p.a.*	**2018/19 Budget Avg. $133,530 p.a.**
Safety	**Aerodrome facilities meet the requirements of MOS139/Rules and Practices for Aerodromes**	**Results of Audits/Inspections requiring correction.**	**Compliance with MOS139/RPAs**	**Compliance with MOS139/RPAs**

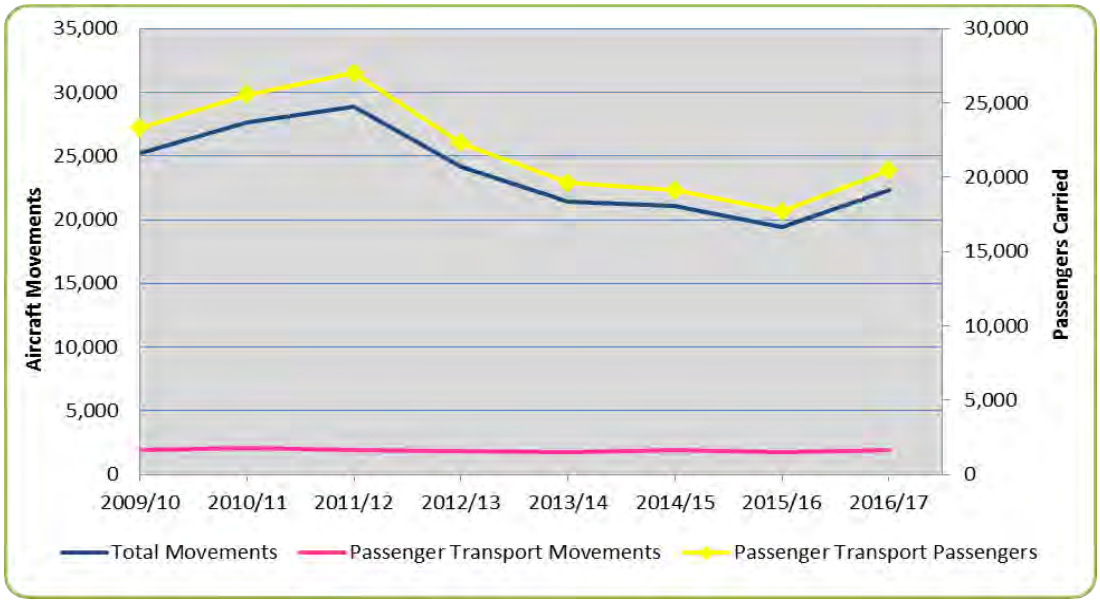
*Desired for optimum maintenance figure determined from last 8 Management Plans, Maintenance expenditures averaged out p.a.

Technical Level of Service

Key Performance Measure	Level of Service	Performance Measure Process	Performance Target	Current Performance
Quality	Passenger facilities are sufficient for demand	Complaints relating to passenger terminal facilities	0 p.a.	**Not currently measured**
	Aerodrome is available 365 days per year (apart from scheduled maintenance operations)	Available days >= 360 per year	360 available days	**Closures of runway recorded in inspection record**
	Organisation Measure of % of Aerodrome Assets in; Excellent/Good (1,2) and Poor/Bad (4,5) Condition.		50% Excellent/Good <5% Poor/Bad	**38% Excellent/Good 8% Poor/Bad**
Expenditure	Aerodrome expenditure is within budget	Annual maintenance expenditure is within the budget allocated	Annual expenditure is within ± 10% of annual budget	**Period from Jul 2010-Nov 2010 39% under budget.**
		Organisation Measure of Maintenance Budget Expenditure	Desired for Optimum $139,842 p.a.*	**2018/19 Budget Avg. $133,530 p.a.**
Safety	Aerodrome facilities are safe	Insurance claims received on aerodrome assets	0 p.a.	**Not currently measured**
	CASA required inspection of airside facilities	Airstrips, lights and markings are inspected daily	Daily inspection	**Daily inspection**
	CASA Pavement and Electrical technical inspections	**Required inspections are carried out**	**Required inspection passed**	**Required inspection passed**

*Desired for optimum maintenance figure determined from last 8 Management Plans, Maintenance expenditures averaged out p.a.

Currently there are only very broad performance targets for the operation of the aerodrome. A more detailed review of the aerodrome operations may provide a clearer perspective of the views of the commercial and recreational users.



Change in Annual Movements at Bathurst Regional Aerodrome 2009-2016
(Bureau of Infrastructure, Transport and Regional Economics via CASA Airspace Review of Bathurst Aerodrome, June 2009) [Note: no data for Total movements prior to 2003; also the increase in passengers carried with fewer movements – this is the result of using larger capacity, heavier aircraft]

4. FUTURE DEMAND

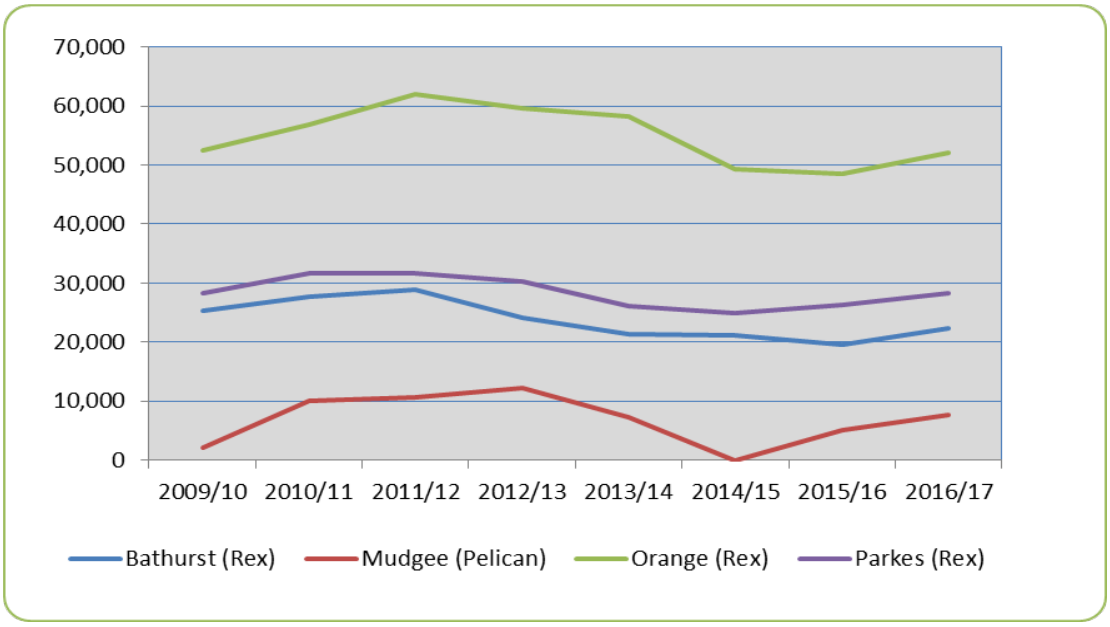
4.1 Demand Forecast

The major factor affecting demand is expectation from users of the aerodrome, both commercial and recreational. As in accordance with Objectives; 1.5, 2.1, 2.2, 3.3, 4.1, 4.3, 4.5, 5.5, 6.1, 6.4 and 6.6 within Council's adopted 2040 Community Strategic Plan.

Table 4.1 Demand Factors, Projections and Impact on Services

Demand factor	Present position	Projection	Impact on services
Population	42,389 (2016 census)	52,500 (2031)	**Increased population will lead to increasing expectations of greater availability for transport options and recreational aviation facilities**
Demographic (see Fig.3)	22.2% of population >60 yrs in 2016 26.9% of population <20 yrs in 2016	26.1% of population >60 yrs in 2031 25.6% of population <20 yrs in 2031	**Reduction in demand on facilities directed at younger people.** **Increased demand on facilities directed at retirees (travellers and users of recreational aviation)**
Quality/quantity of aerodrome facilities	Increased number of plane movements requires additional infrastructure to handle them; e.g. air strip exit points, taxiways, aprons, hangar space		**Initial capital cost of construction is high, more may need to be set aside in future budgets to allow for this expansion**
Changing work practices	As the option of 'telecommuting'/working from home becomes increasingly viable/popular, ready and quick access to the main office will be required Improved availability to Mascot Airport (more suitable time-slots)		**Higher demand for RPT services to Sydney, or even other major centres will require additional facilities at the aerodrome.**
Overflow from nearby aerodromes	Existing nearby aerodrome with RPT at Spring Hill (Orange) may reach capacity and alternative for overflow traffic could be Bathurst aerodrome		**Demand for increased use of runway and terminal facilities will require planned capital upgrades to be brought forward.**
Decrease in recreational users at Bathurst	Other nearby private aerodromes (e.g. Pipers Airfield) may cater for increase in demand for recreational users		**Decrease in fees from recreational user activity, decrease in demand for leased hangar facilities.**
Increase in commercial users at Bathurst	Changes at Metropolitan aerodromes (closure of Hoxton Park, increasing costs at Bankstown) may cause Commercial operators to seek other locations close to the Sydney area. This may also be enhanced by the 'EvoCities" marketing push		**Demand for increased availability of Commercial sites will require planned capital upgrades to be brought forward**
Improvement in competing transport modes	**Planned or future upgrades of other transport modes (especially to/from Sydney) such as the Bells Line Expressway, Great Western Highway and passenger train services**		**Due to the proximity of Bathurst Aerodrome to Sydney (particularly the western areas) a 45 min flight to the southern suburbs (Mascot) will struggle to compete with shorter complete journey times from other transport options (road, rail). This may lead to a reduction, or even removal, of RPT services to Bathurst.**

Figure 2. Passenger comparison with other Regional Airports



4.2 Changes in Technology

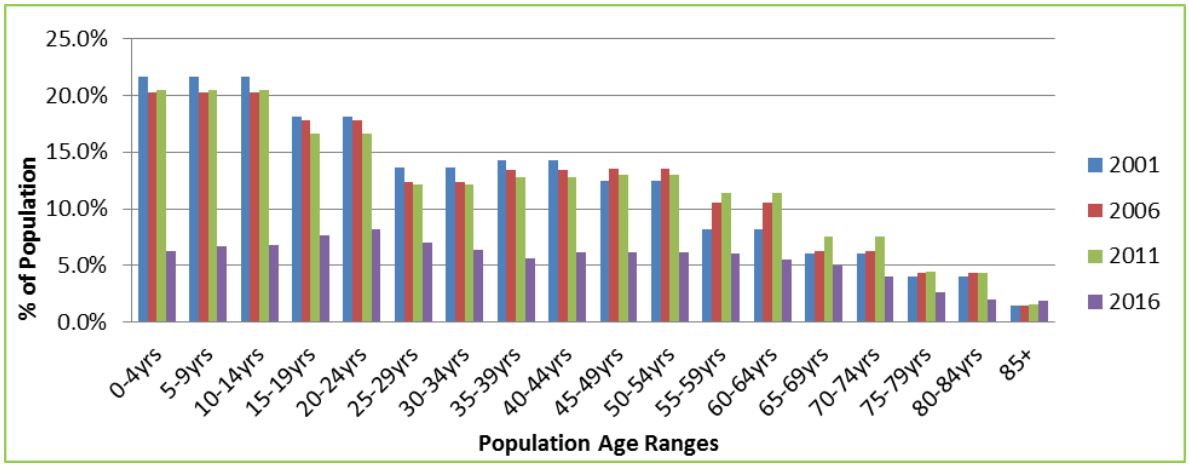
Technology changes may have an effect on passenger demand (tele-commute), recreational usage (increasing availability of affordable recreational aviation), and fuel sources (cheaper fossil fuel technology making flying more cost-effective).

Technology Change	Impact on services
Population	**Increased population will lead to increasing expectations of greater availability for transport options and recreational aviation facilities**
Heavier, higher tyre-pressure aircraft	**Increased loading on runways, taxiways and apron; leading to shorter life spans for seal and pavements in these areas**

Control Tower at Aerodrome

Leased hangers along Windsock Way

Fig. 3 Population Demographics of Bathurst.



Notes on Fig. 3
The most notable demographic changes for the period of 2011 to 2016, has been the significant decrease in the proportion of population for age ranges from 2011 to 2016 by an average of 6.6%.The only exception to this is with the 85+ age range being the only portion to increase in this time by 0.2%.

4.3 Demand Management Plan

Opportunities identified to date for demand management are shown in Table 4.3. Further opportunities will be developed in future revisions of this asset management plan.

Table 4.3. Demand Management Plan Summary

Service Activity	Demand Management Plan
Planning for future aerodrome activity	Undertake a community consultation to assess the demand for various types of infrastructure at the aerodrome.
Passenger	Forecasting growth and monitoring passenger numbers and being able to cater for growth.

BP Re-fuelling station off Taxi-way Bravo – Pending Capital Works Project

4.4 New Assets from Growth

New assets may result from increased usage of the aerodrome (and a consequential increase in landing fees) and/or demand from existing/future users and funding from council's existing revenue base as in accordance with Objectives; 1.5, 2.1, 2.2, , 3.3, 4.1, 4.3, 4.5, 5.5, 6.1, 6.4 and 6.6 within Council's adopted 2040 Community Strategic Plan.

Acquiring these new assets will commit Council to fund ongoing operations and maintenance costs for the period that the service provided from the assets is required. These future costs are identified and considered in developing forecasts of future operating and maintenance costs.

Year	Works
2016/17	Boundary Fencing Improvements
2017/18	Construction of Parallel Taxiway Foxtrot
"	Extension of Aircraft Parking Apron (Taxiway Bravo)
2018/19	Aerodrome New Security
"	Aircraft CCTV Monitoring – New Cameras
"	Additional Leasable Hangar Site Improvements
"	Redirection of Taxiway Charlie and Construction of Taxiway Hotel
2019/20	Aircraft Tie Downs
"	Redirection of Taxiway Charlie and Construction of Taxiway Hotel
2021/22	Aerodrome Terminal Building Upgrade

Note: Although not outlined with Council's Adopted 2018/22 Management plan or the above table, new subdivision developments and infrastructure works are planned for future growth at the aerodrome. Please refer to Future Development Map Appendices.

Ground view of approach to Runway 17

5. LIFECYCLE MANAGEMENT PLAN

The lifecycle management plan details how Council plans to manage and operate the assets at the agreed levels of service (defined in section 3) while optimising life cycle costs as in accordance with Objectives; 1.5, 2.1, 2.2, 3.3, 4.1, 4.3, 4.5, 5.5, 6.1, 6.4 and 6.6 within Council's adopted 2040 Community Strategic Plan.

5.1 Background Data

5.1.1 Physical parameters

Table 5.1a Aerodrome Assets

Asset type
Land
Buildings
Airstrip /Runways
Taxiways
Apron/Parking Area
Drainage
Other

Aerdrome Site – Aerial View

Table 5.1b Aerodrome assets

Asset Type	Useful Life (years)	Approximate Quantity
Land	N/A	**194 ha**
Buildings	100	**6**
Airstrips (Glider Strip)	80	**81 ha**
Runway Pavements (17/35 & 08/26)	25	**76,385 m²**
Runway Seal (Currently only 17/35)	10	**54,288 m²**
Taxiway Pavements	25	**22,607 m²**
Taxiway Seal	15	**22,607 m²**
Apron Pavements	25	**6,320 m²**
Apron Seal	10	**6,320 m²**
Drainage Pits	100	**82**
Drainage Pipes	100	**5340 m**
Drainage Headwalls	100	**21**
Drainage open channels	100	**3**
Lights and control system	50	**5**
Markers (cones/gables)	20	**157**
Windsocks	50	**2**
Line marking	1	**White 3150m²** **Yellow 150m²**
Fences/Gates	**60**	**Powder-Coat security 79m** **Chain mesh man proof 1164m** **Rural type 9,800 m**

5.1.1 Age of aerodrome assets

The wide variety of ages within the different asset classes makes summarising these difficult. However the following lists ages of some of the assets:

Table 5.1.1 Major aerodrome asset ages

Asset	Year of Construction
Terminal Apron	1965
Runway 17/35 Pavement	1966
Groundsman cottage	1974
Control tower	1987
RPT apron	1994
Runway 17/35 Seal	1995
Terminal Building	2002

5.1.2 Asset capacity and performance

Council's services are generally provided to meet design standards where these are available. Locations where deficiencies in service performance are known are detailed in Table 5.1.2.

Table 5.1.2. Known Service Performance Deficiencies

Location	Service Deficiency
Runway 17/35 pavement/seal	**Pavement concessions are currently required for aircraft with ACN12 and tyre pressure 84psi; improvements to the pavement/seal may allow increased loadings up to ACN20.**

5.1.3 Asset condition

Runways, taxiways and the general airside area are inspected daily, while other assets are inspected on a varying basis.

5.1.3a Runways and taxiways

Due to the high risk nature of aircraft operation on the runways/taxiways, they are subject to tight regulatory conditions as part of the operation of the aerodrome and are inspected daily to ensure they are free from defects that may pose risks to aircraft.

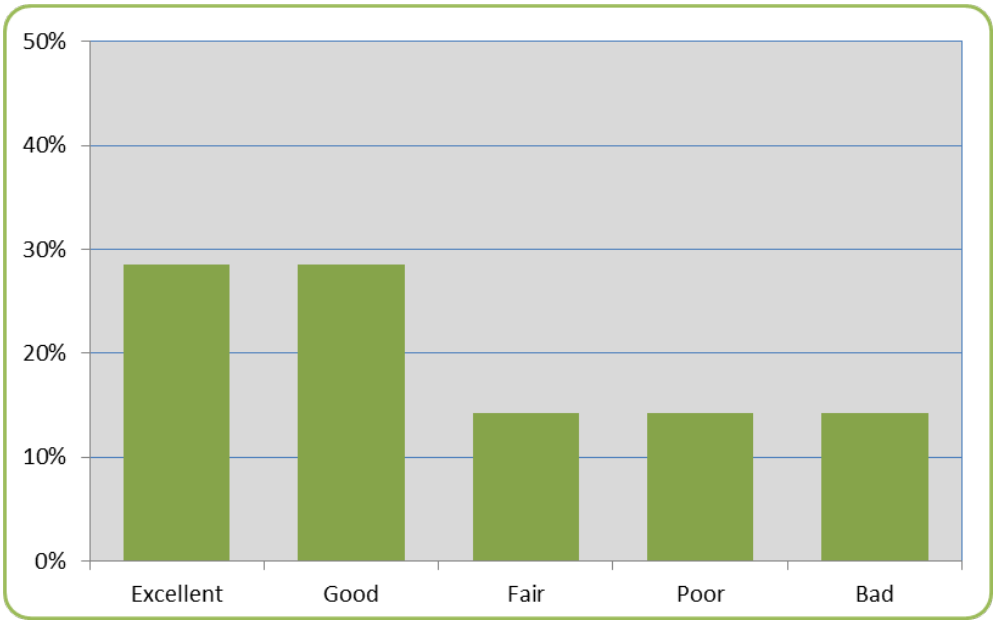
In addition, annual inspections are carried out by external agencies on some of the aerodrome assets (e.g. lighting, Obstacle Limitation Surface, pavement)

Terminal Building – air side

5.1.3b Buildings

Council does not have an active building inspection program for any classes of building. There is no specific data gathered on the overall condition of the buildings in the Council's asset register. The information displayed in Fig 7 has been gathered through a brief visual inspection of each building. There has been no structural testing of any sort. Therefore, the resulting condition ratings are more of an indication of the buildings aesthetic qualities rather than a statement on structural soundness.

Fig 4. Buildings



Rating	Description of Condition
1.	Excellent condition: Only planned maintenance required.
2.	Good: Minor maintenance required & planned maintenance.
3.	Average: Significant maintenance required.
4.	Poor: Significant renewal/upgrade required.
5.	Bad: Building should be demolished

5.1.4 Asset inspections

A number of inspections are carried out at the aerodrome for the purposes of the daily operation. These inspections also highlight any issues with the assets managed at the aerodrome.

Aerodrome Lighting Inspection
In accordance with Bathurst Regional Aerodrome Manual Part 2 Section 3,

A night-time lighting performance inspections is conducted at least weekly…
A full lighting technical inspection and maintenance is conducted annually …

Inspection/Assessment of Movement Area, Pavements and Drainage.
In accordance with Bathurst Regional Aerodrome Manual Part 2 Section 6, *"aerodrome serviceability inspections are conducted by the aerodrome reporting officer to detect immediate hazards"* inspections include movement areas, pavements and drainage.

Inspections are generally carried out before the first RPT service, every day of the week. Additional inspections are carried out after unusual weather such as heavy rainfall or severe wind storms, or following requests from NOF or the District Aerodrome Inspector.

An inspection and assessment of the movement area pavements and drainage is undertaken and reported as follows:

Runway:	08/26	17/35	Glider
• Daily check of movement areas -staff competency -inspection content -inspection system -inspection frequency -recording inspection results of noted defects)	✓	✓	✓
• **Surface** -texture, roughness -cleanliness -drainage -other faults (cracks,holes,rutting)	✓	✓	✓
• **Shoulders** -surface material -width, strength, slope -drainage	✓	✓	✓
• **Strip** -width, graded and ungraded -surface condition (subsidence, depressions, loose stones, grass) -drainage (drains, ponding)	✓	✓	✓
• **RESA, Clearways, Stop ways** -surface, strength, slope, obstruct	✓	✓	✓

Other Movement Areas:	Main Taxiway - Alpha	GA Taxiways – Bravo, Charlie, Delta, Echo	Apron
• **Surfaces** -texture, roughness -cleanliness (stone, debris) -drainage -other faults (cracks, holes, rutting)	✓	✓	✓
• **Shoulders** -surface material -width, strength, slope/shape -drainage	✓	✓	✓
• **Aircraft Tie-Down Areas** -location, cables, pegs, rings	✓	✓	✓

An Inspection of Signs, Markers and Marking On the Movement Area;
In accordance with Bathurst Regional Aerodrome Manual Part 2 Section 6, "*aerodrome serviceability inspections are conducted by the aerodrome reporting officer to detect immediate hazards*" inspections include signs, markers and marking on the movement area.

An inspection and assessment of the signs, markers and markings on the movement area is undertaken and reported as follows:

Runway:	08/26	17/35	Glider
• **Markers and markings** -in accordance with standards	✓	✓	✓

Other Movement Areas:	Main Taxiway - Alpha	GA Taxiways – Bravo, Charlie, Delta, Echo	Apron
• **Markers and markings** -in accordance with standards	✓	✓	✓
• **Wind direction indicators**	✓	✓	✓
• **Aircraft Tie-Down Areas** -marked/sign posted	✓	✓	✓

In the future Council may develop a program of condition inspections for Council building assets. As part of any future inspection program the aerodrome building assets should be included.

Terminal and hangars on leased sites

Hangars on leased sites

5.1.5 Asset valuations

The valuation data assembled below has been based on estimation gathered from various sources. See Section 6.4 for details on valuation assumptions.

Current Replacement Cost	**$9,862 million**
Depreciable Amount	**$3,372 million** (CRC less land and earthworks)
Depreciated Replacement cost	**$6,489 million**
Annual depreciation expense	**$290,366 thousand**

Sustainability reporting reports the rate of annual asset consumption and compares this to asset renewal and asset upgrade and expansion.

Asset consumption	**1.40%**
Asset renewal	**7.60%**
Annual upgrade/expansion	**22.4%**

5.2 Risk Management Plan

An assessment of risks associated with service delivery from infrastructure assets has identified critical risks to Council. The risk assessment process identifies credible risks, the likelihood of the risk event occurring, the consequences should the event occur, develops a risk rating, evaluates the risk and develops a risk treatment plan for non-acceptable risks.

Critical risks, being those assessed as 'Very High' - requiring immediate corrective action and 'High' – requiring prioritised corrective action identified in the infrastructure risk management plan are summarised in Table 5.2.

Table 5.2. Critical Risks and Treatment Plans

Risk	What can Happen	Risk Rating	Risk Treatment Plan
Runway	Tyre blow out due to debris on runway	H	**Monitor current sweeping program, increase if required**
Runway	Tyre blow out due to pavement failure	H	**Increase frequency of resealing. Engineers Assessment and report**
Taxiway/Apron	Damage from refuelling activities	H	**Refuelling to occur only at designated locations with treated seal to protect against fuel spill damage**
Drainage	Water on sealed areas due to blocked drains	H	**Monitor through inspections regime**
Terminal Building	Security/Vandalism	H	**Security review and design review and change. Continue current program and implement renewal program.**
Terminal Building	Electrical Fault	H	**Regular inspections and preventative treatments. Increase Visual inspections**
Terminal Building	Public liability	H	**Regular and documented inspections. Upgrade Safety Inspections to include action report**
Terminal Building	Fire (internal generated within building)	H	**Maintain fire equipment in high use and building rules and auditing. Implement Annual Inspections**

Risk	What can Happen	Risk Rating	Risk Treatment Plan
Aircraft	Damage due to animal activity	H	**Regular monitoring and upgrade of existing perimeter fencing g. Occasional eradication and bird dispersal.**
Security	Breach of Secure Airside area of aerodrome	H	**Transport Security Plan (TSP)**
Emergency on field	Emergency situation within aerodrome boundary	H	**Bathurst Aerodrome Emergency Plan (AEP) (Separate exercises are held every two years to test TSP and AEP)**

Ground approach to Runway 26 (unsealed)

Approach end markers for Runway 08 (unsealed) and Secondary Wind Sock

5.3 Routine Maintenance Plan

Routine maintenance is the regular on-going work that is necessary to keep assets operating, including instances where portions of the asset fail and need immediate repair to make the asset operational again as in accordance with Objectives; 1.5, 2.1, 2.2, , 3.3, 4.1, 4.3, 4.5, 5.5, 6.1, 6.4 and 6.6 within Council's adopted 2040 Community Strategic Plan.

5.3.1 Maintenance plan

Maintenance includes reactive, planned and cyclic maintenance work activities.

Reactive maintenance is unplanned repair work carried out in response to service requests and management/supervisory directions. Reactive maintenance to the aerodrome assets includes:

- Grass Mowing (Airside and Landside areas)
- Maintenance of vegetation near terminal building
- Repair of buildings
- Repairs to lighting system components
- Repairs to seal on Apron/Taxiway/Runway
- Repairs to Security gates and fences

Planned maintenance is repair work that is identified and managed through a maintenance management system (MMS). MMS activities include inspection, assessing the condition against failure/breakdown experience, prioritising, scheduling, actioning the work and reporting what was done to develop a maintenance history and improve maintenance and service delivery performance. Planned maintenance includes:

- Grass Mowing (Airside and Landside areas)
- Building Painting – terminal
- Recarpeting – terminal

Cyclic maintenance is work carried out on a periodic basis, not prompted by inspection or complaints. This can include:

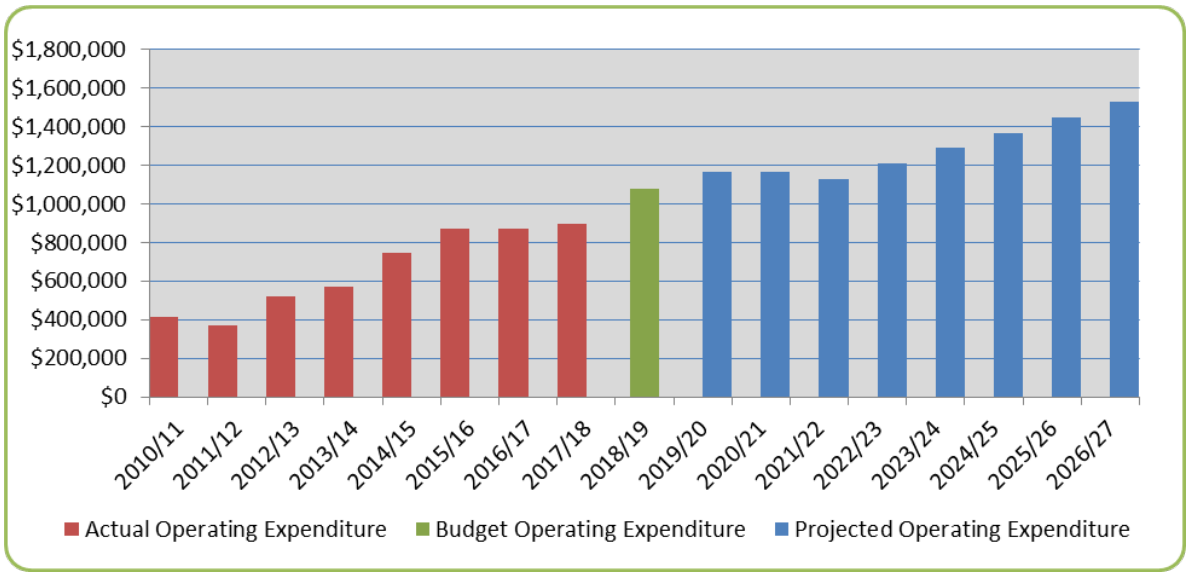
- Grass Mowing (Airside and Landside areas)
- Painting of structures (e.g. gable markers)
- Replanting of garden beds
- Renewal of line marking on runways (3150m^2) and Taxiways (150m^2) annually
- Maintenance of vegetation on approach/departure to runways

Maintenance expenditure trends are shown in Table 5.3.1

Table 5.3.1. Maintenance Expenditure Trends

Year	Operations & Maintenance Expenditure
2010/11	**$414,557**
2011/12	**$374,735**
2012/13	**$517,537**
2013/14	**$636,995**
2014/15	**$743,517**
2015/16	**$871,886**
2016/17	**$881,315**
2017/18	**$894,779**
2018/19 (Current Budget)	**$969,286**

Fig 5. Summary of maintenance and operations Budget since 2010/11



Assessment and prioritisation of reactive maintenance is undertaken by Council staff using experience, training and judgement.

Mowing Glider Airstrip

5.3.3 Standards and specifications

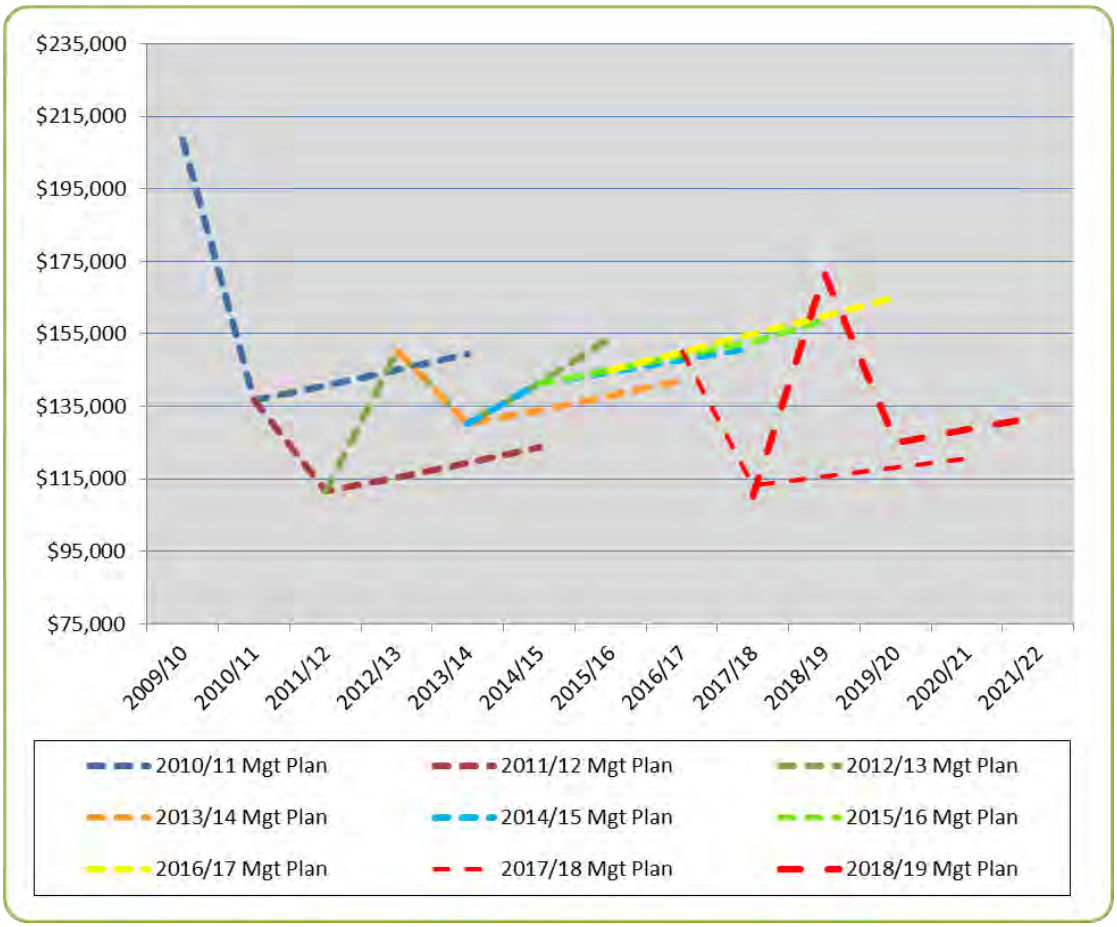
Maintenance work is carried out in accordance with the following Standards and Specifications and appropriate Australian Standards.

Building Code of Australia
CASA Manual Standards Part 139 Aerodromes
OH&S Legislative Requirements
NSW Local Government Act 1993
Other Council Specifications and Guidelines

5.3.4 Summary of future maintenance expenditures

Future maintenance expenditure is forecast to trend in line with the value of the asset stock. The minimum expenditure on maintenance will be current expenditure plus inflation variations.

Fig 6. Planned Maintenance Expenditure

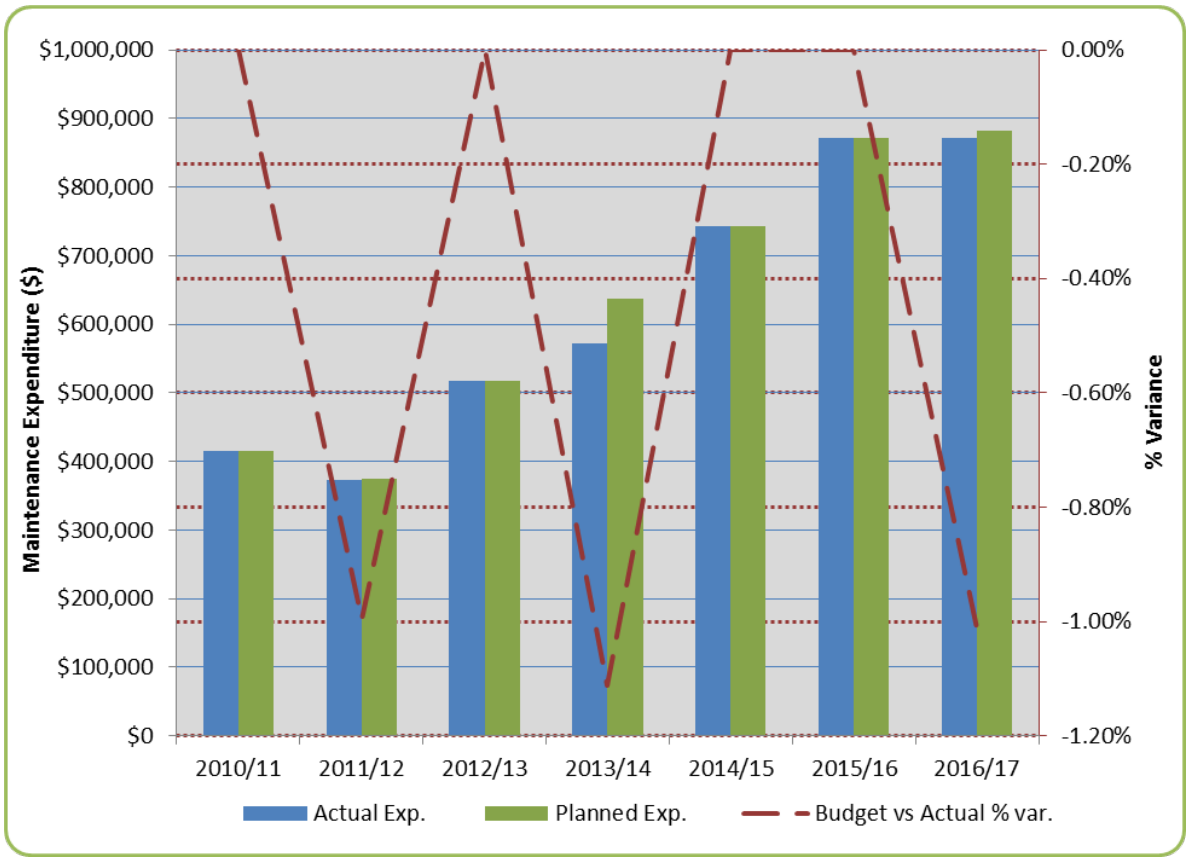


NOTES on Fig 6.

- Budget forecasting is reviewed annually and adjusted for CPI variations.
- See 5.3.1 for comments

Deferred maintenance, i.e. works that are identified for maintenance and unable to be funded are to be included in the risk assessment process in the infrastructure risk management plan.
Maintenance is funded from Council's operating budget and grants where available. This is further discussed in Section 6.2.

Fig 7. Historical: Planned Maintenance Expenditure & Actual Maintenance Expenditure



Aerodrome maintenance budget has been within ±1% for the period 2010 – 2018 except for the 2013/14 Financial Year where it was underspent by 1.11%.

Ground approach to Runway 35

5.4 Renewal/Replacement Plan

Renewal expenditure is major work which does not increase the asset's design capacity but restores, rehabilitates, replaces or renews an existing asset to its original service potential. Work over and above restoring an asset to original service potential is upgrade/expansion or new works expenditure. There is often a poorly defined line between renewal and upgrade.

5.4.1 Renewal plan

Larger assets that are made up of many individual components may be renewed at the component level over a period of time. The implication of this method of maintenance is that records don't show a renewed asset, which over a period of time has been renewed.

Assets such as buildings, Runway/Taxiway/Apron seal, and lighting will be renewed or replaced as necessary at the end of their useful life and as the budget allows and subject to the conditions outlined in table 5.4.1.

There is no specific long term plan or budgetary allocation for periodic renewal or replacement of assets. Rather, assets requiring renewal or replacement are identified during the compilation of Council's annual management plan.

An asset register recording asset ages and conditions would assist in forward programming of asset renewal and replacement and the associated budget implication.

Table 5.4.1 outlines a basic scoring system that may be used to prioritise renewal candidate proposals.

Table 5.4.1 Renewal Priority Ranking Criteria

Criteria	Weighting
Condition of asset	40%
Aesthetic value of asset	20%
Population serviced by asset	20%
Projected capital cost	10%
Proximity to similar asset/s	10%
Total	**100%**

5.4.2 Renewal standards

Renewal work is carried out in accordance with the Bathurst Regional Council's engineering guidelines and appropriate Australian Standards.

5.4.3 Summary of future renewal expenditure

Some major expenses that may occur in the next three years identified are summarised in Table 5.4.3

Table 5.4.3 Capital Renewal Summary

Asset	Year	Cost
Boundary Fencing Improvements	2016/17	$550,000
	Total	**$550,000**

5.5 Creation/Acquisition/Upgrade Plan

New works are those works that create a new asset that did not previously exist, or works which upgrade or improve an existing asset beyond its existing capacity. They may result from growth, social or environmental needs. Assets may also be acquired at no cost to the Council from land development. These assets from growth are considered in Section 4.4.

5.5.1 Upgrade selection criteria

Table 5.5.1 outlines a basic scoring system that may be used to prioritise upgrade candidate proposals.

Table 5.5.1 Upgrade Priority Ranking Criteria

Criteria	Weighting
Safety	30%
Access	30%
Economic Development & Commercial Potential	10%
Aircraft / Passenger Volume	30%
Total	**100%**

5.5.2 Standards and specifications

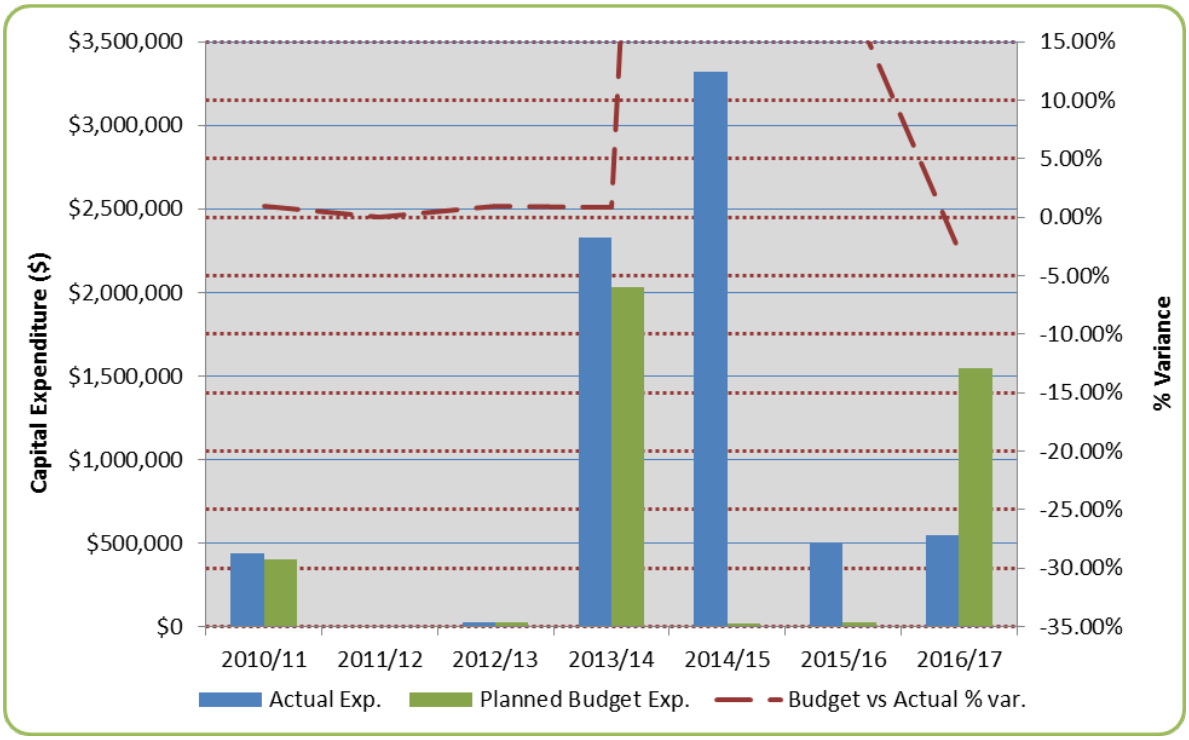
New work is carried out in accordance with the Bathurst Regional Council's engineering guidelines and appropriate Australian Standards.

5.5.3 Summary of future upgrade/new assets expenditure

Expenditure currently identified is:

Asset	Year	Cost
Construction of Parallel Taxiway Foxtrot	**2017/18**	**$450,000**
Extension of Aircraft parking Apron (Taxiway Bravo)	**2017/18**	**$550,000**
Additional Leasable Hanger Site Improvements	**2018/19**	**$850,000**
Redirect Taxiway Charlie and Construction of Taxiway Hotel	**2018/19**	**$450,000**
Aerodrome New Security Gates	**2018/19**	**$10,000**
Aircraft CCTV Monitoring – New Cameras	**2018/19**	**$100,000**
Aircraft Tie-downs	**2019/20**	**$100,000**
Redirect Taxiway Charlie and Construction of Taxiway Hotel	**2019/20**	**$500,000**
Aerodrome Terminal Upgrade	**2021/22**	**$3,000,000**
	Total	**$6,010,000**

Fig 8. Historical: Planned Capital Expenditure & Actual Capital Expenditure



NOTE on Fig 8;
Financial Years 2010/11, 2012/13 2013/14 and 2016/17 have been within ± 3% with the exceptions of 2011/12 where no expenditure was budgeted for, or occurred. And financial years 2014/15 and 2015/16 where major expenditure works have occurred, that were not originally budgeted for. In the case of 2014/15 the funding was transferred for runway upgrade works and construction of an additional cul-de-sac to service an additional hanger. For 2015/16 the expenditure also went towards the construction of the cul-de-sac as well as modifications to Taxiway Echo.

5.6 Disposal Plan

There are no current plans for asset disposal from the aerodrome asset register.

The land at the Aerodrome was transferred from the Commonwealth to the Council as part of the Aerodrome Local Ownership Plan (ALOP) in December 1959 with a proviso that revenue from sale of any land would be passed directly on to the Commonwealth. As a result, there is no benefit to the Community for Council to sell any land at the Aerodrome and can best realise any economic benefit by leasing land.

Controlled access gate to Airside

Control tower, Aero Club hangar and clubhouse, Terminal

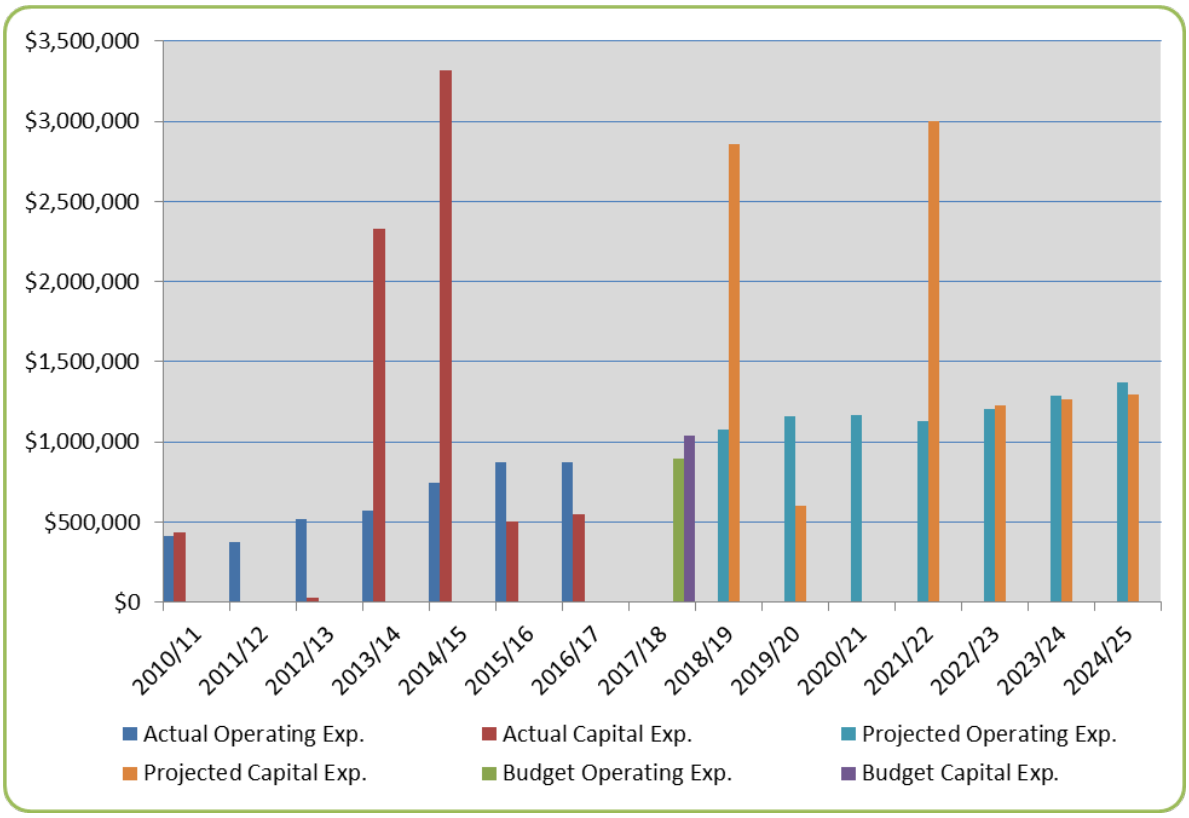
6. FINANCIAL SUMMARY

This section contains the financial requirements resulting from all the information presented in the previous sections of this asset management plan. The financial projections will be improved as further information becomes available on desired levels of service and current and projected future asset performance.

6.1 Financial Statements and Projections

The financial projections are shown in Fig 9 for planned operating (operations and maintenance) and capital expenditure (renewal and upgrade/expansion/new assets).

Fig 9. Planned Operating and Capital Expenditure



NOTE

- It is unlikely that growth will continue at the projected rate for 10 years
- Budget forecasting is reviewed annually and adjusted for CPI/PPI variations.
- Note that all costs are shown in 2017 dollar values.
- Planned maintenance costs are forecast to increase proportionally with planned capital expenditure.
- The projection is for 10 years only as the available data is not sufficient to provide a useful long term prediction.

6.1.1 Sustainability of service delivery

There are two key indicators for financial sustainability that have been considered in the analysis of the services provided by this asset category, these being long term life cycle costs and medium term costs over the 10 year financial planning period.

Long term - Life Cycle Cost

Life cycle costs (or whole of life costs) are the average costs that are required to sustain the service levels over the longest asset life. Life cycle costs include maintenance and asset consumption (depreciation expense). The annual average life cycle cost for the services covered in this asset management plan is **$611,047**.

Life cycle costs can be compared to life cycle expenditure to give an indicator of sustainability in service provision. Life cycle expenditure includes maintenance plus capital renewal expenditure. Life cycle expenditure will vary depending on the timing of asset renewals. The life cycle expenditure at the start of the plan is **$506,668**.

A gap between life cycle costs and life cycle expenditure gives an indication as to whether present consumers are paying their share of the assets they are consuming each year. The purpose of this asset management plan is to identify levels of service that the community needs and can afford and develop the necessary long term financial plans to provide the service in a sustainable manner.

The life cycle gap for services covered by this asset management plan is **$104,379** per annum.
The life cycle sustainability index is **0.83.**

Medium term – 10 year financial planning period

This asset management plan identifies the estimated maintenance and capital expenditures required to provide an agreed level of service to the community over a 20 year period for input into a 10 year financial plan and funding plan to provide the service in a sustainable manner. This may be compared to existing or planned expenditures in the 20 year period to identify any gap. In a core asset management plan, a gap is generally due to increasing asset renewals.

The current budget compilation method of short term programming of asset renewal does not allow for long term future predictions.

Using the valuation and remaining useful life estimations of Section 6.4 and the 2017/18 Management Plans the following have been budgeted for;

Asset	Year	Cost
Boundary Fencing Improvements	**2016/17**	**$550,000**
Construction of Parallel Taxiway Foxtrot	**2017/18**	**$450,000**
Extension of Aircraft parking Apron	**2017/18**	**$550,000**
Aircraft CCTV monitoring New Cameras	**2018/19**	**$100,000**
Aerodrome New Security Gates	**2018/19**	**$10,000**
Aircraft Tie Downs	**2018/19**	**$100,000**
Additional Leasable Hangar Site Improvements	**2018/19**	**$850,000**
Construction of Taxiway Golf	**2018/19**	**$450,000**
Redirect Taxiway C and Construction of Taxiway Hotel	**2018/19**	**$450,000**
“ “	**2019/20**	**$500,000**
Aerodrome Terminal Upgrade	**2021/22**	**$3,000,000**
	Total	**$7,010,000**

Using the valuation estimations and remaining useful life the estimated capital works and maintenance expenditure required over the next 10 years is $**10.570 million**.

This is an average expenditure of **$1.057 million pa.** Estimated maintenance and capital renewal expenditure in year 1 is **$414,500.** The 10 year sustainability index is **0.66**. In the medium term the funding of aerodrome assets is very low.

It should be noted that the majority of the aerodrome maintenance budget as defined by the management plan could be termed operational expenditure as it is mainly for airstrip maintenance and as such is not a good indication of the level of maintenance on large capital value assets such as buildings, sealed runways and taxiways.

6.2 Funding Strategy

The entire aerodrome budget for 2018/19 financial year is approximately **$506,668**. Income for the same period is estimated at **$581,400** as per the projected figures from the Council management plan.

Much of the funding for large capital projects within the aerodrome section of Council is reliant on funding from loans raised to carry out the specific projects. For the 2021/22 financial year an amount of **$3,000,000** has been identified as being required to fund upgrade of the Airport Terminal Building.

Internal reserve accounts of **$120,000** ($70,000 for Aerodrome Improvement and $50,000 for Aerodrome Sealing), following amounts transferred to and from the previous year's budgets.

The income components from the 2018/19 Management Plan are Landing Fees income: **$479,900** and Leases of Land income: **$167,763** (see appendices for breakup).

Future development of additional hangar lease areas will allow a greater income base that will help cover the cost of operations at the aerodrome.

The breakup of the aerodrome budget will continue to be made up of the same components. Shortfalls in budgets have been filled in the past through funds secured through loans. This may be reduced in the future with appropriate levels of transfer to reserves each year effectively creating an 'internal loan'.

Council's current management practices are resulting in a level of service that appears to be meeting expectations of the Aerodrome users, based on the limited feedback available.

6.3 Valuation Forecasts

Asset values are forecast to increase as additional assets are added to the asset stock from construction and acquisition by Council and from assets constructed by land developers and others and donated to Council.

As there is no firm long term capital works plan it is not possible to provide a meaningful valuation forecast.

6.4 Key Assumptions made in Financial Forecasts

This section details the key assumptions made in presenting the information contained in this asset management plan and in preparing forecasts of required operating and capital expenditure and asset values, depreciation expense and carrying amount estimates. It is presented to enable readers to gain an understanding of the levels of confidence in the data behind the financial forecasts.

Key assumptions made in this asset management plan are:

- Assets group ages and remaining lives have been classified as follows:

Asset Group	Replacement Value	Useful life	Remaining life (Avg.)	Depreciated replacement cost
Land	**$1,277,200**			**$1,277,200**
Buildings	**$1,272,597**	**100 yrs**	**77 yrs**	**$978,686**
Earthworks	**$878,983**	**100 yrs**	**100 yrs**	**$878,983**
Pavement	**$4,585,680**	**25 yrs**	**16 yrs**	**$2,879,556**
Seal	**$1,042,236**	**10 yrs**	**6 yrs**	**$590,317**
Drainage	**$2,193,227**	**100 yrs**	**60 yrs**	**$1,309,330**
Fences #	**$454,610**	**50 yrs**	**46 yrs**	**$417,136**
Lighting system	**$574,286**	**50 yrs**	**42 yrs**	**$478,045**
Markers (Cones/Gables)	**$26,836**	**20 yrs**	**0 yrs**	**$0.00**
Wind Socks	**$4,503**	**50 yrs**	**27 yrs**	**$2,406**
TOTAL	**$12,310,157**		**TOTAL**	**$8,811,659**

- Values as at 30 June 2018
- Remaining life is the average of all assets in this group
- # Only the man-proof fences have been valued, the rural style fencing surrounding most of the aerodrome has not been valued as it has generally reached the end of its economic life.
- Useful lives have been estimated through experience and by using published lives from the *Local Government Asset Accounting Manual* published by the NSW DLG.
- Annualised CPI have been calculated using the figures published by the Australian Bureau of Statistics *http://www.abs.gov.au/AUSSTATS/abs@.nsf/DetailsPage/6401.0Sep%202009?OpenDocument*
- Depreciation is calculated using the straight line method.

Accuracy of future financial forecasts may be improved in future revisions of this asset management plan by the following actions.

- Development of condition based depreciation method that satisfies accounting standards.
- Collection of condition data through an asset network survey.
- Development of a firm future capital works timeline and budget

7. ASSET MANAGEMENT PRACTICES

Council has implemented Civica Authority in 2010 as the financial management system.
Administrator: IT manager

Relevant accounting standards are:

- AASB 136 *Impairment of Assets*
- AASB 1021 *Depreciation of Non-Current Assets*
- AASB 1041 *Accounting for the reduction of Non-Current Assets*
- AAS 1015 *Accounting for acquisition of assets*
- AAS 27 *Financial reporting by Local Government*

7.2 Asset Management Systems

Council uses CONFIRM asset management software. The current version is 9.50d.AM
CONFIRM team:

Team leader:	Administration Engineer
Administrator:	Asset Engineer
Data entry:	3 x Asset Technicians
Mobile inspections:	Asset Inspector

Confirm consists of:

- A comprehensive recreation asset inventory;
- Data Management, with functional reporting procedure to present inventory and assessment information;
- Asset Accounting, AAS27 reporting capability and life cycle costing; and

Council uses MapInfo GIS system linked to CONFIRM.

A number of handheld devices using Trimble GPS units are used to collect data.

As a result of this plan it is intended to improve the Asset management system by:

- Ascertaining more accurate unit rates for work performed in the aerodrome assets;
- Linking of Confirm to Financial Software to gain more accurate costs of works.

7.3 Information Flow Requirements and Processes

The key information flows *into* this asset management plan are:

- The asset register data on size, age, value, remaining life of the network;
- The unit rates for categories of work/material;
- The adopted service levels;
- Projections of various factors affecting future demand for services;
- Correlations between maintenance and renewal, including decay models;
- Data on new assets acquired by council.

The key information flows *from* this asset management plan are:

- The assumed Works Program and trends;
- The resulting budget, valuation and depreciation projections;
- The useful life analysis.

These will impact the Long Term Financial Plan, Strategic Business Plan, annual budget and departmental business plans and budgets.
The current communication between financial and asset systems is limited to manually entering the relevant data. It is expected that CONFIRM will provide asset valuations and capitalisations from 2011 onwards. These figures will be supplied to the finance system for reporting purposes.

8. CONCLUSIONS

8.1 Current position statement

The provision of aerodrome assets as part of operating the Bathurst Regional Airport is one of Council's Business Units.

The Aerodrome is one of the physically larger single assets maintained by Council being some 194ha in overall size. The rising costs of maintenance coupled with increased expectations from users leading to demand for improved asset function is faced off by a relatively finite revenue stream that will have an impact on the ability to deliver the costly improvements into the future. Even sourcing funding via loans may not be a viable long-term option as the repayments may divert funds from maintenance of existing assets at an expected level.
Increases in or improvements in facilities may allow for an increase in 'business' at the airport. This is most likely to come from Commercial or Recreational users rather than suppliers of RPT Services due to competition of other transport modes to and from Sydney.

The Aerodrome has been a part of the Bathurst transport and recreation landscape for some 70 years and continues to provide an adjunct segment of industry to the overall economy for the region. As pressure increases on the remaining smaller metropolitan aerodromes from nearby urban growth an opportunity exists to attract further aero-based businesses to Bathurst in the near-term. This increase could allow for better future support of improved infrastructure at the aerodrome; although a more detailed risk/return analysis should be undertaken before Council heads down that path.

The current replacement cost of the aerodrome asset portfolio is estimated at **$9.863 million**. The annual depreciation expense is estimated at **$290,366.** A detailed asset valuation has not been performed on the aerodrome assets. The outcomes of this plan will be improved as detailed valuations are performed and a more accurate picture of the current status of the assets is formed. The estimations that have been performed are at Greenfield rates and are based on rates published by Rawlinsons Australian Construction Handbook (2009) and actual financial information collected from the financial records of Council.

The current operations and maintenance budget for the first year of the asset portfolio is **$1,078,068**

Customer requests regarding aerodrome assets are very minimal since the implementation of the Council's current customer request management system in September 2005. This may suggest that the level of service provided by the Council through the aerodrome assets is being maintained and current maintenance expenditure is adequate or that a more formalised system of feedback from users of the aerodrome is required. Please refer to Section 3 Level of Service.
In technical terms the re-current maintenance budget appears to be satisfactory for the aerodrome assets, with the exception of providing sufficient reserves for large capital renewal projects. The asset deterioration rate appears to be in line with or slower than the useful life used to calculate remaining asset life. A more thorough maintenance management system, including a program of inspection will better allow the Council to ascertain the effectiveness of the budget allocation.

Currently, funding of major capital renewal projects is applied for when preparing the management plan and there is no guarantee that the application will be successful. Tasks in this category include the major renewals to the runways, additional taxiways and other support infrastructure. These projects are required to ensure the assets remain in good condition and meet or exceed the expected useful life of the asset and the expectations of users.

The budget for maintenance and repair is currently forecast by adding an additional amount due to CPI on the previous year's budget. As the aerodrome assets age and the portfolio expands to meet the expectations of users and meet growth in areas of use at the aerodrome, the expenditure required to meet maintenance needs will increase at a rate higher than the CPI - for example as more taxiways are constructed an increase in the maintenance budget will be required to maintain them to an acceptable level of service. If the current level of maintenance is not increased inline with the increasing maintenance requirements of the aerodrome assets, a reduction in safety, amenity and aesthetics could reasonably be expected.

The aerodrome assets have varied useful lives. The useful life will vary from asset to asset depending on the level of maintenance performed. From the estimations of useful life (Section 6.4) most asset groups have greater than 60% useful life remaining with the exception of Windsocks, having 53% useful life remaining. Given the possible requirement to 'shut down' parts of or, all of the aerodrome to carry out major works (e.g. reconstruction drainage works and windsock replacement), there is an impact on the timing of capital works and may cause a 'bunching up' of funding requirements that would normally not be acceptable. The process of using loan funding to 'spread out' these costs may be helpful; but consideration must be given to the ongoing cost of not only meeting the loan repayments but also the continued maintenance requirements in planning the future funding of these works.

Although the final assessment on capital renewal of aerodrome assets will be based on the criteria in 5.4.1, asset age in conjunction with condition inspection is the best indicator available to predict the future expenditure required to replace aerodrome assets before they have deteriorated to a point where they are no longer serviceable or safe.
The information contained within the asset management plan sets a benchmark for the aerodrome asset portfolio at the close of the 2022 calendar year. By continuing to collect information on the condition of the aerodrome asset portfolio and monitoring the expenditure on maintenance and renewal of aerodrome assets the performance of the Council's strategies can be measured, reported on and improved in the future.

8.2 Recommendations

Council aims to ensure all assets are sustainable and appropriate. The key outcomes of this asset management plan are to keep the aerodrome assets in good condition, and ensure that current and future development of these assets are relevant to the needs of the community while appropriate funding is planned for maintenance and capital upgrades.

To ensure that Council can achieve this, the following actions have been identified:

8.2.1 Asset management recommendations

- Include specific questions relating to the aerodrome in the next Community Survey.
- Conduct targeted interviews for the survey with users of the aerodrome
- Asset inspection results and condition information should be recorded on the Council's asset management system
- Maintenance and renewal costs should be closely monitored using the asset management system's maintenance management capabilities. This will provide more accurate unit rates and better valuation figures.

8.2.2 Maintenance recommendations

- Current levels of maintenance must be maintained
- When considering maintenance of Council's assets, the whole of life costs are to be considered in addition to capital costs, maintenance/operations, depreciation and any disposal costs. Maintenance and operations budgets **will** be altered to reflect increased or decreased budgetary requirements OR the community will be consulted on the reduced level of service that may be experienced if budgets are not increased with increased maintenance demands.

8.2.3 Renewal recommendations

- The pavement on runway 17/35 should be renewed within 15 years (before 2033)
- The seals on runway 17/35, and Taxiways Alpha, Bravo Charlie should be renewed within 6 years (before 2025). With future Taxiways Foxtrot, Golf and Hotel being renewed within 10 years, after the year of construction.

8.2.4 Upgrade and new asset recommendations

- When considering new or upgraded assets the whole of life costs are to be considered in addition to capital expenditure, including maintenance, operations, depreciation and any disposal costs. Maintenance and operations budgets **will** be altered to reflect increased or decreased budgetary requirements OR the community will be consulted on the reduced level of service that may be experienced if budgets are not increased with increased maintenance loads;

- To cater for future increases in use of the aerodrome runway 08/26 should have it's pavement reconstructed and upgraded from an unrated pavement to PCN12 and a new seal applied within 15 years (before 2033)

8.2.5 Budgetary recommendations

- Appropriate levels of funding are to be set aside each year to reserves to cover large capital costs as they become necessary;
- An increase in the maintenance budget in real terms to maintain the current asset stock plus additional new and upgraded assets.

9. PLAN IMPROVEMENT AND MONITORING

9.1 Performance Measures

The effectiveness of the asset management plan can be measured in the following ways:

- The degree to which the required cash flows identified in this asset management plan are incorporated into council's long term financial plan and Strategic Management Plan;
- The degree to which 1-5 year detailed works programs, budgets, business plans and organisational structures take into account the 'global' works program trends provided by the asset management plan;

9.2 Improvement Plan

The asset management improvement plan generated from this asset management plan is shown in Table 9.2

Table 9.2 Improvement Plan

Task	Responsibility	Resources Required	Timeline
Inclusion of Aerodrome Specific questions for future Community Surveys. Quality/Function/Accessibility and Condition.	Corporate/Asset Sections	Identify key areas to address and communicate for inclusion into future surveys	4 years
Categorisation of Budget items into Upgrade/Renewal/Maintenance/Operations	Finance/Asset Sections	Capital Works information and clear criteria or each category.	

9.3 Monitoring and Review Procedures

This asset management plan will be reviewed during annual budget preparation and amended to recognise any changes in service levels and/or resources available to provide those services as a result of the budget decision process.

The Plan has a life of 4 years and is due for revision and updating within 2 years of each Council election.

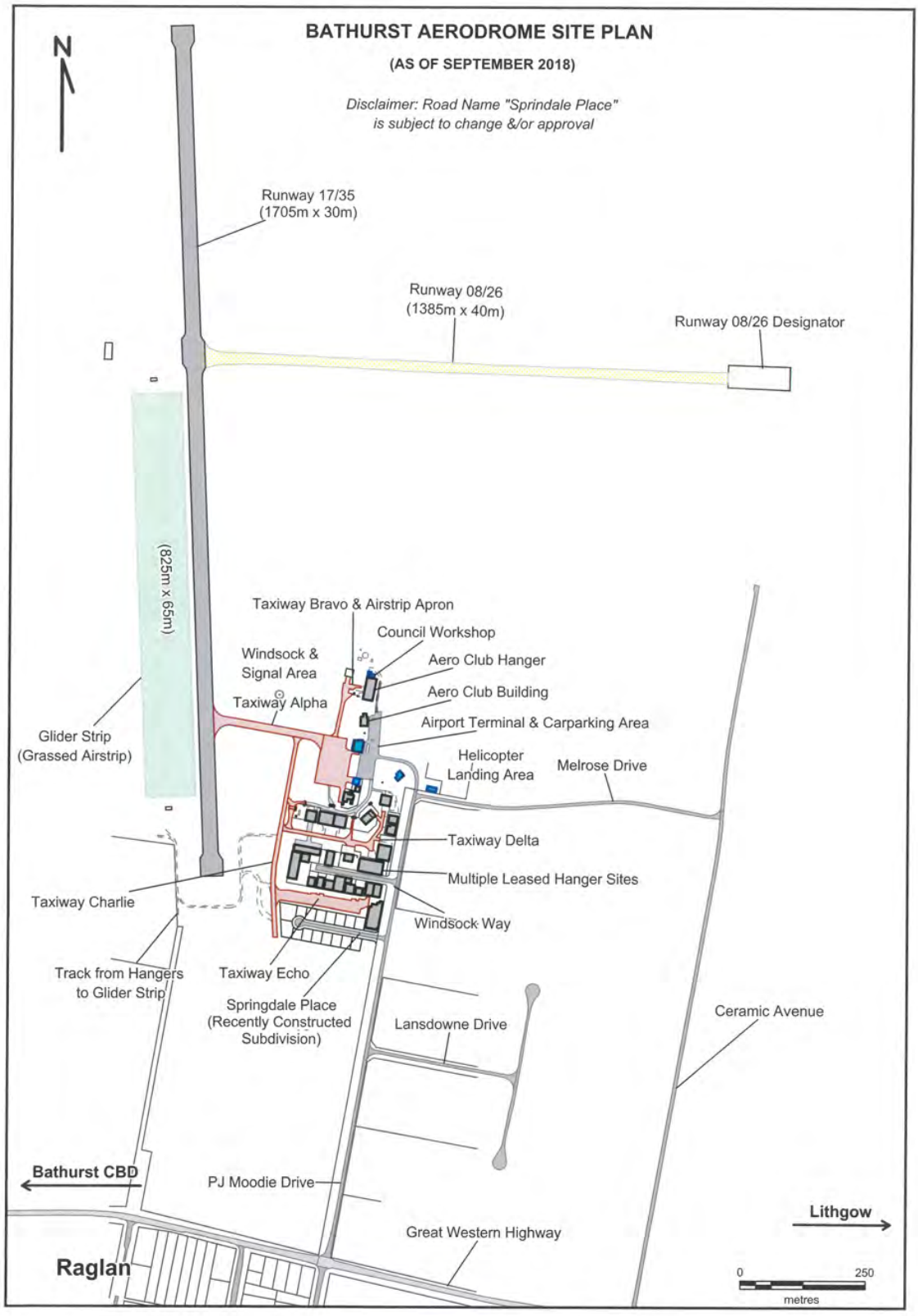
REFERENCES

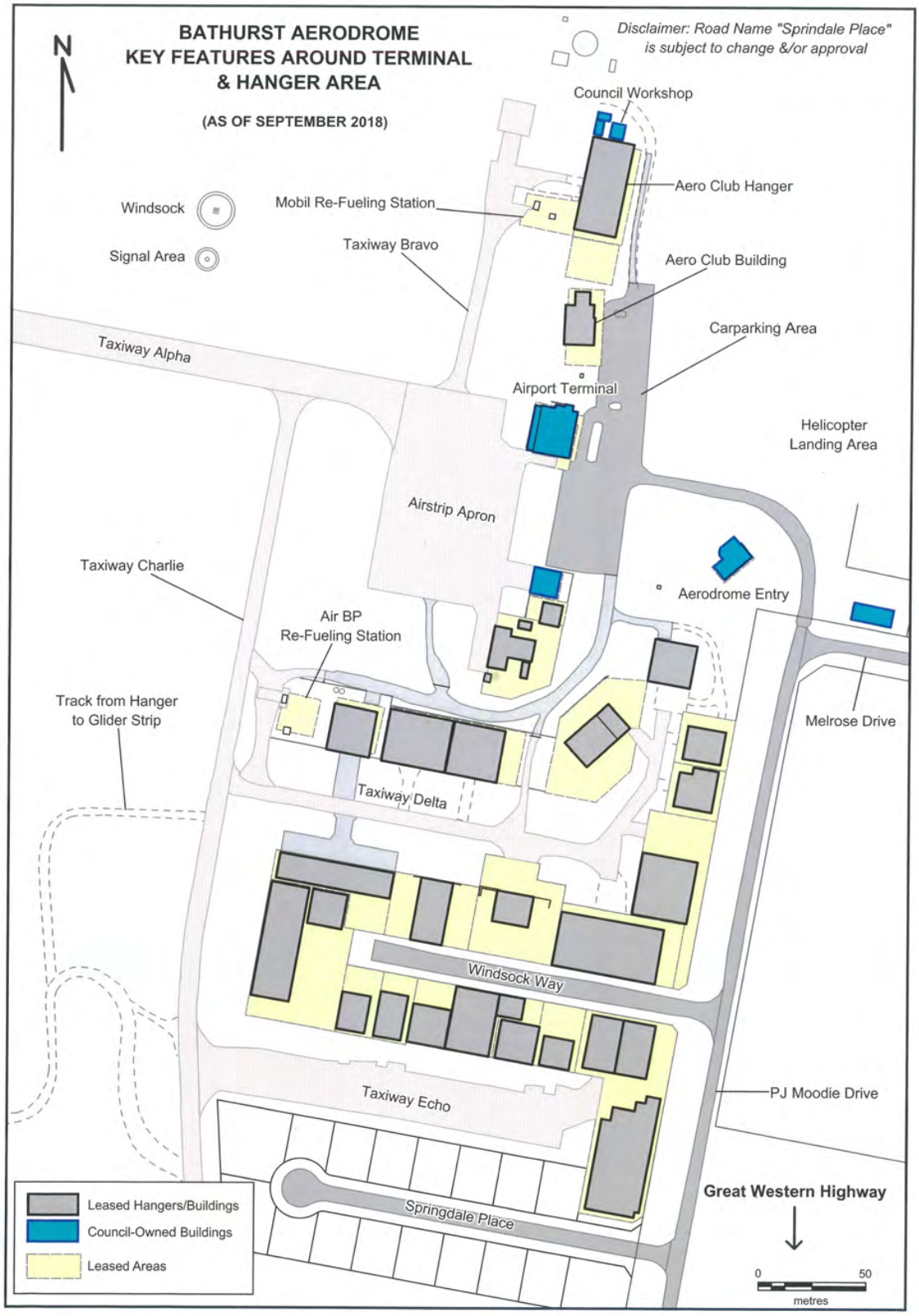
- Bathurst Regional Council, 'Management Plan 2018-2022',
- Bathurst Regional Council, 'Detailed Financial Budget and Revenue Policy 2018-2019'
- IPWEA, 2006 'International Infrastructure Management Manual', Institute of Public Works Engineering Australia, Sydney
- IPWEA, 2009 First Ed 'Australian Infrastructure Financial Management Guidelines' , Institute of Public Works Engineering Australia, Sydney
- Rawlinsons, 2009 'Australian Construction Handbook', Rawlinsons Publishing, Perth.
- NSW Department of Local Government, 1999 *Local Government Asset Accounting Manual - update 4* NSW DLG, Nowra
- Bathurst Regional Aerodrome Manual and appendix
- Airport Traffic & Passenger Data 1985 - 2016 https://bitre.gov.au/publications/ongoing/airport_traffic_data.aspx
- Mudgee Airline Passenger Statistics https://www.transport.nsw.gov.au/data-and-research/passenger-travel/aviation/nsw-intrastate-aviation-quarterly-passenger-statistics
- Kangaroo Island Council – Kingscote Airport Infrastructure and Asset Management Plan
- Various publications from Civil Aviation Authority website accessed during November 2010 (http://www.casa.gov.au/scripts/nc.dll?WCMS:HOMEPAGE::pc=HOME)
- Bathurst Regional Council adopted 2040 Community Strategic Plan

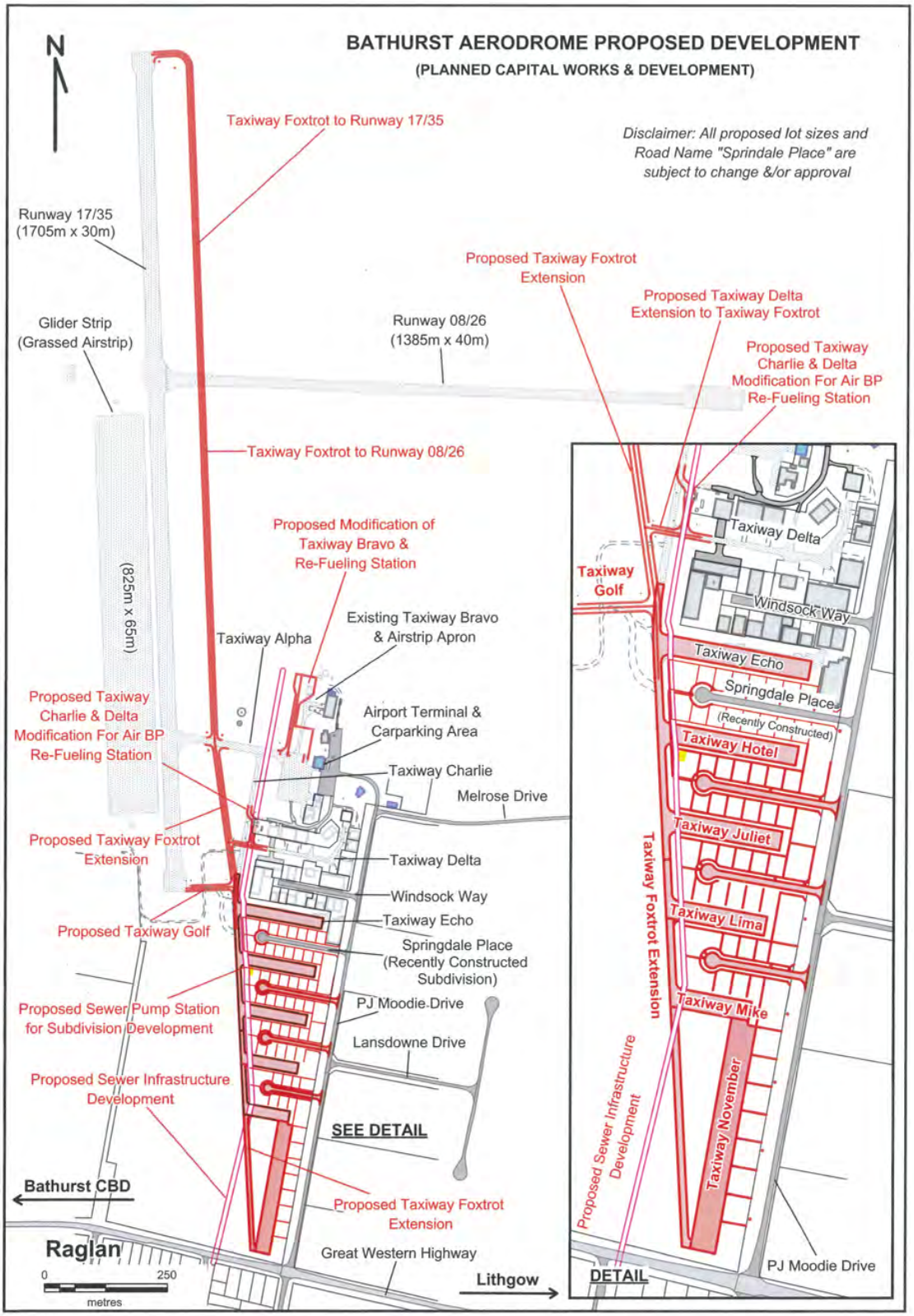
APPENDICES

Rental income breakup at aerodrome as of June 2018:

Lot	DP	Area m^2	Rent
4	847356	1194	$10,746.00
5	847356	1708	$13,151.60
8	873722	842.2	$3,768.41
9	873722	900	$1,695.26
12	1024590	393.9	$4,771.66
12	1041715	1099	$2,957.48
1	1085658	421	
11	1024590	600	$4,388,64
13	1024590	1012	
14	1089964	216	$951,87
16	1096829	1763	$5,183.25
21	1104105	1739	$6,454.60
22	1108205	400	$1,428.56
23	1108205	600	$3,960.00
24	1108205	600	$3,960.00
25	1111454	1115	$100.00
29	1151799	559.3	$1,693.08
30	1151799	515.1	$4,635.00
31	1151799	602	$2,279.96
32	1151799	2015	$20,150.00
303	1187714	765	$3,243.78
270	1162107	1336	$5,079.00
271	1162107	476	$,3243.48
35	1159302	2669	$15,223.44
36	1159302	4421	$15,940.00
Rural	Land	10.47ha	$2,100.84
Terminal		N/A	$4,087.04
	Total	**27961.5 (Rural Land Omitted)**	**$167,762.95**


BATHURST AERODROME SITE PLAN
(AS OF SEPTEMBER 2018)
Disclaimer: Road Name "Sprindale Place" is subject to change &/or approval
N
Runway 17/35 (1705m x 30m)
Runway 08/26 (1385m x 40m)
Runway 08/26 Designator
(825m x 65m)
Taxiway Bravo & Airstrip Apron
Council Workshop
Windsock & Signal Area
Aero Club Hanger
Taxiway Alpha
Aero Club Building
Airport Terminal & Carparking Area
Glider Strip (Grassed Airstrip)
Helicopter Landing Area
Melrose Drive
Taxiway Delta
Multiple Leased Hanger Sites
Taxiway Charlie
Windsock Way
Track from Hangers to Glider Strip
Taxiway Echo
Springdale Place (Recently Constructed Subdivision)
Lansdowne Drive
Ceramic Avenue
Bathurst CBD
PJ Moodie Drive
Lithgow
Great Western Highway
Raglan
0
250
metres


BATHURST AERODROME
KEY FEATURES AROUND TERMINAL
& HANGER AREA
(AS OF SEPTEMBER 2018)
N
Disclaimer: Road Name "Sprindale Place" is subject to change &/or approval
Council Workshop
Aero Club Hanger
Windsock
Mobil Re-Fueling Station
Signal Area
Taxiway Bravo
Aero Club Building
Carparking Area
Taxiway Alpha
Airport Terminal
Helicopter Landing Area
Airstrip Apron
Taxiway Charlie
Aerodrome Entry
Air BP Re-Fueling Station
Track from Hanger to Glider Strip
Melrose Drive
Taxiway Delta
Windsock Way
PJ Moodie Drive
Taxiway Echo
Springdale Place
Great Western Highway
Leased Hangers/Buildings
Council-Owned Buildings
Leased Areas
0
50
metres


BATHURST AERODROME PROPOSED DEVELOPMENT
(PLANNED CAPITAL WORKS & DEVELOPMENT)
N
Disclaimer: All proposed lot sizes and Road Name "Springdale Place" are subject to change &/or approval
Taxiway Foxtrot to Runway 17/35
Runway 17/35 (1705m x 30m)
Glider Strip (Grassed Airstrip)
(825m x 65m)
Runway 08/26 (1385m x 40m)
Proposed Taxiway Foxtrot Extension
Proposed Taxiway Delta Extension to Taxiway Foxtrot
Proposed Taxiway Charlie & Delta Modification For Air BP Re-Fueling Station
Taxiway Foxtrot to Runway 08/26
Proposed Modification of Taxiway Bravo & Re-Fueling Station
Existing Taxiway Bravo & Airstrip Apron
Taxiway Alpha
Airport Terminal & Carparking Area
Taxiway Charlie
Melrose Drive
Taxiway Delta
Windsock Way
Taxiway Echo
Springdale Place (Recently Constructed Subdivision)
PJ Moodie Drive
Lansdowne Drive
Proposed Taxiway Golf
Proposed Sewer Pump Station for Subdivision Development
Proposed Sewer Infrastructure Development
SEE DETAIL
Bathurst CBD
Raglan
0
250
metres
Great Western Highway
Lithgow
Taxiway Golf
Taxiway Delta
Windsock Way
Taxiway Echo
Springdale Place
(Recently Constructed)
Taxiway Hotel
Taxiway Juliet
Taxiway Foxtrot Extension
Taxiway Lima
Taxiway Mike
Taxiway November
Proposed Sewer Infrastructure Development
DETAIL
PJ Moodie Drive

Key Features

Bathurst Regional Airport is a Licensed Security Airport in accordance with Civil Aviation Regulations and the Civil Aviation Safety Authority (CASA). As a result, a high degree of safety requirements and regulatory controls are in place.

Security Measures

- Independent annual safety audits by CASA
- Secure Baggage, Security Fencing, Close Circuit TV Cameras internal and external to the Terminal
- Formal Maintenance, Safety and Security Plans
- Regular security conducted by the RRDT (Regional Rapid Deployment Team)
- Daily safety inspections by Senior Groundsman who is on call 24 hours

Airport Runways

- The main runway is 1705m in length with a bitumen sealed surface
- The secondary runway is 1435m in length with a gravel surface, for use by small aircraft only
- Pilot activated Runway Edge Lighting

Navigational Aids

- Automatic Weather Station
- Non Directional Beacon Radio Transmitter (NDB)
- Aerodrome Frequency Response Unit "Beep Back" (frequency identifying Bathurst Airport)
- Private Aircraft Hangars
- Air conditioned Passenger Terminal
- Unrestricted Car Park (security video surveillance)
- Public Transport – Taxi Stand

A History of the Bathurst Airport

- **1937-1939:** Council investigated various sites for the proposed aerodrome, including Eglinton, Kelso and Brewongle. At the time, an aerodrome was considered to have become a necessity for commercial purposes, for the benefit of the municipality, and from a Defence point of view, planes wishing to cross the mountains were frequently compelled to turn back under difficult circumstances due to fog and other weather conditions.
- **1945**: First Groundsman appointed.

  JB Chifley MP Treasurer made personal representations on behalf of Council regarding its desire that the aerodrome near Bathurst should be utilised as an airport for civil air services.
- **1946:** No shelter of any description at the air strip, nor rooms for the convenience of passengers.
- **1948:** Representations made to Minister for Air for land alongside Raglan Aerodrome to be made available for aero club training purposes, provision of a shelter shed, and other necessary buildings required at the aerodrome.
- **1952:** New buildings erected at aerodrome; Council agrees to connect water supply.
- **1953:** Modifications made to shelter shed; installation of blinds on windows and a glass screen in front of the door; establishment of a hedge as a windbreak.

  Radio navigational aids installed.
- **1954:** Royal Visit - Her Royal Majesty The Queen arrives by plane at Bathurst Aerodrome.

  Road works for access to aerodrome – strengthening and bitumen surfacing.
- **1954/1955:** Local Air Safety Committee formed to act as observers and to arrange assistance for pilots in difficulty.
- **1956:** Representations made to Minister Civil Aviation seeking lighting of Raglan Aerodrome, and lengthening of it to take "Viscounts".
- **1956/1957:** Representations made to "Post Master's General Department" for provision of a Public Telephone at the aerodrome (application was rejected).
- **1957:** Official opening of ATC Hut at Raglan Aerodrome; leaflets dropped from aircraft over the city, advertising joy flights by Bathurst Aero Club.
- **1959:** Bathurst Aerodrome was transferred to the City of Bathurst from the Commonwealth in December 1959. The runway at that time was an unsealed pavement, and situated in the Turon Shire.

  Consulting Engineers and Department of Civil Aviation carried out design & investigation works in order that the runway could be reconstructed. Approval was gained to allow calling of tenders for the project towards the end of 1966.
- **1963:** First Landing Charges proposed.
- **1963:** Fokker Friendship aeroplanes introduced to Bathurst timetable by Airlines of NSW Limited.

- **1964:** Construction completed of Terminal Building ready for occupancy. Kerb and gutter, paving and gardens yet to be done. "Airlines of New South Wales" first tenant of Terminal Building. Airport lighting facilities now installed at aerodrome.
- **1965:** Submissions made to Department of Civil Aviation for location of a taxi-way for access to the hanger area, and a defined area to serve as an apron for use by light aircraft.

  Airlines of NSW concludes its service to Bathurst and East West Airlines commences operations.
- **1967:** Aerodrome closes for 11 months for reconstruction of runway.
- **1969:** Naming of PJ Moodie Memorial Drive.

  BP Australia Air Race for home-built aircraft conducted by Bathurst Aero Club.
- **1972:** Air Ambulance Service commenced operations.
- **1973:** East West Airlines reports passenger numbers for this year at 16,348 one-way passengers used the air service.
- **1974:** Groundsman's Cottage constructed.
- **1977:** East West Airlines introduce a bus service from the aerodrome to town to transport passengers and freight.
- **1979:** Main Runway resealed.
- **1981:** Southern Cross Air Race to Melbourne commenced from Bathurst Aerodrome.
- **1987:** Basic structure for a Control Tower was erected at the aerodrome by Council and others, for the 1987 October Car Races.
- **1993:** Main Runway resealed.
- **1994:** Extension of aircraft apron constructed.
- **2002:** Passenger terminal reconstructed
- **2005:** Security fencing/CCTV installed
- **2008:** Taxiway echo built
- **2011:** Runway lighting upgrade
- **2015:** Runway 17/35 pavemtn and seal reconstruction

Note: This summary was compiled solely from original Council Files in 2009.

BATHURST REGIONAL COUNCIL

Stony Creek Bridge, Tarana Road

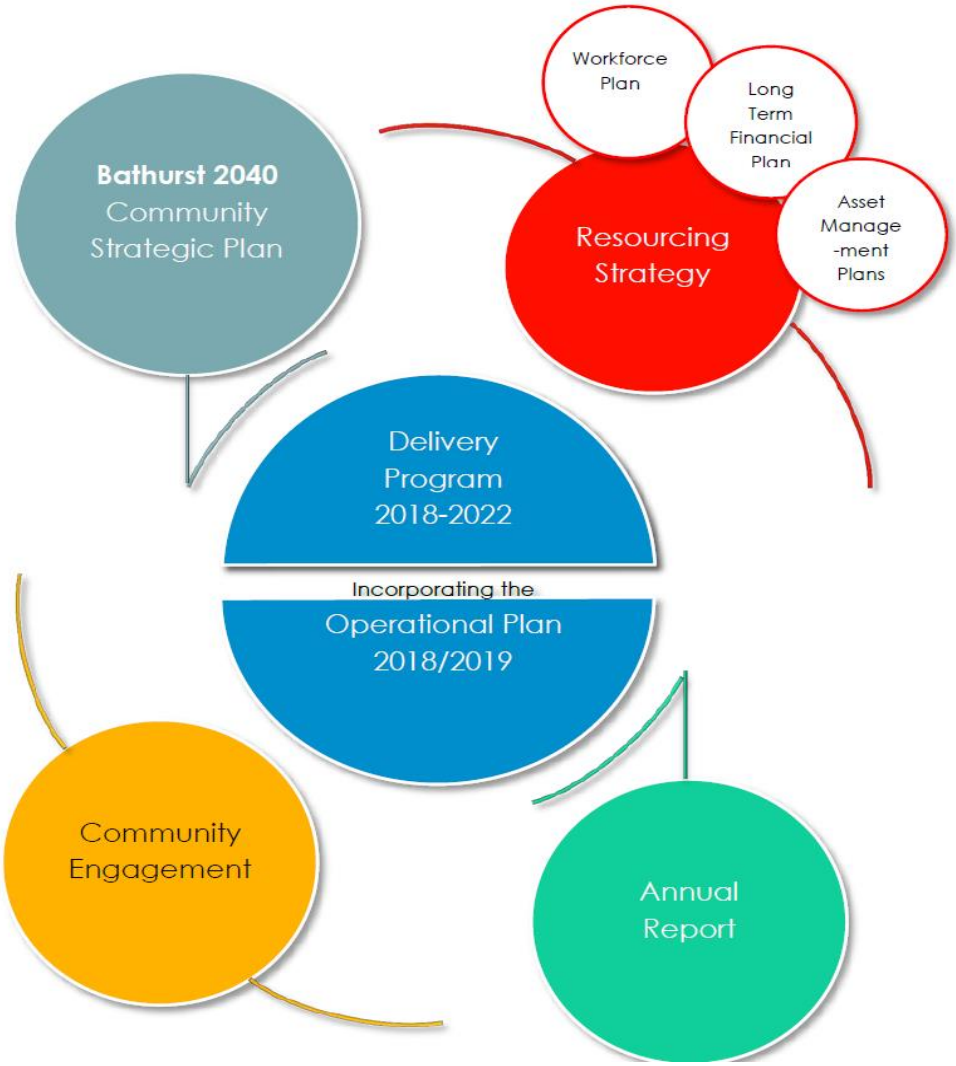
MAJOR BRIDGES & CULVERTS ASSET MANAGEMENT PLAN

Version 4.1
July 2020

Document Control	Bathurst Regional Council

Document ID: Bridges_AMP_Jan 2020_ver 4.0.docx					
Rev No	Date	Revision Details	Author	Reviewer	Approver
1.0	June 2008	Creation of document	GF	PB	DP
2.0	21 July 2010	Adoption by Council	GF	PB	DP
3.0	01 May 2014	Revised Plan	PB	BO	DP
4.0	Dec 2019	Revised Plan	PB	RD	DS
4.1	July 2020	Revised Bridge Valuations	PB		DS

Integrated Planning and Reporting Framework



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ABBREVIATIONS

AAAC	Average annual asset consumption
AMP	Asset management plan
ARI	Average recurrence interval
BOD	Biochemical (biological) oxygen demand
CRC	Current replacement cost
CPI	Consumer Price Index
CWMS	Community wastewater management systems
DA	Depreciable amount
DoH	Department of Health
EF	Earthworks/formation
IRMP	Infrastructure risk management plan
LCC	Life Cycle cost
LCE	Life cycle expenditure
MMS	Maintenance management system
PCI	Pavement condition index
RV	Residual value
SS	Suspended solids
VPH	Vehicles per hour

GLOSSARY

Annual service cost (ASC)
An estimate of the cost that would be tendered, per annum, if tenders were called for the supply of a service to a performance specification for a fixed term. The Annual Service Cost includes operating, maintenance, depreciation, finance/ opportunity and disposal costs, less revenue.

Asset class
Grouping of assets of a similar nature and use in an entity's operations (AASB 166.37).

Asset condition assessment
The process of continuous or periodic inspection, assessment, measurement and interpretation of the resultant data to indicate the condition of a specific asset to determine the need for some preventative or remedial action.

Asset management
The combination of management, financial, economic, engineering and other practices applied to physical assets with the objective of providing the required level of service in the most cost-effective manner.

Assets
Future economic benefits controlled by the entity as a result of past transactions or other past events (AAS27.12). Property, plant and equipment including infrastructure and other assets (such as furniture and fittings) with benefits expected to last more than 12 months.

Average annual asset consumption (AAAC)*
The amount of a local government's asset base consumed during a year. This may be calculated by dividing the Depreciable Amount (DA) by the Useful Life and totalled for each and every asset OR by dividing the Fair Value (Depreciated Replacement Cost) by the Remaining Life and totalled for each and every asset in an asset category or class.

Brownfield asset values**
Asset (re)valuation values based on the cost to replace the asset including demolition and restoration costs.

Capital expansion expenditure
Expenditure that extends an existing asset, at the same standard as is currently enjoyed by residents, to a new group of users. It is discretional expenditure, which increases future operating, and maintenance costs, because it increases council's asset base, but may be associated with additional revenue from the new user group, e.g. extending a drainage or road network, the provision of an oval or park in a new suburb for new residents.

Capital expenditure
Relatively large (material) expenditure, which has benefits, expected to last for more than 12 months. Capital expenditure includes renewal, expansion and upgrade. Where capital projects involve a combination of renewal, expansion and/or upgrade expenditures, the total project cost needs to be allocated accordingly.

Capital funding
Funding to pay for capital expenditure.

Capital grants
Monies received generally tied to the specific projects for which they are granted, which are often upgrade and/or expansion or new investment proposals.

Capital new expenditure
Expenditure which creates a new asset providing a new service to the community that did not exist beforehand. As it increases service potential it may impact revenue and will increase future operating and maintenance expenditure.

Capital renewal expenditure
Expenditure on an existing asset, which returns the service potential or the life of the asset up to that which it had originally. It is periodically required expenditure, relatively large (material) in value compared with the value of the components or sub-components of the asset being renewed. As it reinstates existing service potential, it has no impact on revenue, but may reduce future operating and maintenance expenditure if completed at the optimum time, e.g. resurfacing or re-sheeting a material part of a road network, replacing a material section of a drainage network with pipes of the same capacity, resurfacing an oval. Where capital projects involve a combination of renewal, expansion and/or upgrade expenditures, the total project cost needs to be allocated accordingly.

Capital upgrade expenditure
Expenditure, which enhances an existing asset to provide a higher level of service or expenditure that will increase the life of the asset beyond that which it had originally. Upgrade expenditure is discretional and often does not result in additional revenue unless direct user charges apply. It will increase operating and maintenance expenditure in the future because of the increase in the council's asset base, eg. widening the sealed area of an existing road, replacing drainage pipes with pipes of a greater capacity, enlarging a grandstand at a sporting facility. Where capital projects involve a combination of renewal, expansion and/or upgrade expenditures, the total project cost needs to be allocated accordingly.

Carrying amount

The amount at which an asset is recognised after deducting any accumulated depreciation / amortisation and accumulated impairment losses thereon.

Class of assets
See asset class definition

Component
An individual part of an asset which contributes to the composition of the whole and can be separated from or attached to an asset or a system.

Cost of an asset
The amount of cash or cash equivalents paid, or the fair value of the consideration given to acquire an asset at the time of its acquisition or construction, plus any costs necessary to place the asset into service. This includes one-off design and project management costs.

Current replacement cost (CRC)
The cost the entity would incur to acquire the asset on the reporting date. The cost is measured by reference to the lowest cost at which the gross future economic benefits could be obtained in the normal course of business or the minimum it would cost, to replace the existing asset with a technologically modern equivalent new asset (not a second hand one) with the same economic benefits (gross service potential) allowing for any differences in the quantity and quality of output and in operating costs.

Current replacement cost "As New" (CRC)
The current cost of replacing the original service potential of an existing asset, with a similar modern equivalent asset, i.e. the total cost of replacing an existing asset with an as NEW or similar asset expressed in current dollar values.

Cyclic Maintenance**
Replacement of higher value components/sub-components of assets that is undertaken on a regular cycle including repainting, building roof replacement, cycle, replacement of air conditioning equipment, etc. This work generally falls below the capital/ maintenance threshold and needs to be identified in a specific maintenance budget allocation.

Depreciable amount
The cost of an asset, or other amount substituted for its cost, less its residual value (AASB 116.6)

Depreciated replacement cost (DRC)
The current replacement cost (CRC) of an asset less, where applicable, accumulated depreciation calculated on the basis of such cost to reflect the already consumed or expired future economic benefits of the asset

Depreciation / amortisation
The systematic allocation of the depreciable amount (service potential) of an asset over its useful life.

Economic life
See useful life definition.

Expenditure
The spending of money on goods and services. Expenditure includes recurrent and capital.

Fair value
The amount for which an asset could be exchanged, or a liability settled, between knowledgeable, willing parties, in an arm's length transaction.

Greenfield asset values **
Asset (re)valuation values based on the cost to initially acquire the asset.

Heritage asset
An asset with historic, artistic, scientific, technological, geographical or environmental qualities that is held and maintained principally for its contribution to knowledge and culture and this purpose is central to the objectives of the entity holding it.

Impairment Loss
The amount by which the carrying amount of an asset exceeds its recoverable amount.

Infrastructure assets
Physical assets of the entity or of another entity that contribute to meeting the public's need for access to major economic and social facilities and services, eg. roads, drainage, footpaths and cycleways. These are typically large, interconnected networks or portfolios of composite assets The components of these assets may be separately maintained, renewed or replaced individually so that the required level and standard of service from the network of assets is continuously sustained. Generally the components and hence the assets have long lives. They are fixed in place and are often have no market value.

Investment property
Property held to earn rentals or for capital appreciation or both, rather than for:
(a) use in the production or supply of goods or services or for administrative purposes; or
(b) sale in the ordinary course of business (AASB 140.5)

Level of service
The defined service quality for a particular service against which service performance may be measured. Service levels usually relate to quality, quantity, reliability, responsiveness, environmental, acceptability and cost).

Life Cycle Cost **

The life cycle cost (LCC) is average cost to provide the service over the longest asset life cycle. It comprises annual maintenance and asset consumption expense, represented by depreciation expense. The Life Cycle Cost does not indicate the funds required to provide the service in a particular year.

Life Cycle Expenditure **
The Life Cycle Expenditure (LCE) is the actual or planned annual maintenance and capital renewal expenditure incurred in providing the service in a particular year. Life Cycle Expenditure may be compared to Life Cycle Expenditure to give an initial indicator of life cycle sustainability.

Loans / borrowings
Loans result in funds being received which are then repaid over a period of time with interest (an additional cost). Their primary benefit is in 'spreading the burden' of capital expenditure over time. Although loans enable works to be completed sooner, they are only ultimately cost effective where the capital works funded (generally renewals) result in operating and maintenance cost savings, which are greater than the cost of the loan (interest and charges).

Maintenance and renewal gap
Difference between estimated budgets and projected expenditures for maintenance and renewal of assets, totalled over a defined time (eg 5, 10 and 15 years).

Maintenance and renewal sustainability index
Ratio of estimated budget to projected expenditure for maintenance and renewal of assets over a defined time (eg 5, 10 and 15 years).

Maintenance expenditure
Recurrent expenditure, which is periodically or regularly required as part of the anticipated schedule of works required to ensure that the asset achieves its useful life and provides the required level of service. It is expenditure, which was anticipated in determining the asset's useful life.

Materiality
An item is material is its omission or misstatement could influence the economic decisions of users taken on the basis of the financial report. Materiality depends on the size and nature of the omission or misstatement judged in the surrounding circumstances.

Modern equivalent asset.
A structure similar to an existing structure and having the equivalent productive capacity, which could be built using modern materials, techniques and design. Replacement cost is the basis used to estimate the cost of constructing a modern equivalent asset.

Non-revenue generating investments
Investments for the provision of goods and services to sustain or improve services to the community that are not expected to generate any savings or revenue to the Council, eg. parks and playgrounds, footpaths, roads and bridges, libraries, etc.

Operating expenditure
Recurrent expenditure, which is continuously required excluding maintenance and depreciation, eg power, fuel, staff, plant equipment, on-costs and overheads.

Pavement management system
A systematic process for measuring and predicting the condition of road pavements and wearing surfaces over time and recommending corrective actions.

Planned Maintenance**
Repair work that is identified and managed through a maintenance management system (MMS). MMS activities include inspection, assessing the condition against failure/breakdown criteria/experience, prioritising scheduling, actioning the work and reporting what was done to develop a maintenance history and improve maintenance and service delivery performance.

PMS Score
A measure of condition of a road segment determined from a Pavement Management System.

Rate of annual asset consumption*
A measure of average annual consumption of assets (AAAC) expressed as a percentage of the depreciable amount (AAAC/DA). Depreciation may be used for AAAC.

Rate of annual asset renewal*
A measure of the rate at which assets are being renewed per annum expressed as a percentage of depreciable amount (capital renewal expenditure/DA).

Rate of annual asset upgrade*
A measure of the rate at which assets are being upgraded and expanded per annum expressed as a percentage of depreciable amount (capital upgrade/expansion expenditure/DA).

Reactive maintenance
Unplanned repair work that carried out in response to service requests and management/supervisory directions.

Recoverable amount
The higher of an asset's fair value, less costs to sell and its value in use.

Recurrent expenditure
Relatively small (immaterial) expenditure or that which has benefits expected to last less than 12 months.

Recurrent expenditure includes operating and maintenance expenditure.

Recurrent funding
Funding to pay for recurrent expenditure.

Rehabilitation
See capital renewal expenditure definition above.

Remaining life
The time remaining until an asset ceases to provide the required service level or economic usefulness. Age plus remaining life is economic life.

Renewal
See capital renewal expenditure definition above.

Residual value
The net amount which an entity expects to obtain for an asset at the end of its useful life after deducting the expected costs of disposal.

Revenue generating investments
Investments for the provision of goods and services to sustain or improve services to the community that are expected to generate some savings or revenue to offset operating costs, e.g. public halls and theatres, childcare centres, sporting and recreation facilities, tourist information centres, etc.

Risk management
The application of a formal process to the range of possible values relating to key factors associated with a risk in order to determine the resultant ranges of outcomes and their probability of occurrence.

Section or segment
A self-contained part or piece of an infrastructure asset.

Service potential
The capacity to provide goods and services in accordance with the entity's objectives, whether those objectives are the generation of net cash inflows or the provision of goods and services of a particular volume and quantity to the beneficiaries thereof.

Service potential remaining*
A measure of the remaining life of assets expressed as a percentage of economic life. It is also a measure of the percentage of the asset's potential to provide services that is still available for use in providing services (DRC/DA).

Strategic Management Plan (SA)**
Documents Council objectives for a specified period (3-5 yrs), the principle activities to achieve the objectives, the means by which that will be carried out, estimated income and expenditure, measures to assess performance and how rating policy relates to the Council's objectives and activities.

Sub-component
Smaller individual parts that make up a component part.

Useful life
Either:
(a) the period over which an asset is expected to be available for use by an entity, or
(b) the number of production or similar units expected to be obtained from the asset by the entity.

It is estimated or expected time between placing the asset into service and removing it from service, or the estimated period of time over which the future economic benefits embodied in a depreciable asset, are expected to be consumed by the council. It is the same as the economic life.

Value in Use
The present value of estimated future cash flows expected to arise from the continuing use of an asset and from its disposal at the end of its useful life. It is deemed to be depreciated replacement cost (DRC) for those assets whose future economic benefits are not primarily dependent on the asset's ability to generate new cash flows, where if deprived of the asset its future economic benefits would be replaced.

Source: DVC 2006, Glossary
Note: Items shown * modified to use DA instead of CRC
Additional glossary items shown **

1. EXECUTIVE SUMMARY

What Council Provides

Council provides a bridge and culvert network to enable all weather access to the Councils road network. Some bridges are maintained in partnership with the NSW Roads and Maritime Services and are not covered in this plan. Pedestrian bridges are also not covered by this plan.

Bridge type	Number of structures
Concrete bridge	**42**
Timber bridge	**13**
Stone bridge	**12**
Steel bridge	**1**
Major culvert	**70**
Minor Culverts	**29**
Causeways	**44**
Pedestrian Bridges	**18**
TOTAL	**229**

What does it Cost?

There are two key indicators of cost to provide the bridge and culvert service.

- The life cycle cost being the average cost over the life cycle of the asset, and
- The total maintenance and capital renewal expenditure required to deliver existing service levels in the next 10 years covered by Council's long term financial plan

The life cycle cost to provide the bridge and culvert service is estimated at **$669,856** per annum. Council's planned life cycle expenditure for year 1 of the asset management plan is **$1,581,100** which gives a life cycle sustainability index of **2.36** resulting in a funding difference of $911,244 for year 1

The total maintenance and capital renewal expenditure required to provide the bridge and culvert service in the next 10 years is estimated at **$9.938 million**. This is an average of **$993,773** per annum.

Council's maintenance and capital renewal expenditure for year 1 of the asset management plan of **$1,581,100** giving a 10 year sustainability index of **1.78,** resulting in a funding difference of $587,327 for year 1

Whilst the budgets shown above appear to be adequate, they do not reflect the backlog of assets that are overdue. For the year 2019/20, there are eight timber bridges overdue for replacement. To replace like for like would equate to a replacement value of **$3.4 million**, however the cost to replace with a modern equivalent is **$11.4 million**. This gives a backlog of $9.8 million for 2019/20.

Plans for the Future

Council plans to operate and maintain the bridge and culvert network to achieve the following strategic objectives.

1. Ensure the bridge and network is maintained at a safe and functional standard as set out in this asset management plan.
2. Systematic replacement of maintenance intensive timber bridges with concrete bridges or culverts

Measuring our Performance

Quality

Bridge and culvert assets will be maintained in a reasonably usable condition. Defects found or reported that are outside our service standard will be repaired.

Function

Our intent is that an appropriate bridge and culvert network is maintained in partnership with other levels of government and stakeholders to ensure all weather access to Council's road network.

Bridge and culvert asset attributes will be maintained at a safe level and associated signage and equipment be provided as needed to ensure public safety. We need to ensure key functional objectives are met:

- Bridges remain open for the maximum time practical during flooding events
- Bridges are not load limited to allow passage of all traffic
- Future bridges are constructed to accommodate modern truck movements in geometric design and weight capacity

Safety

We inspect all bridges and major culverts for structural integrity on a four-year cycle. Repairs to defects are prioritised in accordance with our inspection schedule to ensure they are safe.

The Next Steps

The actions resulting from this asset management plan are:

- Maintain a longitudinal database on bridge conditions
- Improve the collection of physical data pertinent to the maintenance of the bridge network
- Improve financial data collection

2. INTRODUCTION

2.1 Background

This asset management plan is to demonstrate responsive management of assets (and services provided from assets), compliance with regulatory requirements, and to communicate the funding needed to provide the required levels of service.

The asset management plan is to be read with the following associated planning documents:

- Bathurst Regional Council 2009 *Asset Management Policy PL-F002*
- Australian Standard, 2004, *Bridge Design* Standards Australia International, Sydney

This asset management plan covers the following infrastructure assets:

The New South Wales Division of Local Government has determined that a bridge is any structure with a deck length of six metres or longer. This asset management plan will cover these bridges as well as some culverts of lesser length but still considered to be of significant value. The plan also covers causeways but does not include pedestrian bridges.

It is important to note that the values shown in the "Replacement Value" column are the values to replace a bridge of similar materials and of similar dimensions (i.e. like for like). To replace many of these bridges would incur a significantly greater investment to build to modern standards and with modern materials. In the case of a single lane timber bridge, Council would build a modern two lane bridge constructed with reinforced concrete.

Table 2.1 Bridge and culvert assets covered by this plan

Asset category	Number	Length (m)	Replacement Value	Modern Equivalent Value
Concrete bridges	42*	1219	$53,224,399	$53,224,399
Steel bridges	1	5	$183,709	$271,440
Timber bridges	13*	230	$7,472,173	$13,058,026
Stone bridges	12	102	$4,623,944	$7,251,960
Major culverts > 6m	70	1321	$17,751,966	$18,651,008
Minor culverts < 6m	29	561	$4,726,934	$4,963,280
Causeways	44	937	$1,824,108	$11,750,000
Pedestrian Bridges	18	820	$8,740,913	$8,740,913
TOTAL	**229**	**4595**	**$98,548,146**	**$117,911,026**

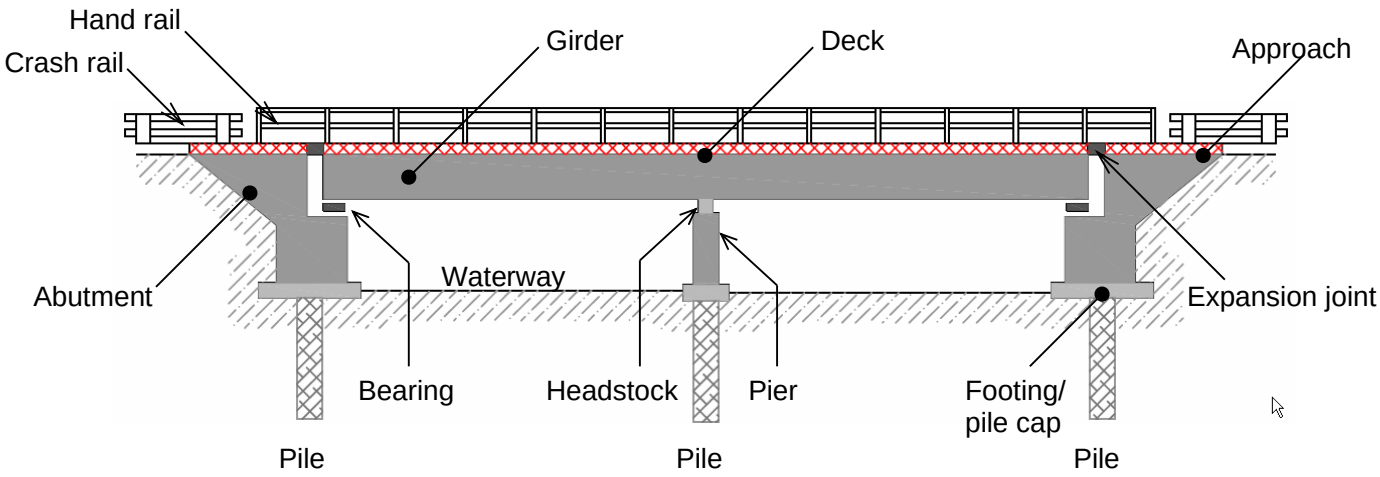
* At the time of preparing this AMP, Council was in the process of replacing the timber bridge at 1557 Bridle Track (Howards Bridge) with a concrete bridge. This will reduce the timber bridges to 12 and increase the concrete to 43.

The **Modern Equivalent** column in the above table indicates the cost to reconstruct existing narrow bridges and culverts to meet modern standards.

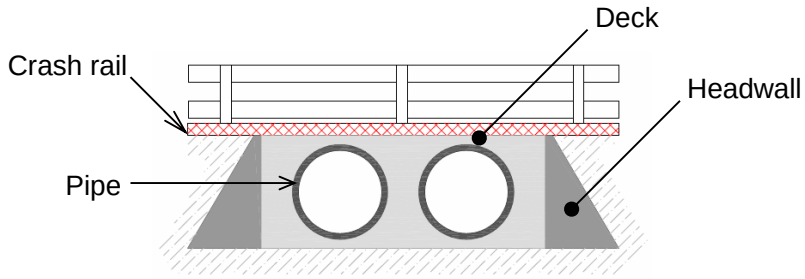
In the case of **Causeways**, an assumed average value of $250,000 per causeway would be spent to construct a modern bridge or box culver structure.

This asset management plan covers the following parts of bridges

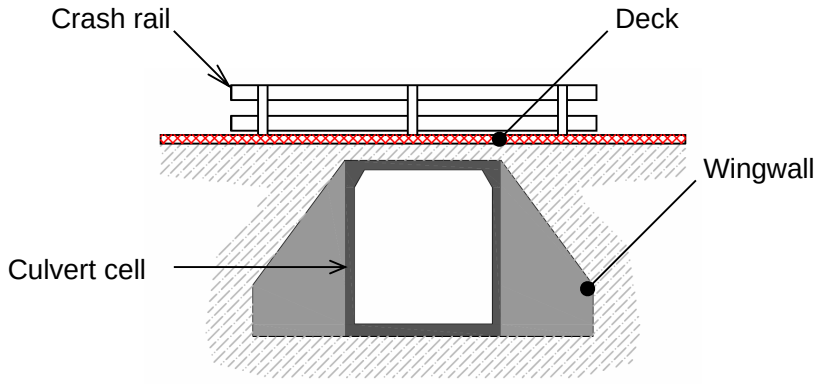
Bridge



Culvert



Box Culvert



Key stakeholders in the preparation and implementation of this asset management plan are:

The Councillors	Formulate policy for the allocation of resources to maximise benefit to the community whilst minimising the Council's exposure to risk.
The Council	To manage the implementation of policy in a timely and cost-effective manner. To ensure resources are effectively utilised
Roads & Maritime Services	Responsibility for all bridges on State owned roads and the funding of Regional roads.
General Public	End user of the bridge network
Local Businesses	Allows access to local business
Freight transport companies	Require access to designated heavy traffic routes that are constructed to standards relevant to heavy vehicles
Farmers and land holders	Rely on network of bridges and culverts to provide all weather access to properties.

2.2 Goals and Objectives of Asset Management

The Council exists to provide services to the community. Some of these services are provided by infrastructure assets. Council has acquired infrastructure assets by 'purchase', by contract, construction by council staff and by donation of assets constructed by developers and others to meet increased levels of service.

Council's goal in managing infrastructure assets is to meet the required level of service in the most cost-effective manner for present and future consumers. The key elements of infrastructure asset management are:

- Taking a life cycle approach,
- Developing cost-effective management strategies for the long term,
- Providing a defined level of service and monitoring performance,
- Understanding and meeting the demands of growth through demand management and infrastructure investment,
- Managing risks associated with asset failures,
- Sustainable use of physical resources,
- Continuous improvement in asset management practices.

This asset management plan is prepared under the direction of Council's vision, mission, goals and objectives.

Council's vision:

"Bathurst: A vibrant and innovative region that values our heritage, culture, diversity and strong economy."

Relevant Council goals and objectives and how these are addressed in this asset management plan are:

Table 2.2. Council Goals and how these are addressed in this Plan

Goal	Objective	How Goal and Objectives are addressed in IAMP
To enhance lifestyle, **optimise health and safety**	Maintain and improve existing bridge infrastructure throughout the network	The Council carries out regular inspections of all bridges and major culverts to ensure their safety and amenity. Further to this a comprehensive programme of replacing timber bridges is in place
To create a progressive economic environment that facilitates job creation and is responsive to changing demands	CSP Strategy 4.2 Provide safe and efficient road and bridge networks to improve accessibility	Existing bridges will be maintained, and any new bridges constructed to the Australian Standard 5100 ensuring load limits are adequate for the areas the bridge/culvert services
Adequate infrastructure for projected population 80,000 by 2050	CSP Strategy 4.3 Ensure services, facilities and infrastructure meet the changing needs of our region	The construction of new road assets to adequately serve the expected rise in population and changing needs of the freight industry. This includes any upgrading of existing roads and any bridges thereon required to meet the expected growth

425 Rivulet Road, Peel built 2017

2.3 Plan Framework

Key elements of the plan are:

- Levels of service – specifies the services and levels of service to be provided by council.
- Future demand – how this will impact on future service delivery and how this is to be met.
- Life cycle management – how Council will manage its existing and future assets to provide the required services
- Financial summary – what funds are required to provide the required services.
- Asset management practices
- Monitoring – how the plan will be monitored to ensure it is meeting Council's objectives.
- Asset management improvement plan

2.4 Core and Advanced Asset Management

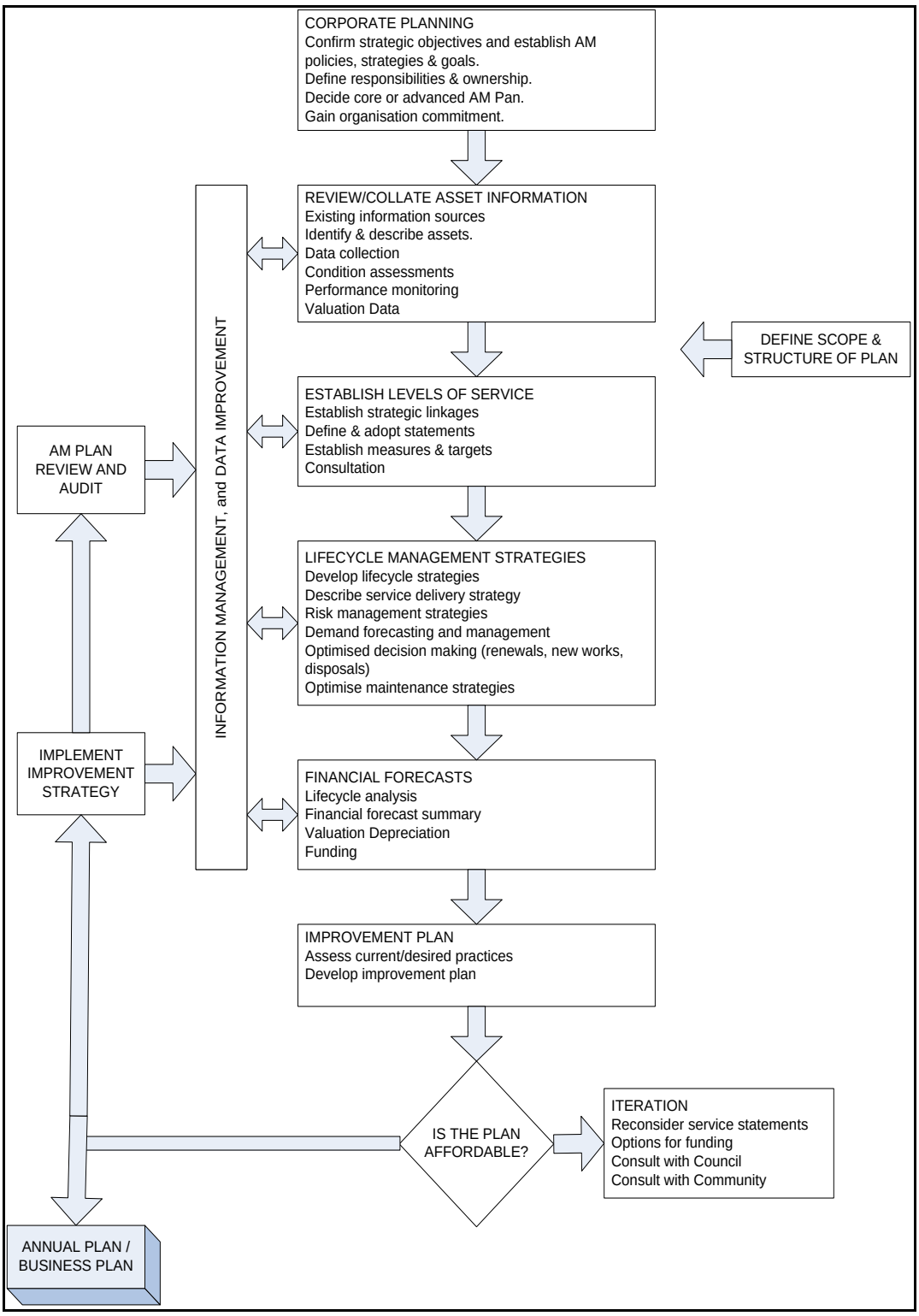
This asset management plan is prepared as a 'core' asset management plan in accordance with the International Infrastructure Management Manual. It is prepared to meet minimum legislative and organisational requirements for sustainable service delivery and long-term financial planning and reporting. Core asset management is a 'top down' approach where analysis is applied at the 'system' or 'network' level.

Future revisions of this asset management plan will move towards 'advanced' asset management using a 'bottom up' approach for gathering asset information for individual assets to support the optimisation of activities and programs to meet agreed service levels.

"Wallaby Rocks Bridge" 458 Hill End Rd

Road Map for preparing an Asset Management Plan

Source: IIMM Fig 1.5.1, p 1.11



3. LEVELS OF SERVICE

3.1 Customer Research and Expectations

In general, bridges can be regarded as an integral part of the road network and, as such, the community survey results pertinent to the road network will be relevant to the community expectations of bridges and culverts. The public often do not observe a bridge or culvert unless something is wrong with that asset or during periods of flooding.

Through the Customer Request Management system council can receive requests and complaints concerning specific bridges and culverts from network users in order to assess problem areas. Council can also gain an insight into the expectations of the bridge network users. Periodic collation of complaints and requests will allow Council to better assess customer expectations and take these into consideration when undertaking forward programming for upgrade and replacement.

Overall the levels of service experienced from the customer's point of view can be classified into three broad categories -

1. Traffic capacity (function). This considers the load limit of the bridge and its width in relation to the road (single or dual lane and any speed limits applied to the bridge. These relate to day to day operation of the bridge.

2. Quality of ride. The perceived smoothness of the bridge and the transition to the bridge.

3. Flood resistance. This is a measure of the severity of a flooding event that the bridge can reasonably be expected to remain usable, and the flood event that the bridge can reasonably be expected to maintain its structural integrity.

The specific level of service offered by each bridge and culvert in the area is a function of the road the bridge is located on and the land usage and population on either side of the bridge.

3.2 Legislative Requirements

Council has to meet many legislative requirements including Federal and State legislation and State regulations. These include:

Table 3.2. Legislative, Strategic and Policy Requirements

Legislation, strategies and policies	Requirement
Local Government Act 1993	Sets out role, purpose, responsibilities and powers of local governments including the preparation of a long-term financial plan supported by asset management plans for sustainable service delivery. Details Council's role as custodian and trustee of public assets, and its associated responsibility to effectively account for and manage these assets.
NSW Roads Act 1993	To confer certain functions (in particular, the function of carrying out road work) on Council and other roads authorities and to regulate the carrying out of various activities on Council.
Environmental Planning and Assessment Act 1979	The proper management, development and conservation of natural resources, including agricultural land, natural areas, forests, minerals, water, the city, towns and villages for the purpose of promoting the social and economic welfare of the community and a better environment.
Fisheries Management Act 1994	To ensure fish habitats are not destroyed when working within a stream for the construction and maintenance of bridges and culverts.
Protection of the Environment Operations Act 1997	To protect, restore and enhance the quality of the environment having regard to the need to maintain ecologically sustainable development.

RMS Standards	Provides industry standards for road design – includes bridge approaches
Australian Standards AS5100 - 2017	Provides a minimum design standard
Work Health & Safety Act 2011	To secure and promote the health, safety and welfare of people at work.
Bathurst Regional Council Policies	• Bathurst City Traffic Model • Bathurst Regional Council Urban Strategy 2007 • Bathurst 2036 Housing Strategy • Bathurst Regional Council Bridge Conservation Plan 2010
Civil Liabilities Act 2002	Sets out the provisions that give protection from civil liability and the responsibilities of Council and public alike.

3.3 Current Levels of Service

Council has defined service levels in two terms.

Community Levels of Service - relate to how the community receives the service in terms of safety, quality, quantity, function, condition, reliability, responsiveness, cost/efficiency and legislative compliance.

Technical Levels of Service - Supporting the community service levels are operational or technical measures of performance developed to ensure that the minimum community levels of service are met. These technical measures relate to service criteria such as:

Service Criteria	Technical measures may relate to
Quality	The smoothness, speed rating, load rating etc.
Quantity	The total number of bridges in the network
Availability	The time bridge is unavailable for use from flood or maintenance
Safety	Number of injury accidents

Table 3.3. Current Service Levels

Key Performance Measure	Level of Service	Performance Measure Process	Performance Target	Current Performance
COMMUNITY LEVELS OF SERVICE				
Quality	Perceived smoothness of bridge transition and bridge	Number of complaints relating bridge ride quality	< 10 p.a.	0
Function	Bridge or culvert is available to traffic during flood events	Number of hours or days per year bridge is unusable due to flooding	Distributor road < 1 day Collector Road < 3 days Local Road < 5 days	0
Safety	Bridge is safe	The bridge presents no defects that may compromise the safety the users	Nil structural defects	0
TECHNICAL LEVELS OF SERVICE				
Condition	Quality of ride	Bridge condition rating for approaches and deck	Average <= 3.0	2.75
Condition Function	Overall condition	Bridge condition rating	Average <= 3.0	2.5
	Exceedance	Number of hours or days per year bridge is unusable due to flooding	Distributor road < 1 day Collector Road < 3 days Local Road < 5 days	0
Function Cost Effectiveness	Load limit	Load limit	No load limited bridges	0
Cost Effectiveness	Maintenance of bridges is within budget	Bridge maintenance is carried out within allocated budget	Expenditure within ±10% of budget	$0

4. FUTURE DEMAND

4.1 Demand Forecast

Factors affecting demand include population change, changes in demographics, seasonal factors, vehicle ownership, consumer preferences and expectations, economic factors, agricultural practices, environmental awareness, technological changes in transport (e.g. semi-trailers being replaced by heavier and longer trucks, B Doubles, etc).

Table 4.1. Demand Factors, Projections and Impact on Services

Demand factor	Present position	Projection	Impact on services
Population	44,182 (2019 forecast)	53,361 (2036)	Increased population means increased infrastructure and increased stress on existing infrastructure.
Households with 2 or more cars	8,257 (2016 census)	11,789 (2036)	The extra vehicle movements will accelerate the deterioration of bridge and culvert structures

4.2 Changes in Technology

Table 4.2. Changes in Technology and Forecast effect on Service Delivery

Technology Change	Effect on Service Delivery
Advances in bridge construction techniques including pre-cast concrete spans.	Time for construction is reduced Cost of construction is reduced
Advances in bridge assessment techniques	Bridges can be accurately and quickly assessed for structural defects – especially timber bridges

4.3 Demand Management Plan

Demand for new services can be managed through a combination of managing existing assets, upgrading of existing assets and providing new assets to meet demand and demand management. Demand management practices include non-asset solutions, insuring against risks and managing failures.

Table 4.3. Demand Management Plan Summary

Service Activity	Demand Management Plan
Heavy vehicle movements.	Where a bridge is deemed to be structurally inadequate for unlimited load capacity a load limit will be placed on it preventing possible structural failure. Alternative routes can be identified in the event of a load limit being placed on a bridge or culvert
General traffic movement	Reducing speed limits on bridges and/or bridge approaches to minimise the stress placed on a bridge. This may increase the life span of the bridge by a significant amount.
Providing an alternative route	Signs posted warning of a bridge or culvert load limit with direction to take an alternative route. Ensure the alternative route is clearly explained or marked.
Crossing flooded causeways	Providing depth markers to indicate the depth of flood waters across the deck. This provides the user with the knowledge required to assess the risk of crossing

4.4 New Assets from Growth

New bridges and major culverts are not constructed in proportion to the growth in population of the Bathurst area. Future growth patterns and the areas earmarked for development are not expected to require any major bridges or culverts in the foreseeable future.

5. LIFECYCLE MANAGEMENT PLAN

The lifecycle management plan details how Council plans to manage and operate the assets at the agreed levels of service (defined in section 3) while optimising life cycle costs.

5.1 Background Data

5.1.1 Physical parameters

The assets covered by this asset management plan are shown below.

Bridge type	Number of structures
Concrete bridge	43
Timber bridge	13
Steel	1
Stone bridge	12
Major culverts	67
Minor culverts	25
Causeways	44

The bridge and culvert assets can be characterised as:

Concrete bridge –

- Generally dual lane
- Reinforced concrete super and sub structure
- Kerbing
- Guard rails
- Abutments and wing walls
- Separation line markings
- Designed to AS5100 *Bridge design* – designed for modern traffic loads
- Maintenance costs are low
- 100 year design life

Timber bridge –

- May be single or dual lane
- Timber super and sub structure
- timber kerbing
- Width markers may be required
- timber decking – may be overlayed with concrete
- guardrail may or may not be present
- Generally designed for road task of the early 20th Century – sometimes historical structures
- Not designed for modern heavy traffic
- Constructed of hardwood timbers – now difficult to obtain.
- Require constant maintenance
- Maintenance costs are medium to high
- 70 year design life

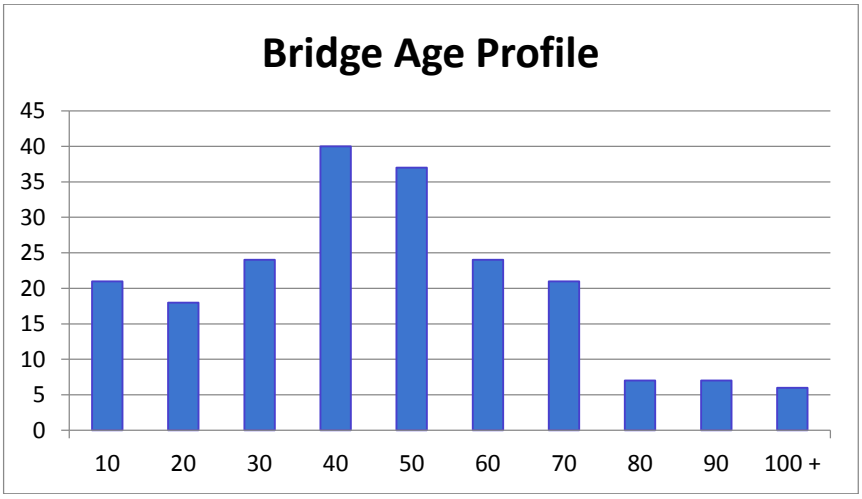
Stone bridge –

- May be single or dual lane
- Stone super and sub structure
- Width markers may be required
- Deck may be buckle plate or earthen
- Solid stone guard rails
- Generally designed for road task of the early 20th century – maybe historical structure
- Not designed for modern heavy traffic
- Constructed of quarried stone – difficult to source and maintain

- Maintenance costs are medium
- 200 year design life

Major Culvert
- Wingwall or headwall at either end of the structure
- Generally constructed of reinforced concrete pipes or culvert cells
- Surface is generally compacted earth either gravel sheeted or sealed
- Guard rails are usually present
- Designed for the traffic and hydraulic task
- Maintenance costs are low
- 100 year design life

Fig 2. Asset Age Profile



The average age of bridge structures is **43** years

5.1.2 Asset capacity and performance

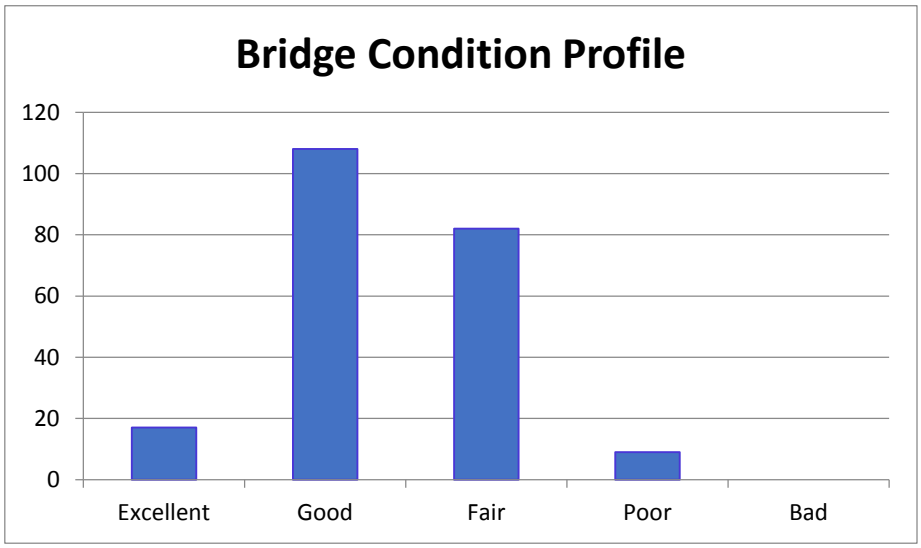
Council's services are generally provided to meet design standards where these are available. However, in some circumstances it is not possible to provide the service to the highest standard and a service deficiency results. Once identified service deficiencies can be assessed an appropriate action programme developed. This can range from no action to asset replacement.

Table 5.1.2. Known Service Performance Deficiencies

Location	Service Deficiency
3142 Turondale Rd (Coles Bridge)	Single lane timber bridge subject to flooding
1553 The Bridle Track	Single lane timber bridge subject to flooding

5.1.3 Asset condition

Fig 3. Asset Condition Profile



Of the nine bridges listed as being in poor condition, four are concrete causeways on minor rural roads which are structurally sound but are cracked and in general poor condition. There are two timber bridges that is listed as poor after a level 3 inspection revealed that some of the key members have internal rot. There is one steel bridge on Rivulet Road which has been designed for replacement but is waiting for funding. There are no bridges listed as being in "Bad" condition.

Table 5.1.3. Bridge Condition Descriptions

Rating	Description of Condition
1 – Excellent	No maintenance required
2 – Good	Only planned maintenance required
3 – Average	Significant maintenance/renewal required
4 – Poor	Significant maintenance/renewal required
5 – Bad	Over 50% of bridge requires replacement

5.1.4 Asset valuations

The value of assets as at 30th June, 2019 covered by this asset management plan is summarised below.

Table 5.1.4. Asset Valuation Breakdown

Value Description	Amount
Current Replacement Cost	**$65.240 million**
Depreciated to date	**$25.758 million**
Depreciated Replacement Cost	**$39.482 million**
Annual Depreciation Expense	**$669,856**

5.2 Risk Management Plan

An assessment of risks associated with service delivery from infrastructure assets has identified critical risks to Council. The risk assessment process identifies credible risks, the likelihood of the risk event occurring, the consequences should the event occur, develops a risk rating, evaluates the risk and develops a risk treatment plan for non-acceptable risks.

Critical risks, being those assessed as 'Very High' - requiring immediate corrective action and 'High' – requiring prioritised corrective action identified in the infrastructure risk management plan are summarised in Table 5.2.

Table 5.2. Critical Risks and Treatment Plans

Asset at Risk	What can Happen	Risk Rating (VH, H)	Risk Treatment Plan
Bridge superstructure of substructure	Structural failure caused by flood damage resulting in collapse or partial collapse	VH	Inspection after flood event and appropriate reactive maintenance
Bridge superstructure of substructure	Structural failure caused by fatigue stress of individual components	VH	Regular inspection and programmed maintenance to ensure the functional integrity of the bridge. Placing load limits if required
Bridge deck	Collection of debris after flood event	H	Bridges are cleared of debris as soon as possible after flooding
Crash barrier, approach rails or bridge barrier	Damage from accident or flood event resulting in loss of function	H	Inspection after any accident or flood event and appropriate reactive maintenance
Timber bridge deck	Deterioration of deck planks to point where load capacity of bridge is compromised	H	Regular inspections and replacement of deck planks

5.3 Routine Maintenance Plan

Routine maintenance is the regular on-going work that is necessary to keep assets operating, including instances where portions of the asset fail and need immediate repair to make the asset operational again.

5.3.1 Maintenance plan

Maintenance includes reactive, planned and cyclic maintenance work activities.

Reactive maintenance is unplanned repair work carried out in response to customer service requests and management/supervisory directions. Reactive bridge and culvert maintenance consists primarily of:

- Replacement of decayed deck planks on timber bridges
- Tightening of loose decking bolts
- Replacement of damaged or missing warning and regulatory signs.
- Removal of any obstructions and debris after flood events

Planned maintenance is repair work that is identified and managed through a maintenance management system (MMS). MMS activities include inspection, assessing the condition against failure/breakdown experience, prioritising, scheduling, actioning the work and reporting what was done to develop a maintenance history and improve maintenance and service delivery performance.
Planned bridge and culvert maintenance may consist of:

- Regular inspections of bridge network for overall condition and defects
- Replacing bridge joint sealant to prevent water ingress through bridge deck.
- Casting concrete over timber decked bridges

- Painting handrails and posts where necessary
- Resurfacing of sealed bridges
- Repair of kerb and guttering, clearing of scuppers
- Repair or replacement of signs other than warning and regulatory signs
- Regular tightening of deck bolts on timber bridges
- Replacing bearing pads
- Levelling approaches

Cyclic maintenance is repetitive maintenance performed without specific programming. There is no cyclic maintenance performed on the bridge network.

Table 5.3.1. Actual Maintenance Expenditure for the past 3 years

Year	Rural Bridge Maint	Urban Bridge Maint	Unsealed Bridge Maint	Yearly Total
2016/17	$49,749.96	$1,469.36	$1,580.96	$52,800.28
2017/18	$91,102.39	$2,923.30	$8,241.36	$102,267.05
2018/19	$36,551.10	$0.00	$9,944.75	$46,495.85
Total	$177,403.45	$4,392.66	$19,767.07	

The high maintenance recorded in the Rural Bridge Maintenance for the year 2017/18 was due to $30,500 of purchased timbers for the re-decking of timber bridges. Maintenance expenditure levels are adequate to meet required service levels.

Assessment and prioritisation of reactive maintenance is undertaken by Council staff using experience and judgement.

5.3.2 Standards and specifications

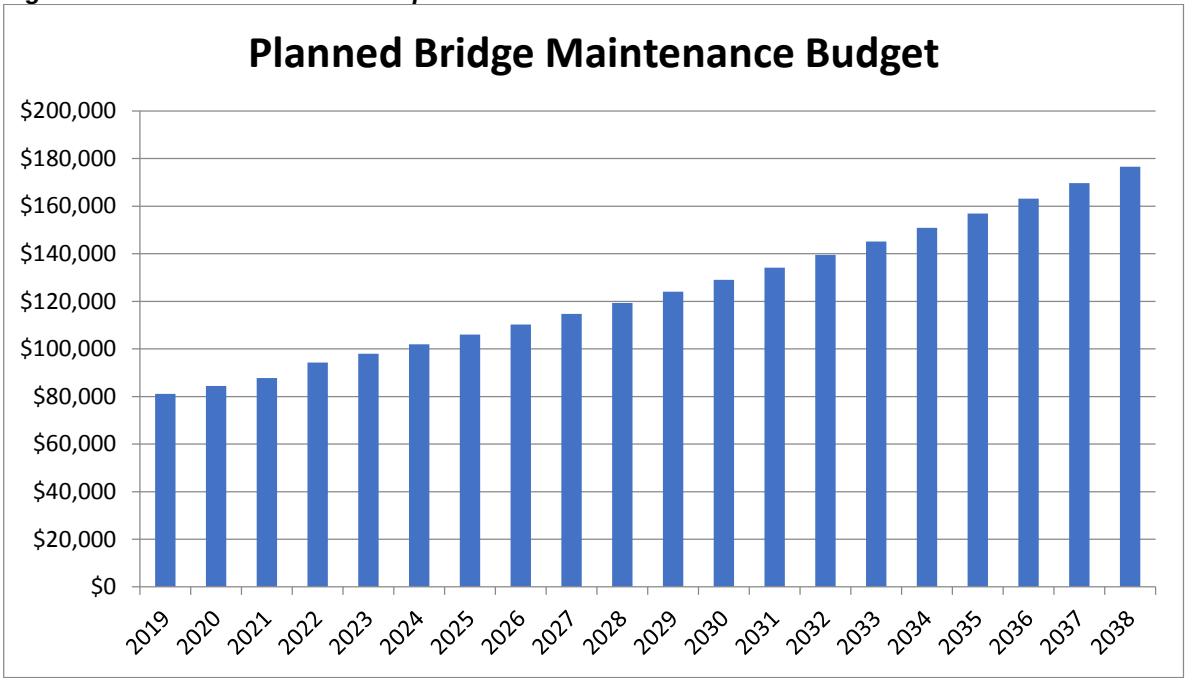
Maintenance work is carried out in accordance with the following Standards and Specifications.

- Australian Standard AS5100, 2004, *Bridge Design*
- Bathurst Regional Council 2004, *Guidelines for engineering works*

5.3.3 Summary of future maintenance expenditures

Future maintenance expenditure is forecast to trend in line with the value of the asset stock as shown in Fig 4.

Figure 4: Planned maintenance expenditure



Deferred maintenance i.e. works that are identified for maintenance and unable to be funded are to be included in the risk assessment process in the infrastructure risk management plan.

Maintenance is funded from Council's operating budget and grants where available. This is further discussed in Section 6.2.

5.4 Renewal/Replacement Plan

Renewal expenditure is major work which does not increase the bridge's design capacity but restores, rehabilitates, replaces or renews an existing bridge to its original service potential. Work over and above restoring an asset to original service potential is upgrade/expansion or new works expenditure. The nature of bridge replacement is such that renewal often results in an upgrade of function, rather than a straight replacement. This is the result of complete bridge replacement process that may include:

- Redesign and reconstruction of bridge approaches.
- Reassessment of bridge exceedance levels.
- Improved load bearing capacity.
- New construction techniques that provide a longer serviceable life than previously available construction techniques.

***Table 5.4.1. B*ridge Design Evolution**

Year	Vehicle	Total Mass
Pre 1945	Steam Rollers, Crusher Trains and Standard Trucks	Around 10 - 30 tonnes
1946 - 1976	MS18 (H20-S16-44)	32 tonnes
1976 - 2004	T44	44 tonnes
2004 - Current	SM1600	160 tonnes

Table 5.4.1 shows the evolution of bridge design over the years to meet the changing need of the transport industry. For example, an older bridge that was not designed to take the number, speed and weight of modern traffic may have a load limit and speed limit placed on it to ensure its structural integrity. When replaced, the new bridge will be constructed to the Australian Standard AS5100.

The design standard addresses the road geometry, traffic volumes and composition, terrain, climactic conditions and the bridge locality. This will generally result in the new bridge being superior in its load carry capacity and speed limit, thus technically being an upgrade.

The aim of renewal is not usually to upgrade the service but to maintain the service, even if an upgraded service is the end result.

Renewal will be undertaken using 'low-cost' renewal methods where practical. The aim of 'low-cost' renewals is to restore the service potential or future economic benefits of the asset by renewing the assets at a cost less than replacement cost. Examples of low-cost renewal include pre-cast concrete girder bridges and pre-cast box culvert designs.

Bathurst Council has implemented a strategy to systematically replace timber bridges, budget permitting, with culverts where appropriate and concrete bridges where culverts are not suitable. The resulting effect on the asset management plan is the appearance of over funding the replacement of bridges (see Table.5.4.2. With the superior expected life of concrete bridges and box culverts and the number of timber bridges that are in the final 20% of their expected life the programme will reduce onerous maintenance expenses. Further to the issue of cost is the availability of suitable material to repair timber bridges. It is becoming increasingly difficult to obtain the large hardwood beams and planks necessary to repair timber bridges.

Table 5.4.2 Bridge Replacement Due Dates

Bridge	Due for replacement
667 Ophir Road Dunkeld*	19/10/2019
2305 Tarana Road Tarana	1/01/2020
139 Tarana Road Brewongle	2/01/2020
2000 Tarana Road Gemalla #	14/03/2020
1553 Bridle Track Duramana+	14/03/2020
5 East Street Rockley	2/01/2021
24 Porters Lane Yetholme	2/01/2021
3142 Turondale Road Duramana	2/01/2021
2721 Bridle Track Bruinbun	18/06/2022
2673 Limekilns Road Limekilns	1/01/2025
180 Elmswood Road Caloola	1/01/2026
8 Brewongle School Road, Brewongle	1/01/2030
261 Upper Turon Road Sofala	2/01/2035

* Council has received funding of $650,000 under the Fixing Country Roads Programme for 667 Ophir Road Bridge. Council will match this funding with an equivalent amount bringing the total project cost to $1,300,000.

+ Council has received $1,294,365 from the Commonwealth Government for Natural Disaster Relief Funding in response to Howards Bridge being washed away in a flood event on the 11 January 2019. Council will also contribute $29,000 to this project bring the total to $1,323,365. The new bridge is estimated for completion by the end of 2020.

There are 7 bridges due for replacement by June 2022. A further funding application is pending in round 5 of the Timber Bridge Replacement Programme, however, each application is on a 50/50 basis and requires Council to contribute 50% of the project costs. This therefore limits Council to only one application per year. Council cannot achieve the required replacement in the time frames above. This will result in more money being required for maintenance to keep the bridges in a safe and satisfactory condition until funds can be allocated for replacement.

5.4.1 Selection criteria

Replacement, upgrade or expansion of existing bridges and culverts are identified from various sources such as the knowledge base of council employees, bridge inspections, community requests, proposals identified by strategic plans or partnerships with other organisations. Candidate proposals are inspected by council engineers to verify need and to develop a preliminary renewal estimate. Verified proposals are

ranked by priority and available funds and scheduled in future works programmes. The priority ranking criteria is detailed below.

Table 5.4.3 New Assets Priority Ranking Criteria

Criteria	Weighting
Condition	40%
Bridge material (timber, steel, concrete)	30%
AADT	20%
Geometry of approaches	5%
Bridge width	5%

5.4.2 Renewal standards

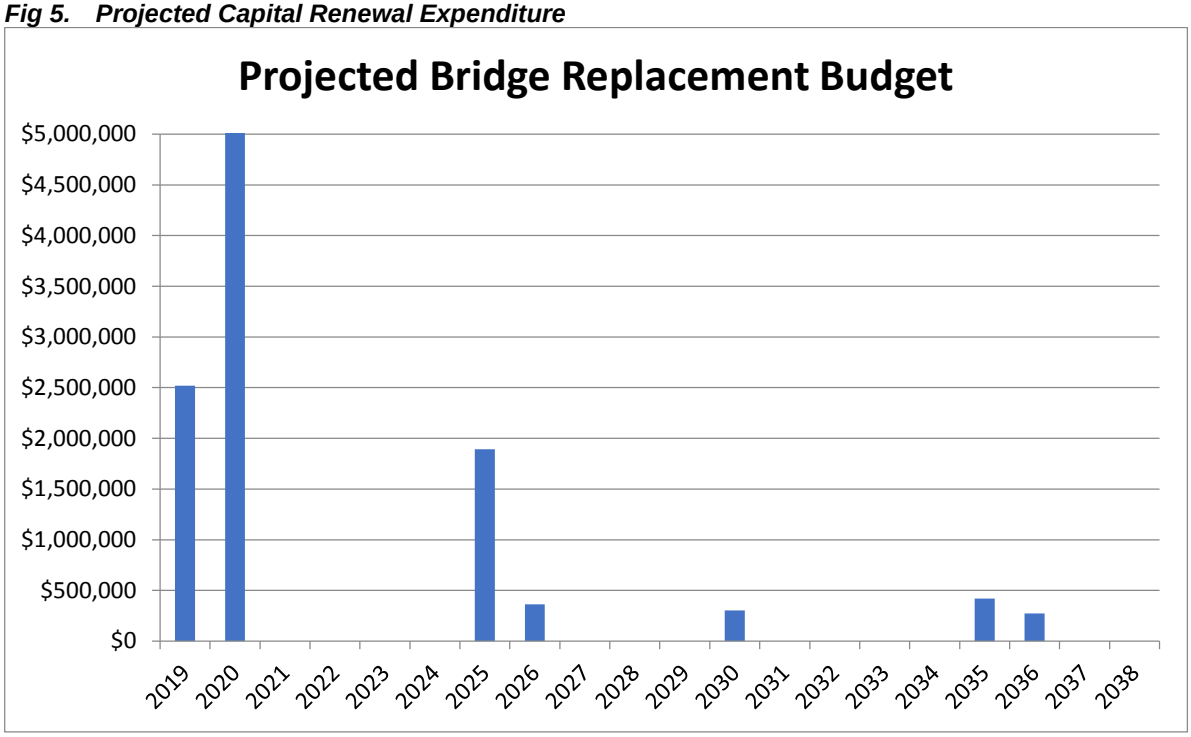
Renewal work is carried out in accordance with the following Standards and Specifications.

- Standards Australia 2004, *AS5100 Bridge Design* Standards Australia, Sydney.
- Bathurst Regional Council 2004, *Guidelines for engineering works* Bathurst Regional Council Engineering Department, Bathurst.

5.4.3 Summary of future renewal expenditure

Projected future renewal expenditures are forecast to increase over time as the asset stock ages. The costs are summarised in Fig 5. Note that all costs are shown in current 2019/20 dollar values.

Fig 5. Projected Capital Renewal Expenditure



5.5 Disposal Plan

Disposal includes any activity associated with disposal of a decommissioned asset including sale, demolition or relocation. From time to time a bridge will be replaced necessitating the disposal of the existing bridge. Assets identified for possible decommissioning and disposal, and recent disposals are shown in table 5.5.1.

Table 5.5.1 Assets identified for Disposal

Asset	Reason for Disposal	Due for Replacement
139 Tarana Road Brewongle	Timber bridge is being replaced with a concrete structure	2019
667 Ophir Rd, Dunkeld	Timer bridge is to be replaced with a concrete structure	2019
5 East St, Rockley	Timber bridge is being replaced with a concrete structure	2020
24 Porters Ln, Yetholme	Timber bridge is being replaced with a concrete structure	2020
3142 Turondale Rd, Turondale	Timber bridge is being replaced with a concrete structure	2020
2000 Tarana Rd, Gemalla	Timber bridge is being replaced with a concrete structure	2020
1553 Bridle Track, Duramana	Timber bridge is being replaced with a concrete structure	2020
2721 Bridle Track, Bruinbun	Timber bridge is being replaced with a concrete structure	2020
2673 Limekilns Rd, Limekilns	Timber bridge is being replaced with a concrete structure	2025
2305 Tarana Rd, Tarana	Timber bridge is being replaced with a concrete structure	2025
180 Elmswood Rd, Caloola	Timber bridge is being replaced with a concrete structure	2026
8 Brewongle School Rd, Brewongle	Timber bridge is being replaced with a concrete structure	2030

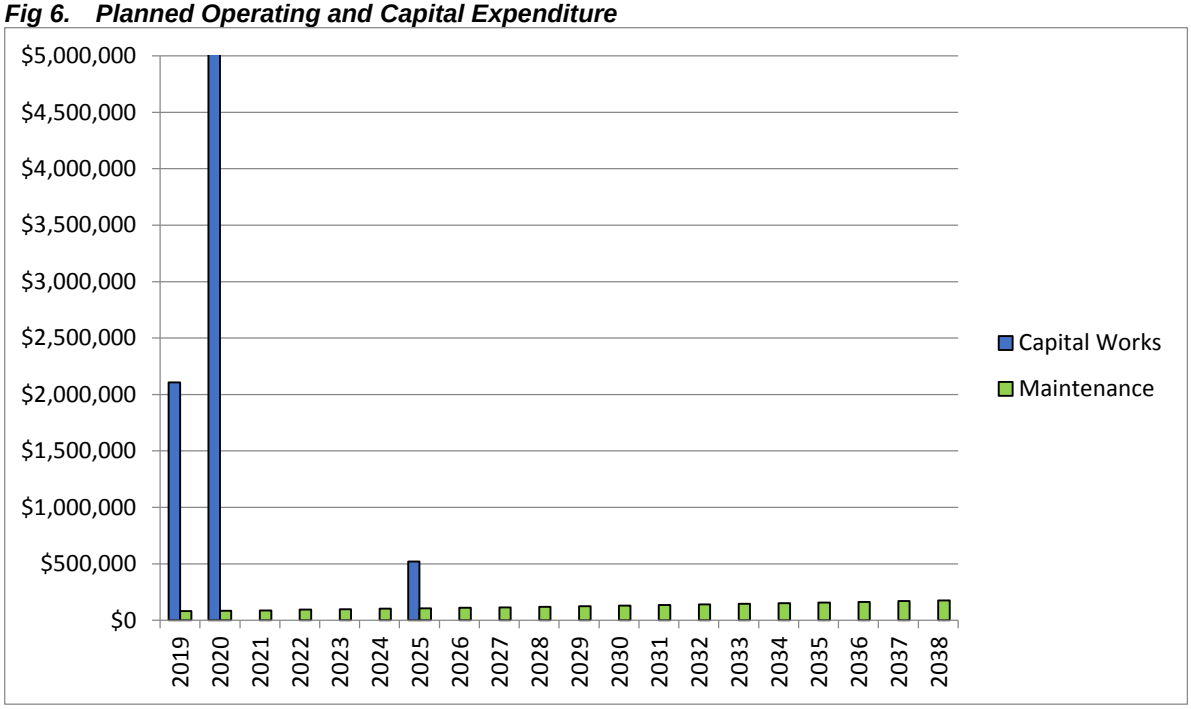
6. FINANCIAL SUMMARY

This section contains the financial requirements resulting from all the information presented in the previous sections of this asset management plan. The financial projections will be improved as further information becomes available on desired levels of service and current and projected future asset performance.

6.1 Financial Statements and Projections

The financial projections are shown in Fig 6 for planned operating (operations and maintenance) and capital expenditure (renewal and upgrade/expansion/new assets).

Fig 6. Planned Operating and Capital Expenditure



6.1.1 Sustainability of service delivery

There are two key indicators for financial sustainability that have been considered in the analysis of the services provided by this asset category, these being long term life cycle costs and medium-term costs over the 10 year financial planning period.

Due to the discrete nature of bridge and culvert assets the long term and medium-term indices are substantially altered by the addition of a single asset into the planning period.

Long term - Life Cycle Cost
Life cycle costs (or whole of life costs) are the average costs that are required to sustain the service levels over the longest asset life. Life cycle costs include maintenance and asset consumption (depreciation expense). The annual average life cycle cost for the services covered in this asset management plan is **$669,856**.

Life cycle costs can be compared to life cycle expenditure to give an indicator of sustainability in service provision. Life cycle expenditure includes maintenance plus capital renewal expenditure. Life cycle expenditure will vary depending on the timing of asset renewals. The life cycle expenditure at the start of the plan is **$1,581,100.** This number is boosted by a one-off grant from the government of $1.5 million to replace Howards Bridge which was washed away in a flood on 11 January 2019.

A gap between life cycle costs and life cycle expenditure gives an indication as to whether present consumers are paying their share of the assets they are consuming each year. The purpose of this bridge and culvert asset management plan is to identify levels of service that the community needs and can afford and develop the necessary long-term financial plans to provide the service in a sustainable manner.

The life cycle gap for services covered by this asset management plan is **-$911,244** per annum. The life cycle sustainability index is **2.36.** Without the funding grant from the government, the life cycle gap is **$588,756** per annum and the sustainability index is **2.68.**

Medium term – 10-year financial planning period
This asset management plan identifies the estimated maintenance and capital expenditures required to provide an appropriate level of service to the community over a 20-year period for input into a 10 year financial plan and funding plan to provide the service in a sustainable manner.

This may be compared to existing or planned expenditures in the 20-year period to identify any gap. In a core asset management plan, a gap is generally due to increasing asset renewals. Providing services in a sustainable manner will require matching of projected asset renewals to meet agreed service levels with planned capital works programs and available revenue.

Council's long-term financial plan covers the first 10 years of the 20-year planning period. The total maintenance and capital renewal expenditure required over the 10 years is **$9.938 million.**

This is an average expenditure of **$993,800 p.a.** Estimated maintenance and capital renewal expenditure in year 1 is **$1,581,100.** The 10-year sustainability index is **0.63.**

6.2 Funding Strategy

Projected expenditure identified in Section 6.1 is to be funded from Council's operating and capital budgets. The funding strategy is detailed in the Council's 10-year, long term financial plan.

The current funding strategies for maintenance and renewal of the bridge and culvert network are adequate in the mid-term. The mid-term funding includes the replacement of timber bridges. Due to the reduced costs involved maintaining a modern concrete bridge, the end result of the timber bridge replacement programme should be an overall reduction in the maintenance budget required to keep the bridges in a condition corresponding to the level of service. Further to this the increased lifespan of a concrete bridge will have the effect of slowing the rate of depreciation of the network as a whole.

Life cycle funding is also adequate. This indicates that bridge depreciation is being funded adequately. This is dependent on the realisation of funding specified in the 10-year management plan.

The current funding strategy is comprised primarily of funding sourced from grants from the State and Federal Governments.

There are several programmes that provide ongoing funding specifically for roads and road infrastructure. The 'Roads to Recovery' initiative administered through the Department of Infrastructure, Transport, Cities and Regional Development provides funding for local roads maintenance and upgrading. Under current arrangements, the council is guaranteed a share of the total available funding. Applications are made by Council for specific projects and the money is paid directly from the Australian Government to each council. The budgeted amount reported on the Department's website for 2019/20 is **$1,872,838**[1]. This amount is available for spending on the whole road network and is prioritised by the Engineering Department of Council and is thus not specifically for bridge infrastructure.

In the 2019/2020 financial year the Department of Infrastructure, Transport, Cities and Regional Development allocated a total of **$6.466 million**[2] to Bathurst Regional Council under the Financial Assistance Grants programme. Of the total amount **$2.029 million** was allocated from the total length of local roads within Bathurst Regional Council LGA. The local roads component is assessed based on councils' proportion of the state's lengths of local roads and bridges. The formula was developed by the Transport NSW.

Other funding sources available are;

- Fixing Country Roads. This is a $543 million NSW Government program providing targeted infrastructure funding from Restart NSW for regional freight projects. Local councils can apply to repair and upgrade local and regional roads to facilitate the movement of freight, to key freight hubs and state roads.
- Bridge Renewal Program. The Australian Government committed $25 million per year to the Bridges Renewal Program from 2019-20. The Government will provide $640 million from the 2015-2016 financial year to the 2022-2023 financial year, with an on-going commitment of $85 million each following year to upgrade and replace bridges to enhance access for local communities and facilitate higher productivity vehicle access. Bathurst Regional Council was successful for funding under this program on a 50:50 basis to replace Howards Bridge on the Bridle Track.

Table 6.2 Financial Assistance Grant Funding for past 5 years

Financial Assistance Grant Funding					
Year	General Purpose	Roads	Total	Change	Percentage
2019/20	$4,436,951	$2,029,263	$6,466,214	$102,227	1.58%
2018/19	$4,384,987	$1,979,000	$6,363,987	$146,001	2.29%
2017/18	$4,313,984	$1,904,002	$6,217,986	$286,398	4.61%
2016/17	$4,114,049	$1,817,539	$5,931,588	-$260,931	-4.40%
2015/16	$4,329,786	$1,862,733	$6,192,519	-$85,579	-1.38%

Financial assistance is also provided to improve the physical condition or management of sites noted for a high incidence of accidents involving death and injury, often termed 'black spot'. Funding assistance is reliant on Council's ability to prove a significant reduction in accidents will be the result of the funding. The requirements of receiving this funding are quite onerous and achieving approval cannot be relied on as a stable source of funds.

6.3 Valuation Forecasts

Asset values are forecast to increase as additional assets are added to the asset stock from construction and acquisition by Council and from assets constructed by land developers and others and donated to Council.

The projected asset values are expected to remain steady as the overall bridge and culvert network rarely increases in size. Realistically this value can be expected to rise and fall by a small percentage as the

[1] https://investment.infrastructure.gov.au/files/roads_to_recovery_program/New_list_for_website_all_Councils.pdf

[2] https://www.regional.gov.au/local/assistance/fags-state-summaries-nsw-2019-20.aspx

make up of the network changes. For example, there are situations where a bridge or culvert may be bypassed if a road is realigned, such as 1792 Limekilns Road, over Dempsey's Creek. In this case a 3m wide x 1.8m high box culvert was used to cross Dempsey's Creek, while the superseded bridge was left for access purposes for adjoining properties.

The depreciated replacement cost (current replacement cost less accumulated depreciation) will vary over the forecast period depending on the rates of addition of new assets, disposal of old assets and consumption and renewal of existing assets.

6.4 Key Assumptions made in Financial Forecasts

This section details the key assumptions made in presenting the information contained in this asset management plan and in preparing forecasts of required operating and capital expenditure and asset values, depreciation expense and carrying amount estimates. It is presented to enable readers to gain an understanding of the levels of confidence in the data behind the financial forecasts.

Key assumptions made in this asset management plan are:

- Useful lives of bridges are:
  - Concrete box culverts 100 years
  - Concrete bridges 100 years
  - Steel bridges 100 years
  - Stone bridges 200 years
  - Timber bridges 70 years
  - Causeways 100 years

- Projected Maintenance and Capital Works budgets are from the 2019/23 Management Plan. The increase between each year within this budget is 1.04%. A continued annualised figure of 1.04% was used over the 20 year long term planning period to project future maintenance and capital works costs. CPI for the year 2019 is 1.9%.
- Depreciation is calculated using a straight line method

7. ASSET MANAGEMENT PRACTICES

7.1 Accounting/Financial Systems

Council currently uses Civica Authority

Administrator: IT manager

Relevant accounting standards are set out in the "Local Government Code of Accounting Practice and Financial Reporting Guidelines"

7.2 Asset Management Systems

Council uses CONFIRM asset management software. The current version is 19.00e.AM.12665

CONFIRM team:

Team leader:	Administration Engineer
Administrator:	Assets System Administrator
Data entry:	3 x Asset Technicians
Field inspections:	Asset Inspector

Confirm bridge and culvert asset register consists of:

- A comprehensive bridge and culvert inventory;
- Condition rating for the bridge and culvert network;
- Inspections carried out in the field using handheld devices;
- Data Management, with functional reporting procedure to present inventory and assessment information;
- Asset Accounting reporting capability and life cycle costing;
- Council uses MapInfo GIS system linked to CONFIRM.

A number of handheld devices using GlobalPos GPS units are used to collect data.

As a result of this plan it is intended to improve the Asset management system by:

- Linking of Confirm to Financial Software to gain more accurate costs of works
- Using the Strategic Asset Management module of Confirm
- Tailored reports for each bridge condition assessment
- Identifying any limitations of each bridge

7.3 Information Flow Requirements and Processes

The key information flows *into* this asset management plan are:

- The asset register data on size, age, value, remaining life of the network;
- The unit rates for categories of work/material;
- The adopted service levels;
- Projections of various factors affecting future demand for services;
- Correlations between maintenance and renewal, including decay models;
- Data on new assets acquired by council.

The key information flows *from* this asset management plan are:

- The assumed Works Program and trends;
- The resulting budget, valuation and depreciation projections;
- The useful life analysis.

These will impact the Long Term Financial Plan, Strategic Business Plan, annual budget and departmental business plans and budgets. The current communication between financial and asset systems is limited to manually entering the relevant data. CONFIRM has provided asset valuations and capitalisations from 2008 onwards. These figures have been supplied to the finance system for reporting purposes.

8. CONCLUSION

The Bathurst Regional Council bridge network represents a large investment over many generations that supports the current level of service supplied by road network. Provision of the bridge network is an important part of the service Council's provides to members of the public.

There are **205** bridge and major culvert assets throughout the Bathurst Regional Council road network. One new major culvert has been donated to Council on Muldoon Ave, Kelso in 2017. Since 2014, ten existing structures have been replaced.

Fig 8.1 New/Reconstructed bridges in the last 5 years

Bridge Location	Date of Construction
483 Brewongle Lane, Glanmire	01-Oct-14
Concrete culvert 900 m from Mitchell Hwy	01-Feb-16
Carrs Creek 1290 Lachlan Road, Caloola	17-Dec-14
3824 Limekilns Road, Wattle Flat	01-Dec-16
Muldoon Avenue/Great Western Highway Intersection, Kelso	15-Dec-17
Winburndale Rivulet 425 Rivulet Road, Peel	01-May-17
230 Sydney Road, Kelso	11-May-17
170 Sydney Road, Kelso	31-Mar-17
Oaky Creek Crossing 1855 Turondale Road, Duramana	09-Jun-14
Whyalla Circuit, Kelso	07-Nov-17

The current replacement cost of the bridge network is **$65.240 million.** The annual depreciation expense is **$669,856 p.a.** Assets were last revalued at June 2019. Assets are valued at greenfield rates.

The current maintenance budget is approximately **$81,100 p.a.**

Future budgets for bridge maintenance have been estimated by adding a factor for CPI at the time of budget preparation. As maintenance intensive timber bridges are replaced with concrete structures it could be reasonably expected that the required maintenance budget will decrease in the future, without decreasing the level of service the bridge network provides.

Bridges and major culverts have various useful lives based on the type and material of construction and the make up and volume of the traffic using the bridge. A modern concrete structure can be assumed to have a minimum useful life of 100 years. A timber bridge, depending on maintenance levels may have a 70-year lifespan. Although the final assessment on bridge replacement will be based on the criteria listed is table 5.4.1, asset age is the best indicator available to predict the future expenditure required to replace bridge assets that have deteriorated to a point where they are becoming no longer serviceable. To cover the cost of bridge assets at the end of their theoretical serviceable life an annual budget of **$918,000** required over the next 10 years. There are currently no bridges in the asset register beyond their useful life.

It should be noted that the replacement costs are calculated as theoretical replacement of 'like for like' assets as dictated by accounting standard AASB116. The practice of 'like for like' asset replacement rarely happens. The usual outcome of asset replacement is a modern engineering equivalent.

The information contained within the asset management plan sets a benchmark for the bridge network at the close of the 2019/2020 financial year. By continuing to collect information on the condition of the network and closely monitoring the expenditure on maintenance and renewal of the network the performance of the Council's bridge strategies can be measured, reported on and improved in the future.

9. PLAN IMPROVEMENT AND MONITORING

9.1 Performance Measures

The effectiveness of the asset management plan can be measured in the following ways:

- The degree to which the required cash flows identified in this asset management plan are incorporated into council's long term financial plan and Strategic Management Plan
- The degree to which 1-5 year detailed works programs, budgets, business plans and organisational structures take into account the 'global' works program trends provided by the asset management plan

9.2 Improvement Plan

The asset management improvement plan generated from this asset management plan is shown in Table 9.2.

Table 9.2 Improvement Plan

Task No	Task	Responsibility	Timeline
1.	Move the capital works focus for bridges and culverts to the replacement of timber bridges with concrete bridges.	Administration Engineer	Ongoing
2.	Componentise the bridges asset register to allow for more detailed and more accurate condition survey. This will allow more efficient planning and better bridge strategy for the future.	Asset Systems Administrator and Administration Engineer	June 2020

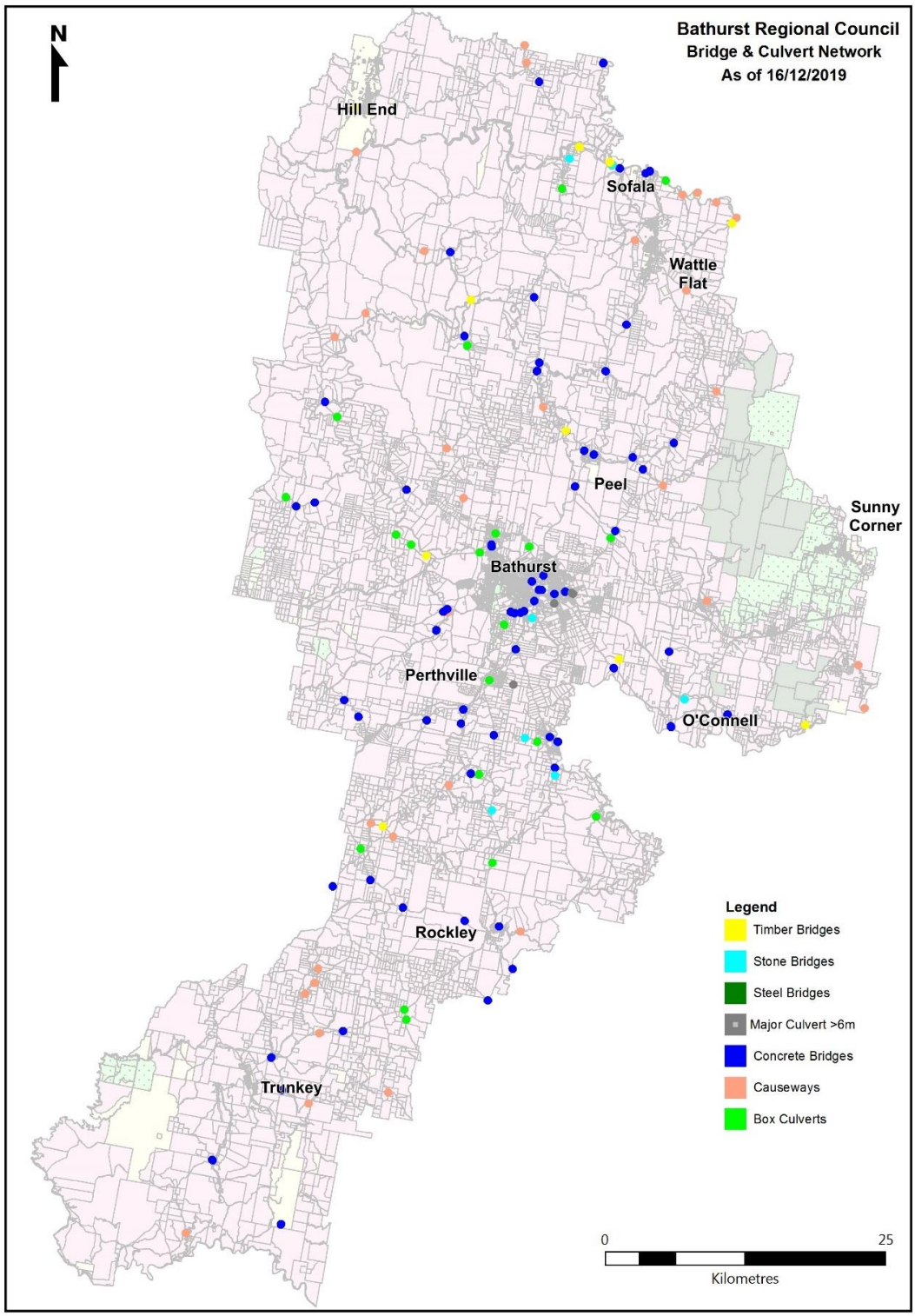
9.3 Monitoring and Review Procedures

This asset management plan will be reviewed during annual budget preparation and amended to recognise any changes in service levels and/or resources available to provide those services as a result of the budget decision process.

This Plan has a life of 4 years and is due for revision and updating within 2 years of each Council election.

APPENDICES

Appendix A - *Bathurst Regional Council Bridge and Culvert Network*



Appendix B – *Bathurst Regional Council major bridge and culvert register*

Address	Type	Material	Watercourse Name	Construction Date	Useful Life	Replacement Date
1017 Ophir Road, Rock Forest	Box Culvert	Concrete	Unnamed creek	1/01/1975	100	1/01/2075
1057 Curragh Road, Trunkey	Box Culvert	Concrete	Pot O Tea Creek	1/01/1989	100	1/01/2089
1074 Bridle Track, Duramana	Box Culvert	Concrete	Unnamed creek	1/01/1965	100	1/01/2065
1173 Turondale Road, Duramana	Box Culvert	Concrete	Middle Station Creek	1/01/1980	100	1/01/2080
1180 Triangle Flat Road, Triangle Flat	Box Culvert	Concrete	Unnamed creek	1/01/1980	100	1/01/2080
119 Lachlan Road, Rockley	Box Culvert	Concrete	Jumpers Flat	1/01/1990	100	1/01/2090
1190 Rockley Road, Fosters Valley	Box Culvert	Concrete	Unnamed creek	1/01/1975	100	1/01/2075
124 Hereford Street, Kelso	Box Culvert	Concrete	Raglan Creek	1/01/2002	100	1/01/2102
132 Wambool Road, O'Connell	Box Culvert	Concrete	Unnamed creek	1/01/1980	100	1/01/2080
145 Ophir Road, Stewarts Mount	Box Culvert	Concrete	Saw Pit Creek	1/01/1982	100	1/01/2082
147 Ryans Road, Lagoon	Box Culvert	Concrete	Unnamed creek	1/01/1980	100	1/01/2080
150 Upper Turon Road Road, Sofala	Box Culvert	Concrete	Little Oaky Creek	1/01/1988	100	1/01/2088
1511 Ophir Road, Rock Forest	Box Culvert	Concrete	Mooney Swamp Creek	1/01/1989	100	1/01/2089
16 White Rock Road, Kelso	Box Culvert	Concrete	Unnamed creek	1/01/1985	100	1/01/2085
1618 Freemantle Road, Watton	Box Culvert	Concrete	Spring Creek	1/01/1970	100	1/01/2070
1635 Freemantle Road, Watton	Box Culvert	Concrete	Dick Creek	1/01/1970	100	1/01/2070
1776 Triangle Flat Road, Triangle Flat	Box Culvert	Concrete	Unnamed creek	1/01/1980	100	1/01/2080
1813 Rockley Road, Fosters Valley	Box Culvert	Concrete	Fosters Valley Creek	1/01/1975	100	1/01/2075
189 Eleven Mile Drive, Eglinton	Box Culvert	Concrete	Unnamed creek	1/01/1985	100	1/01/2085
1906 Freemantle Road, Milkers Flat	Box Culvert	Concrete	Milkers Creek	1/01/1995	100	1/01/2095
1997 Turondale Road, Turondale	Box Culvert	Concrete	Dam Creek	1/01/1980	100	1/01/2080
22 Back Swamp Road, The Rocks	Box Culvert	Concrete	Back Swamp	1/01/1980	100	1/01/2080
2248 Ophir Road, Rock Forest	Box Culvert	Concrete	Sandy Swamp	1/01/1980	100	1/01/2080
2480 Freemantle Road, Killongbutta	Box Culvert	Concrete	Corbys Creek	1/01/1980	100	1/01/2080
2632 Turondale Road, Turondale	Box Culvert	Concrete	Cole Gully	1/01/1990	100	1/01/2090
280 Cow Flat Road, Cow Flat	Box Culvert	Concrete	Unnamed creek	1/01/1980	100	1/01/2080
2850 Limekilns Road, Kelso	Box Culvert	Concrete	Black Fellows Creek	1/01/1975	100	1/01/2075
320 Evans Plains Road Road, Evans Plains	Box Culvert	Concrete	Unnamed creek	1/01/1985	100	1/01/2085
343 Pymonts Lane, Peel	Box Culvert	Concrete	Bread and Butter Creek	1/01/1980	100	1/01/2080
416 Garthowen Road, Garthowen	Box Culvert	Concrete	Reedy Creek	1/01/2002	100	1/01/2102
425 Cow Flat Road, Cow Flat	Box Culvert	Concrete	Unnamed creek	1/01/1985	100	1/01/2085
450 Evans Plains Road Road, Evans Plains	Box Culvert	Concrete	Unnamed creek	1/01/1990	100	1/01/2090
475 Evans Plains Rd, Evans Plains	Box Culvert	Concrete	Spring Creek	7/09/2005	100	7/09/2105
508 Bathampton Road, Bathampton	Box Culvert	Concrete	Evans Plains Creek	1/01/1972	100	1/01/2072
55 Rockley Road, Perthville	Box Culvert	Concrete	Unnamed creek	1/01/1970	100	1/01/2070
565 Eleven Mile Drive, Eglinton	Box Culvert	Concrete	Saltram Creek	1/01/2001	100	1/01/2101
576 Brewongle Lane, Glanmire	Box Culvert	Concrete	Unnamed creek	1/01/1990	100	1/01/2090
6 Gestingthorpe Road, Perthville	Box Culvert	Concrete	Unnamed creek	1/01/1980	100	1/01/2080
670 Eusdale Road, Yetholme	Box Culvert	Concrete	Eusdale Creek	1/01/1976	100	1/01/2076
710 Limekilns Road, Forest Grove	Box Culvert	Concrete	Unnamed creek	22/03/2005	100	22/03/2105
724 Bridle Track, Duramana	Box Culvert	Concrete	Stony Creek	1/01/1972	100	1/01/2072
736 Duramana Road, Duramana	Box Culvert	Concrete	Saltram Creek	1/01/1978	100	1/01/2078
737 Cow Flat Road, Cow Flat	Box Culvert	Concrete	Unnamed creek	1/01/1987	100	1/01/2087
75 Caloola Road, Caloola	Box Culvert	Concrete	Ferndale Creek	1/01/1982	100	1/01/2082
75 Mount Rankin Rd, Mount Rankin	Box Culvert	Concrete	Unnamed creek	1/01/1996	100	1/01/2096
77 Schumachers Road, Triangle Flat	Box Culvert	Concrete	Triangle Creek	29/08/2012	100	29/08/2112
80 Lloyds Road, Gormans Hill	Box Culvert	Concrete	Unnamed creek	1/01/2003	100	1/01/2103
841 Ophir Road, Abercrombie	Box Culvert	Concrete	Jerrys Swamp Creek	1/09/1965	100	1/09/2065
875 Lachlan Road, Caloola	Box Culvert	Concrete	Browns Creek	1/01/1983	100	1/01/2083
898 Bridle Track, Duramana	Box Culvert	Concrete	Burnt Creek	1/01/1969	100	1/01/2069
94 O'Regans Road, Perthville	Box Culvert	Concrete	Unnamed creek	1/01/1968	100	1/01/2068
99 Red Hill Road Road, Paling Yards	Box Culvert	Concrete	Black Fellows Creek	1/01/1970	100	1/01/2070
10 Lagoon Road, Orton Park	Bridge	Concrete	Vale Creek	1/06/2003	100	1/06/2103
104 Bant Street, South Bathurst	Bridge	Concrete	Hawthornden Creek	1/11/1997	100	1/11/2097
1066 O'Connell Plains Road, The Lagoon	Bridge	Concrete	Campbells River	1/09/1966	100	1/09/2066
1167 Bridle Track, Duramana	Bridge	Concrete	Stony Creek	1/01/1954	100	1/01/2054
1208 Lagoon Road, The Lagoon	Bridge	Concrete	Davys Creek	1/01/2001	100	1/01/2101
1290 Lachlan Road, Caloola	Bridge	Concrete	Carrs Creek	17/12/2014	100	17/12/2114
1367 Tarana Road, Locksley	Bridge	Concrete	Frying Pan Creek	1/01/1960	100	1/01/2060
1411 Limekilns Road, Clear Creek	Bridge	Concrete	Clear Creek	1/01/1970	100	1/01/2070
142 Cow Flat Road, Cow Flat	Bridge	Concrete	Queen Charlottes Creek	1/01/1958	100	1/01/2058
1491 Lachlan Road, Caloola	Bridge	Concrete	Caloola Creek	1/01/1971	100	1/01/2071
152 Rivulet Road, Peel	Bridge	Concrete	Clear Creek	4/03/1991	100	4/03/2091
1538 Turondale Road, Millah Murrah	Bridge	Concrete	Millah Murrah Creek	1/01/1966	100	1/01/2066
175 Dog Rocks Road, Rockley	Bridge	Concrete	Campbells River	1/01/1957	100	1/01/2057
1792 Limekilns Road, Dempseys Creek	Bridge	Concrete	Dempseys Creek	1/01/1943	100	1/01/2043

1930 Ophir Road, Rock Forest	Bridge	Concrete	Oaky Creek	1/01/1960	100	1/01/2060
2080 Freemantle Road, Milkers Flat	Bridge	Concrete	Macquarie River	5/11/2008	100	5/11/2108
2110 Ophir Road, Rock Forest	Bridge	Concrete	Swallow Creek	1/01/1964	100	1/01/2064
2216 Bald Ridge Road, Abercrombie River	Bridge	Concrete	Grove Creek	1/01/1971	100	1/01/2071
2435 Crudine Road, Crudine	Bridge	Concrete	Crudine River	1/01/1991	100	1/01/2091
2436 Rockley Road, Rockley	Bridge	Concrete	Pepper Creek	1/01/1956	100	1/01/2056
2460 Limekilns Road, Limekilns	Bridge	Concrete	Diamond Creek	1/01/1943	100	1/01/2043
250 Rankens Bridge Road, Abercrombie.	Bridge	Concrete	Macquarie River	4/04/1998	100	4/04/2098
255 Lachlan Road, Rockley	Bridge	Concrete	Pepper Creek	1/01/1971	100	1/01/2071
31 College Road, South Bathurst	Bridge	Concrete	Macquarie River	1/01/1979	100	1/01/2079
323 Hill End Road, Sofala	Bridge	Concrete	Hawthornden Creek	1/01/1954	100	1/01/2054
325 Walang Drive, Napoleon Reef	Bridge	Concrete	Bells Creek	1/01/1955	100	1/01/2055
34 Russell Street, Gormans Hill	Bridge	Concrete	St Anthonys Creek	23/09/1983	100	23/09/2083
35 Lee Street, Kelso	Bridge	Concrete	Queen Charlottes Creek	1/01/1964	100	1/01/2064
38 Stewart Street, Evans Plains	Bridge	Concrete	Raglan Creek	1/01/1980	100	1/01/2080
425 Rivulet Road, Peel	Bridge	Concrete	Evans Plains Creek	1/05/2017	100	1/05/2117
483 Brewongle Lane, Glanmire	Bridge	Concrete	Spring Creek	1/10/2014	100	1/10/2114
51 Hill End Road, Sofala	Bridge	Concrete	Unnamed creek	1/03/2010	100	1/03/2110
767 Burraga Road, Rockley	Bridge	Concrete	Triangle Creek	1/01/1947	100	1/01/2047
794 Limekilns Road, Yarras	Bridge	Concrete	Winburndale Rivulet	12/04/1990	100	12/04/2090
8 Hereford Street, Kelso	Bridge	Concrete	Macquarie River	1/01/1995	100	1/01/2095
820 Turondale Road, Duramana	Bridge	Concrete	Winburndale Rivulet	1/01/1992	100	1/01/2092
848 Freemantle Road, Mt Rankin	Bridge	Concrete	Kings Creek	1/01/1974	100	1/01/2074
896 Curragh Road, Abercrombie River	Bridge	Concrete	Copperhannia Creek	1/01/1966	100	1/01/2066
9 Wimbledon Road, Georges Plains	Bridge	Concrete	Georges Plains Creek	1/01/1991	100	1/01/2091
903 Curragh Road, Copperhannia	Bridge	Concrete	Jonhsons Creek	1/01/1966	100	1/01/2066
908 Turondale Road, Duramana	Bridge	Concrete	Cheshire Creek	1/01/2001	100	1/01/2101
910 Lagoon Road, The Lagoon	Bridge	Concrete	Deep Creek	1/10/1970	100	1/10/2070
919 Curragh Road, Copperhannia	Bridge	Concrete	Johnsons Creek	1/01/1966	100	1/01/2066
589 Rivulet Road, Duramana	Bridge	Steel	Unnamed creek	1/01/1936	200	1/01/2136
100 Hill End Road, Sofala	Bridge	Stone	Unnamed creek	1/01/1887	200	1/01/2087
1130 Freemantle Road, Billywillinga	Bridge	Stone	Unnamed creek	1/01/1888	200	1/01/2088
1280 Lagoon Road, The Lagoon	Bridge	Stone	Unnamed creek	1/01/1920	200	1/01/2120
1288 Rockley Road, Fosters Valley	Bridge	Stone	Unnamed creek	1/01/1930	200	1/01/2130
173 Hill End Road, Sofala	Bridge	Stone	Unnamed creek	1/01/1890	200	1/01/2090
1970 Turondale Road, Turondale	Bridge	Stone	Oaky Creek	1/01/1945	200	1/01/2145
200 Hill End Road	Bridge	Stone	Unnamed creek	1/01/1895	200	1/01/2095
265 Ryans Road, The Lagoon	Bridge	Stone	Deep Creek	1/01/1935	200	1/01/2135
2934 Turondale Road, Duramana	Bridge	Stone	Bridge Creek	1/01/1970	200	1/01/2170
413 Ryans Road, The Lagoon	Bridge	Stone	Sandy Creek	1/01/1945	200	1/01/2145
420 Hill End Road	Bridge	Stone	Unnamed creek	1/01/1890	200	1/01/2090
908 Tarana Road, O'Connell	Bridge	Stone	Unnamed creek	1/01/1940	200	1/01/2140
139 Tarana Road, Brewongle	Bridge	Timber	Saltwater Creek	1/01/1965	70	1/01/2035
1553 Bridle Track, Duramana	Bridge	Timber	Winburndale Rivulet	13/03/1937	70	13/03/2007
180 Elmswood Road, Caloola	Bridge	Timber	McGeorges Creek	1/01/1956	70	1/01/2026
2000 Tarana Road, Gemalla	Bridge	Timber	Stony Creek	13/03/1937	70	13/03/2020
2305 Tarana Road, Tarana	Bridge	Timber	Eusdale Creek	1/01/1955	70	1/01/2025
24 Porters Lane, Yetholme	Bridge	Timber	Frying Pan Creek	1/01/1950	70	1/01/2020
261 Upper Turon Road, Sofala	Bridge	Timber	Big Oaky Creek	1/01/1965	70	1/01/2035
2673 Limekilns Road, Limekilns	Bridge	Timber	Penders Creek	1/01/1955	70	1/01/2025
2721 Bridle Track, Bruinbun	Bridge	Timber	Winburndale Rivulet	17/06/1936	70	17/06/2020
3142 Turondale Road, Duramana	Bridge	Timber	Turon River	1/01/1950	70	1/01/2020
5 East Street, Rockley	Bridge	Timber	Pepper Creek	1/01/1950	70	1/01/2020
667 Ophir Road, Dunkeld	Bridge	Timber	Evans Plains Creek	18/10/1949	70	18/10/2019
8 Brewongle School Road, Brewongle	Bridge	Timber	Unnamed creek	1/01/1960	70	1/01/2030
1015 Diamond Swamp Rd	Causeway	Concrete	Diamond Swamp Creek	1/01/1978	100	1/01/2078
12 Burges Road, Caloola	Causeway	Concrete	Caloola Creek	1/01/1950	100	1/01/2050
120 Winburndale Dam Road Road, Napoleon Reef	Causeway	Concrete	St Anthonys Creek	1/01/1955	100	1/01/2055
122 Forge Rd	Causeway	Concrete	Unnamed creek	1/07/2012	100	1/07/2112
1284 Pyramul Road, Sallys Flat	Causeway	Concrete	Unnamed creek	1/01/1973	100	1/01/2073
1310 Box Ridge Rd	Causeway	Concrete	Unnamed creek	1/07/2012	100	1/07/2112
1392 Pyramul Road, Sallys Flat	Causeway	Concrete	Unnamed creek	1/01/1980	100	1/01/2080
146 Old Trunk Road Road, Arkell	Causeway	Concrete	Bucks Creek	1/01/1980	100	1/01/2080
1787 Bridle Track	Causeway	Concrete	Unnamed creek	1/06/2012	100	1/06/2112
180 Crudine Road, Crudine	Causeway	Concrete	Bourke Creek	1/01/1960	100	1/01/2060
182 Killongbutta, Killongbutta	Causeway	Concrete	Unnamed creek	1/01/2006	100	1/01/2106
188 Wells Access Road, Wattle Flat	Causeway	Concrete	Tanwarra Creek	1/01/1976	100	1/01/2076
2006 Triangle Flat Road, Triangle Flat	Causeway	Concrete	Grove Creek	1/01/1964	100	1/01/2064
205 Doughertys Junction Road, Sallys Flat	Causeway	Concrete	Green Valley Creek	1/01/1972	100	1/01/2072
2106 Bridle Track, Bruinbun	Causeway	Concrete	Cummings Oaky Creek	1/01/2004	100	1/01/2104

219 Mount Rankin Rd, Mount Rankin	Causeway	Concrete	Unnamed creek	1/01/2003	100	1/01/2103
238 Paling Yards Road, Wattle Flat	Causeway	Concrete	Unnamed creek	1/01/1980	100	1/01/2080
2410 Bridle Track, Duramana	Causeway	Concrete	Black Fellows Creek	1/01/2012	100	1/01/2112
248 Quarry Road, Cow Flat	Causeway	Concrete	Mountain Run Creek	1/01/1975	100	1/01/2075
261 Old Trunk Road Road, Arkell	Causeway	Concrete	Gove Creek	1/01/1975	100	1/01/2075
274 Clear Creek Rd, Clear Creek	Causeway	Concrete	Unnamed creek	1/01/1983	100	1/01/2083
280 Burges Road, Caloola	Causeway	Concrete	Summer Hill Creek	1/01/1950	100	1/01/2050
3200 Lagoon Road, Rockley	Causeway	Concrete	Pepper Creek	1/01/1985	100	1/01/2085
35 Howarths Road, Freemantle	Causeway	Concrete	Unnamed creek	1/01/2004	100	1/01/2104
363 Upper Turon Road, Sofala	Causeway	Concrete	Pennyweight Flat Creek	1/01/1970	100	1/01/2070
398 Clear Creek Rd, Clear Creek	Causeway	Concrete	Clear Creek	11/03/2011	100	11/03/2111
420 Old Trunk Road Road, Arkell	Causeway	Concrete	Grove Creek	1/01/1965	100	1/01/2065
4460 Bridle Track, Duramana	Causeway	Concrete	Turon River	1/01/1960	100	1/01/2060
4572 Bridle Track, Duramana	Causeway	Concrete	Hill End Creek	1/01/1960	100	1/01/2060
47 Pymonts Lane, Peel	Causeway	Concrete	Foleys Creek	1/01/1960	100	1/01/2060
50 Howarths Road, Freemantle	Causeway	Concrete	Sprousters Creek	1/01/1950	100	1/01/2050
542 Diamond Swamp Rd	Causeway	Concrete	Diamond Swamp Creek	1/01/1978	100	1/01/2078
564 Upper Turon Road Road, Sofala	Causeway	Concrete	Turon River	1/01/1972	100	1/01/2072
566 Crudine Road, Crudine	Causeway	Concrete	Unnamed creek	1/01/1968	100	1/01/2068
64 Armitage Road	Causeway	Concrete	Unnamed creek	1/01/1980	100	1/01/2080
667 Redbank Road, Triangle Flat	Causeway	Concrete	Saw Pit Creek	1/01/1960	100	1/01/2060
7 Slatterys Road, Sallys Flat	Causeway	Concrete	Slatterys Creek	1/01/1950	100	1/01/2050
710 Killongbutta Rd, Killongbutta	Causeway	Concrete	Gum Creek	1/06/2012	100	1/06/2112
770 Upper Turon Road Road, Sofala	Causeway	Concrete	Turon River	1/01/1975	100	1/01/2075
792 Grove Creek Road, Trunkey	Causeway	Concrete	Grove Creek	1/01/1972	100	1/01/2072
8 Carlyle Street, Trunkey	Causeway	Concrete	Trunkey Creek	1/01/1986	100	1/01/2086
818 Rivulet Road, Peel	Causeway	Concrete	Spring Creek	1/01/1972	100	1/01/2072
85 Crudine Road, Crudine	Causeway	Concrete	Buckleys Creek	1/01/2010	100	1/01/2110
89 Mount Horrible Road, Limekilns	Causeway	Concrete	Diamond Creek	6/03/2013	100	6/03/2113
106 Panorama Avenue, Mitchell	Culvert	Concrete	Hawthornden Creek	1/01/1980	100	1/01/2080
11 Littles Access Road, Napoleon Reef	Culvert	Concrete	St Anthonys Creek	1/01/2000	100	1/01/2100
128 Burges Road, Caloola	Culvert	Concrete	Unnamed creek	1/01/2005	100	1/01/2105
1297 Lachlan Road, Caloola	Culvert	Concrete	Carrs Creek	1/01/1995	100	1/01/2095
145 Freemantle Rd, Mt Rankin	Culvert	Concrete	Kelloshiel Creek	13/12/2010	100	13/12/2110
1611 Bald Ridge Rd	Culvert	Concrete	Phoebes Creek	1/01/1985	100	1/01/2085
1693 Hill End Road, Sallys Flat	Culvert	Concrete	Unnamed creek	1/01/1955	100	1/01/2055
1855 Turondale Road Duramana	Culvert	Concrete	Oaky Creek	9/06/2014	100	9/06/2114
209 Perthville Road,	Culvert	Concrete	Sandy Creek	1/02/2010	100	1/02/2110
2093 Turondale Road, Turondale	Culvert	Concrete	Reedy Creek	1/01/1989	100	1/01/2089
213 Curragh Road, Trunkey	Culvert	Concrete	Unnamed creek	1/01/1940	100	1/01/2040
2211 Turondale Road, Turondale	Culvert	Concrete	Oaky Creek	1/01/1980	100	1/01/2080
2232 Lagoon Road, Charlton	Culvert	Concrete	Reedy Creek	1/01/1999	100	1/01/2099
231 Rivulet Road, Peel	Culvert	Concrete	Unnamed creek	1/01/1990	100	1/01/2090
2411 Ophir Rd	Culvert	Concrete	Unnamed creek	1/01/1980	100	1/01/2080
255 Rivulet Road, Peel	Culvert	Concrete	Unnamed creek	1/01/1990	100	1/01/2090
258 Schumachers Road, Triangle Flat	Culvert	Concrete	Unnamed creek	1/01/2005	100	1/01/2105
2795 Lagoon Road, Charlton	Culvert	Concrete	Unnamed creek	1/01/1970	100	1/01/2070
281 Bathampton Road, Bathampton	Culvert	Concrete	Unnamed creek	1/01/1990	100	1/01/2090
300 Hill End Road, Sofala	Culvert	Concrete	Unnamed creek	1/07/1955	100	1/07/2055
310 Havannah Street, South Bathurst	Culvert	Concrete	Hawthornden Creek	1/01/1980	100	1/01/2080
3183 Bridle Track, Bruinbun	Culvert	Concrete	Wicketts Creek	1/01/1985	100	1/01/2085
33 Adrienne Street, Raglan	Culvert	Concrete	Raglan Creek	17/05/1977	100	17/05/2077
35 Broken Bridge Rd, Yetholme	Culvert	Concrete	Unnamed creek	3/07/2009	100	3/07/2109
35 Lloyds Road, Gormans Hill	Culvert	Concrete	Queen Charlottes Creek	1/01/1990	100	1/01/2090
367 Hen and Chicken Lane, Evans Plains	Culvert	Concrete	Spring Creek	1/01/1987	100	1/01/2087
376 Grove Creek Road Road, Trunkey	Culvert	Concrete	Mulgunnia Creek	1/01/1980	100	1/01/2080
3824 Limekilns Road, Wattle Flat	Culvert	Concrete	Solitary Creek	1/12/2016	100	1/12/2116
388 Yarras Lane, Glanmire	Culvert	Concrete	Swamp Creek	1/10/2012	100	1/10/2112
394 Napoleon Reef Road, Napoleon Reef	Culvert	Concrete	Unnamed creek	1/01/1994	100	1/01/2094
4 Ardsley Lane, Laffing Waters	Culvert	Timber	Unnamed creek	1/01/1936	70	1/01/2006
435 Hen and Chicken Lane, Evans Plains	Culvert	Concrete	Unnamed creek	1/01/1986	100	1/01/2086
509 Conrod Straight, Mt Panorama	Culvert	Concrete	Underpass	1/04/1993	100	1/04/2093
580 Rockley Road Rockley Mount	Culvert	Concrete	Unnamed creek	1/01/1970	100	1/01/2070
640 Cow Flat Road, Cow Flat	Culvert	Concrete	Unnamed creek	1/01/1985	100	1/01/2085
764 Sunny Corner Road, Sunny Corner	Culvert	Concrete	Bobs Creek	1/01/1980	100	1/01/2080
771 Cow Flat Road, Cow Flat	Culvert	Concrete	Unnamed creek	1/01/1975	100	1/01/2075
90 Dunkeld Road, Dunkeld	Culvert	Concrete	Mount Creek	1/02/2016	100	1/02/2116
990 Hollis Lane	Culvert	Concrete	Sandy Creek	1/04/1978	100	1/04/2078

BATHURST
REGIONAL COUNCIL

War Memorial Carillon – May 2018

BUILDINGS & STRUCTURES
ASSET MANAGEMENT PLAN

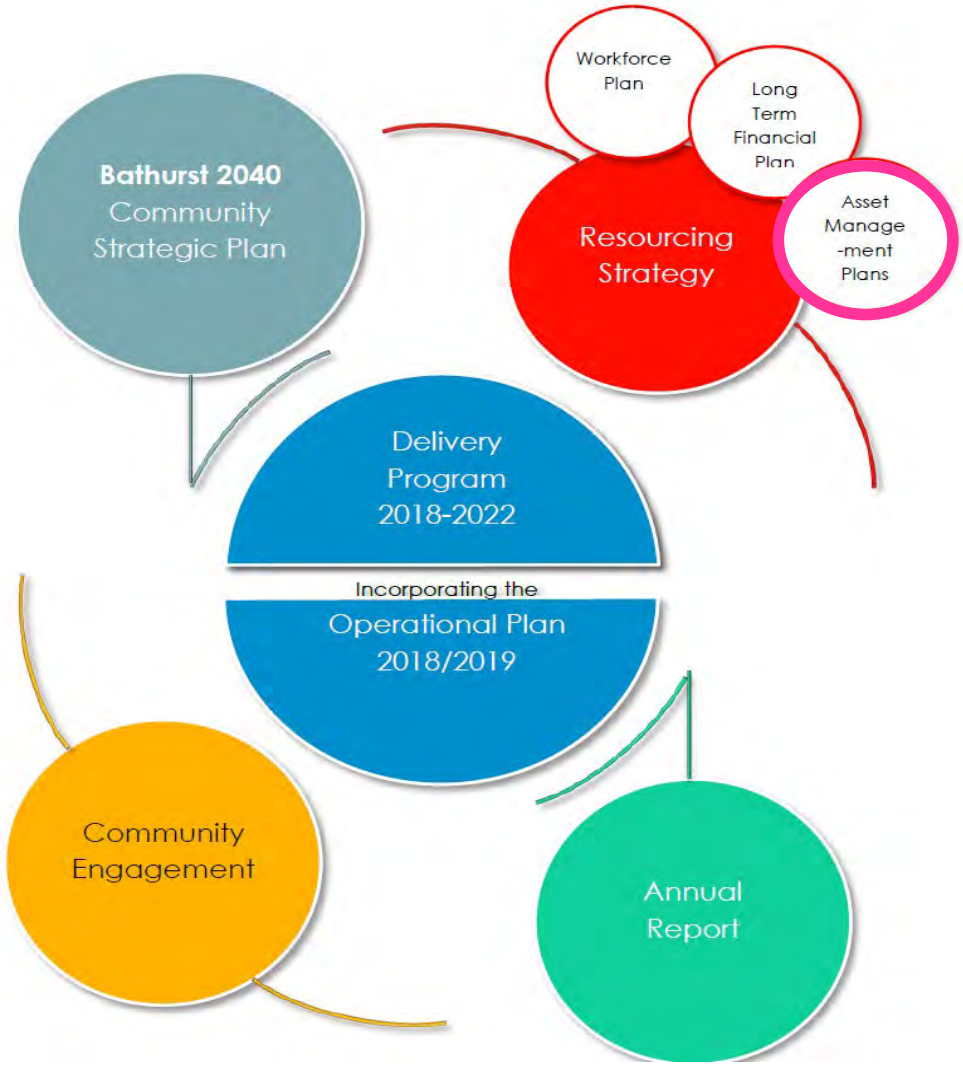
Version 5.0
July 2020

Document Control	Bathurst Regional Council

Document ID: Buildings_ AMP_Jan 2020_Ver 5.0 Updated.docx

Version No.	Date	Version Details	Author	Reviewer	Approver
1.0	6 October 2010	Draft	GF	PB	DP
1.1	8 Dec 2010	Adoption by Council	GF	PB	DP
2.0	22 May 2014	Full Revision	BDO	PB/SA	DS
3.0	January 2020	Revision	RD	PB/BH	DS
4.0	May 2020	Revision	RD	PB	DS
5.0	July 2020	Revision	RD	PB	DS

Integrated Planning and Reporting Framework



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ABBREVIATIONS

AAAC	Average annual asset consumption
AMP	Asset management plan
ARI	Average recurrence interval
BOD	Biochemical (biological) oxygen demand
CRC	Current replacement cost
PPI	Producer Price Index
CWMS	Community wastewater management systems
DA	Depreciable amount
DoH	Department of Health
EF	Earthworks/formation
IRMP	Infrastructure risk management plan
LCC	Life Cycle cost
LCE	Life cycle expenditure
MMS	Maintenance management system
PCI	Pavement condition index
RV	Residual value
SS	Suspended solids
VPH	Vehicles per hour

GLOSSARY

Annual service cost (ASC)
An estimate of the cost that would be tendered, per annum, if tenders were called for the supply of a service to a performance specification for a fixed term. The Annual Service Cost includes operating, maintenance, depreciation, finance/ opportunity and disposal costs, less revenue.

Asset class
Grouping of assets of a similar nature and use in an entity's operations (AASB 166.37).

Asset condition assessment
The process of continuous or periodic inspection, assessment, measurement and interpretation of the resultant data to indicate the condition of a specific asset so as to determine the need for some preventative or remedial action.

Asset management
The combination of management, financial, economic, engineering and other practices applied to physical assets with the objective of providing the required level of service in the most cost effective manner.

Assets
Future economic benefits controlled by the entity as a result of past transactions or other past events (AAS27.12).

Property, plant and equipment including infrastructure and other assets (such as furniture and fittings) with benefits expected to last more than 12 month.

Average annual asset consumption (AAAC)*
The amount of a local government's asset base consumed during a year. This may be calculated by dividing the Depreciable Amount (DA) by the Useful Life and totalled for each and every asset OR by dividing the Fair Value (Depreciated Replacement Cost) by the Remaining Life and totalled for each and every asset in an asset category or class.

Brownfield asset values**
Asset (re)valuation values based on the cost to replace the asset including demolition and restoration costs.

Capital expansion expenditure
Expenditure that extends an existing asset, at the same standard as is currently enjoyed by residents, to a new group of users. It is discretional expenditure, which increases future operating, and maintenance costs, because it increases council's asset base, but may be associated with additional revenue from the new user group, e.g. extending a drainage or formed footpath and cycleway network, the provision of an oval or park in a new suburb for new residents.

Capital expenditure
Relatively large (material) expenditure, which has benefits, expected to last for more than 12 months. Capital expenditure includes renewal, expansion and upgrade. Where capital projects involve a combination of renewal, expansion and/or upgrade expenditures, the total project cost needs to be allocated accordingly.

Capital funding
Funding to pay for capital expenditure.

Capital grants
Monies received generally tied to the specific projects for which they are granted, which are often upgrade and/or expansion or new investment proposals.

Capital investment expenditure
See capital expenditure definition

Capital new expenditure
Expenditure which creates a new asset providing a new service to the community that did not exist beforehand. As it increases service potential it may impact revenue and will increase future operating and maintenance expenditure.

Capital renewal expenditure
Expenditure on an existing asset, which returns the service potential or the life of the asset up to that which it had originally. It is periodically required expenditure, relatively large (material) in value compared with the value of the components or sub-components of the asset being renewed. As it reinstates existing service potential, it has no impact on revenue, but may reduce future operating and maintenance expenditure if completed at the optimum time, e.g. resurfacing or re-sheeting a material part of a formed footpath and cycleway network, replacing a material section of a drainage network with pipes of the same capacity, resurfacing an oval. Where capital projects involve a combination of renewal, expansion and/or upgrade expenditures, the total project cost needs to be allocated accordingly.

Capital upgrade expenditure
Expenditure, which enhances an existing asset to provide a higher level of service or expenditure that will increase the life of the asset beyond that which it had originally. Upgrade expenditure is discretional and often does not result in additional revenue unless direct user charges apply. It will increase operating and maintenance expenditure in the future because of the increase in the council's asset base, e.g. widening the sealed area of an existing formed footpath and cycleway, replacing drainage pipes

with pipes of a greater capacity, enlarging a grandstand at a sporting facility. Where capital projects involve a combination of renewal, expansion and/or upgrade expenditures, the total project cost needs to be allocated accordingly.

Carrying amount
The amount at which an asset is recognised after deducting any accumulated depreciation / amortisation and accumulated impairment losses thereon.

Class of assets
See asset class definition

Component
An individual part of an asset which contributes to the composition of the whole and can be separated from or attached to an asset or a system.

Cost of an asset
The amount of cash or cash equivalents paid, or the fair value of the consideration given to acquire an asset at the time of its acquisition or construction, plus any costs necessary to place the asset into service. This includes one-off design and project management costs.

Current replacement cost (CRC)
The cost the entity would incur to acquire the asset on the reporting date. The cost is measured by reference to the lowest cost at which the gross future economic benefits could be obtained in the normal course of business or the minimum it would cost, to replace the existing asset with a technologically modern equivalent new asset (not a second hand one) with the same economic benefits (gross service potential) allowing for any differences in the quantity and quality of output and in operating costs.

Current replacement cost "As New" (CRC)
The current cost of replacing the original service potential of an existing asset, with a similar modern equivalent asset, i.e. the total cost of replacing an existing asset with an as NEW or similar asset expressed in current dollar values.

Cyclic Maintenance**
Replacement of higher value components/sub-components of assets that is undertaken on a regular cycle including repainting, building roof replacement, replacement of air conditioning equipment, etc. This work generally falls below the capital/ maintenance threshold and needs to be identified in a specific maintenance budget allocation.

Depreciable amount
The cost of an asset, or other amount substituted for its cost, less its residual value (AASB 116.6)

Depreciated replacement cost (DRC)
The current replacement cost (CRC) of an asset less, where applicable, accumulated depreciation calculated on the basis of such cost to reflect the already consumed or expired future economic benefits of the asset

Depreciation / amortisation
The systematic allocation of the depreciable amount (service potential) of an asset over its useful life.

Economic life
See useful life definition.

Expenditure
The spending of money on goods and services. Expenditure includes recurrent and capital.

Fair value
The amount for which an asset could be exchanged, or a liability settled, between knowledgeable, willing parties, in an arm's length transaction.

Greenfield asset values **
Asset (re)valuation values based on the cost to initially acquire the asset.

Heritage asset
An asset with historic, artistic, scientific, technological, geographical or environmental qualities that is held and maintained principally for its contribution to knowledge and culture and this purpose is central to the objectives of the entity holding it.

Impairment Loss
The amount by which the carrying amount of an asset exceeds its recoverable amount.

Infrastructure assets
Physical assets of the entity or of another entity that contribute to meeting the public's need for access to major economic and social facilities and services, e.g. formed footpath and cycleways, drainage, footpaths and cycleways. These are typically large, interconnected networks or portfolios of composite assets. The components of these assets may be separately maintained, renewed or replaced individually so that the required level and standard of service from the network of assets is continuously sustained. Generally, the components and hence the assets have long lives. They are fixed in place and are often have no market value.

Investment property
Property held to earn rentals or for capital appreciation or both, rather than for:
(a) use in the production or supply of goods or services or for administrative purposes; or
(b) sale in the ordinary course of business (AASB 140.5)

Level of service
The defined service quality for a particular service against which service performance may be measured. Service levels usually relate to quality, quantity, reliability, responsiveness, environmental, acceptability and cost).

Life Cycle Cost **
The life cycle cost (LCC) is average cost to provide the service over the longest asset life cycle. It comprises annual maintenance and asset consumption expense, represented by depreciation expense. The Life Cycle Cost does not indicate the funds required to provide the service in a particular year.

Life Cycle Expenditure **
The Life Cycle Expenditure (LCE) is the actual or planned annual maintenance and capital renewal expenditure incurred in providing the service in a particular year. Life Cycle Expenditure may be compared to Life Cycle Cost to give an initial indicator of life cycle sustainability.

Loans / borrowings
Loans result in funds being received which are then repaid over a period of time with interest (an additional cost). Their primary benefit is in 'spreading the burden' of capital expenditure over time. Although loans enable works to be completed sooner, they are only ultimately cost effective where the capital works funded (generally renewals) result in operating and maintenance cost savings, which are greater than the cost of the loan (interest and charges).

Maintenance and renewal gap
Difference between estimated budgets and projected expenditures for maintenance and renewal of assets, totalled over a defined time (e.g. 5, 10 and 15 years).

Maintenance and renewal sustainability index
Ratio of estimated budget to projected expenditure for maintenance and renewal of assets over a defined time (e.g. 5, 10 and 15 years).

Maintenance expenditure
Recurrent expenditure, which is periodically or regularly required as part of the anticipated schedule of works required to ensure that the asset achieves its useful life and provides the required level of service. It is expenditure, which was anticipated in determining the asset's useful life.

Materiality
An item is material is its omission or misstatement could influence the economic decisions of users taken on the basis of the financial report. Materiality depends on the size and nature of the omission or misstatement judged in the surrounding circumstances.

Modern equivalent asset.
A structure similar to an existing structure and having the equivalent productive capacity, which could be built using modern materials, techniques and design. Replacement cost is the basis used to estimate the cost of constructing a modern equivalent asset.

Non-revenue generating investments
Investments for the provision of goods and services to sustain or improve services to the community that are not expected to generate any savings or revenue to the Council, e.g. parks and playgrounds, footpaths, formed footpath and cycleways and bridges, libraries, etc.

Operating expenditure
Recurrent expenditure, which is continuously required excluding maintenance and depreciation, e.g. power, fuel, staff, plant equipment, on-costs and overheads.

Pavement management system
A systematic process for measuring and predicting the condition of formed footpath and cycleway pavements and wearing surfaces over time and recommending corrective actions.

Planned Maintenance**
Repair work that is identified and managed through a maintenance management system (MMS). MMS activities include inspection, assessing the condition against failure/breakdown criteria/experience, prioritising scheduling, actioning the work and reporting what was done to develop a maintenance history and improve maintenance and service delivery performance.

PMS Score
A measure of condition of a formed footpath and cycleway segment determined from a Pavement Management System.

Rate of annual asset consumption*
A measure of average annual consumption of assets (AAAC) expressed as a percentage of the depreciable amount (AAAC/DA). Depreciation may be used for AAAC.

Rate of annual asset renewal*
A measure of the rate at which assets are being renewed per annum expressed as a percentage of depreciable amount (capital renewal expenditure/DA).

Rate of annual asset upgrade*
A measure of the rate at which assets are being upgraded and expanded per annum expressed as a percentage of depreciable amount (capital upgrade/expansion expenditure/DA).

Reactive maintenance
Unplanned repair work that carried out in response to service requests and management/supervisory directions.

Recoverable amount
The higher of an asset's fair value, less costs to sell and its value in use.

Recurrent expenditure
Relatively small (immaterial) expenditure or that which has benefits expected to last less than 12 months. Recurrent expenditure includes operating and maintenance expenditure.

Recurrent funding
Funding to pay for recurrent expenditure.

Rehabilitation
See capital renewal expenditure definition above.

Remaining life
The time remaining until an asset ceases to provide the required service level or economic usefulness. Age plus remaining life is economic life.

Renewal
See capital renewal expenditure definition above.

Residual value
The net amount which an entity expects to obtain for an asset at the end of its useful life after deducting the expected costs of disposal.

Revenue generating investments
Investments for the provision of goods and services to sustain or improve services to the community that are expected to generate some savings or revenue to offset operating costs, e.g. public halls and theatres, childcare centres, sporting and recreation facilities, tourist information centres, etc.

Risk management
The application of a formal process to the range of possible values relating to key factors associated with a risk in order to determine the resultant ranges of outcomes and their probability of occurrence.

Section or segment
A self-contained part or piece of an infrastructure asset.

Service potential
The capacity to provide goods and services in accordance with the entity's objectives, whether those objectives are the generation of net cash inflows or the provision of goods and services of a particular volume and quantity to the beneficiaries thereof.

Service potential remaining*
A measure of the remaining life of assets expressed as a percentage of economic life. It is also a measure of the percentage of the asset's potential to provide services that are still available for use in providing services (DRC/DA).

Strategic Management Plan (SA) **
Documents Council objectives for a specified period (3-5 yrs), the principle activities to achieve the objectives, the means by which that will be carried out, estimated income and expenditure, measures to assess performance and how rating policy relates to the Council's objectives and activities.

Sub-component
Smaller individual parts that make up a component part.

Useful life
Either:
(a) the period over which an asset is expected to be available for use by an entity, or
(b) the number of production or similar units expected to be obtained from the asset by the entity.

It is estimated or expected time between placing the asset into service and removing it from service, or the estimated period of time over which the future economic benefits embodied in a depreciable asset, are expected to be consumed by the council. It is the same as the economic life.

Value in Use
The present value of estimated future cash flows expected to arise from the continuing use of an asset and from its disposal at the end of its useful life. It is deemed to be depreciated replacement cost (DRC) for those assets whose future economic benefits are not primarily dependent on the asset's ability to generate new cash flows, where if deprived of the asset its future economic benefits would be replaced.

Source: DVC 2006, Glossary
Note: Items shown * modified to use DA instead of CRC
Additional glossary items shown **

1. EXECUTIVE SUMMARY

What Council Provides

Council owns and maintains a building and structures portfolio to deliver the myriad of services to the people of the Bathurst Regional Local Government Area.

The portfolio[1] consists of

	Number	Replacement $
Buildings:	304	224,388.5k
Structures:	155	11,945.4k
Total:	459	236,333.9k

What does it Cost?

There are two key indicators of cost to provide the buildings service.

- The life cycle cost being the average cost over the life cycle of the asset, and
- The total maintenance and capital renewal expenditure required to deliver existing service levels in the next 10 years covered by Council's long-term financial plan

The life cycle cost to provide the buildings service is estimated at $421,200 per annum. Council's planned life cycle expenditure for year 1 of the asset management plan is $14,493,915 which gives a life cycle sustainability index of 34.0. This is an exception year due to council receiving numerous grants and external funding to complete several new buildings and overhaul several others. If the new buildings were discounted the given lifecycle sustainability index would be 31.0.

The total maintenance expenditure budgeted to provide the buildings service in the next 10 years is estimated at $18.04 million. This is an average of $1,804,300 per annum; giving a 10-year sustainability index of 8.03.

Plans for the Future

Council plans to operate and maintain the buildings portfolio to achieve the following strategic objectives.

1. Ensure assets are maintained to a safe and functional standard as set out in this asset management plan
2. Ensure that future expansion of the building assets portfolio is planned to appropriately cater for growth predictions for the LGA
3. Maximise an asset's economic life while minimising lifecycle expenditure
4. Maintain a high level of community satisfaction in the portfolio

Measuring our Performance

Quality

Building assets will be maintained in a reasonably usable condition. Defects found or reported that are outside our service standard will be repaired.

Function

Our intent is that Building assets are maintained in partnership with stakeholders to ensure community satisfaction is maintained and safety is not compromised.

Safety

Reported defects are recorded on the Customer Request Maintenance System (CRMS) and sent to the appropriate manager for assessment. Repairs are carried out in accordance CRMS timeframes and available funding.

The Next Steps

The actions resulting from this asset management plan are:

- Work towards advanced management plans for individual major buildings in conjunction with the respective building manager
- Undertake Condition assessments on the buildings portfolio where appropriate resources are available
- Componentise buildings data within the asset register to make both physical management and reporting more useful for condition assessment and maintenance of buildings
- Continue to improve the date of construction information held in the asset register
- Continue the internal processes to ensure the financial and asset systems agree in respect of building assets
- Make use of available financial data to produce accurate input to future budgets

[1] For the purposes of this plan a building is considered to be enclosed (ie 4 walls and a roof) whereas a structure is not (e.g. picnic shelter)

2. INTRODUCTION

2.1 Background

This asset management plan is a tactical plan, designed to demonstrate responsive management of assets (and services provided from assets), compliance with regulatory requirements, and to communicate funding needed to provide the required levels of service.

The asset management plan is to be read with the following associated planning documents:

- Bathurst Regional Council Delivery Plan 2019-2023 and Annual Operating Plan (2019-2023)
- Bathurst Regional Council Detailed Budget 2019-2023

Council buildings have a number of important roles within the Bathurst community. These range from utility and administration to community support to commercial real estate. They support the delivery of services to the community and in many instances act as a focal point for community life. They contribute to the social, cultural and economic development of the local community.

The building portfolio reflects the current state of the Council's services and in many ways the historical development within the Bathurst area. Accordingly; the standards of construction vary, and the conditions of the buildings are, in some cases, more dependent on age rather than patterns of demand and usage.

Council's building portfolio contains approximately 459 buildings and structures, ranging from large multi storey buildings to very basic picnic shelters and bus shelters. Due to the varied nature of the Council's building portfolio a comprehensive management plan is required to ensure that the maximum amenity and value for money is achieved.

Table 2.1. Assets covered by this plan

Asset Category	Number Of	Replacement Value ($)
BD - Aquatic Centre	1	$15,855,900
BD - Bush Fire Shed	23	$6,516,458
BD - Civic/offices	27	$90,307,400
BD - Clubhouse	21	$11,161,753
BD - Cottages/residence	25	$9,922,497
BD - Garage/workshop	11	$3,673,050
BD - Halls	4	$2,386,000
BD - Indoor Stadium	1	$5,547,100
BD - Kiosks-Building	15	$832,565
BD - Other Buildings	17	$43,228,256
BD - Sheds	72	$8,662,790
BD - Toilets/amenities	58	$15,214,251
BD - Transport	3	$1,043,400
BD - Utility	18	$9,319,702
BD.C - Elevator/Lift	1	$204,063
BD.C - Solar Panel Array/Structure	7	$513,273
OS - Grandstands	14	$8,927,163

OS - Structure: Bus Shelter	41	$498,410
OS - Structure: Shelter shed	87	$1,928,946
OS - Structures Miscellaneous	13	$590,926
Total	459	$236,333,910

Key stakeholders in the preparation and implementation of this asset management plan are:

Councillors	Agree to policy for the allocation of resources to maximise benefit to the community whilst minimising the Council's exposure to risk
The Council	To manage the implementation of policy in a timely and cost-effective manner. To ensure resources are effectively utilised
Bathurst Regional Access Committee (BRAC)	Representatives of users with specific access requirements
General Public	Users of many of Council's Buildings
Sporting Clubs and Bodies	Users of Council buildings associated with sporting facilities
Community Groups	Users of Council buildings for accommodation
Residential Rental Tenants	Users of Council properties leased for residential purposes
Commercial Rental Tenants	Users of Council properties leased for commercial purposes

Netball Clubhouse – Durham Street

2.2 Goals and Objectives of Asset Management

The Council exists to provide services to its community. Some of these services are provided by infrastructure assets. Council has acquired infrastructure assets by 'purchase', by contract, construction by council staff and by donation of assets constructed by developers and others to meet increased levels of service.

Council's goal in managing infrastructure assets is to meet the required level of service in the most cost-effective manner for present and future consumers. The key elements of infrastructure asset management are:

- Providing a defined level of service and monitoring performance
- Managing the impact of growth through demand management and infrastructure investment
- Taking a life cycle approach to develop cost effective management strategies for the long term that meet the defined level of service
- Identifying, assessing and appropriately controlling risks associated with asset failures
- Having a Long-Term Financial Plan which identifies required expenditure and how it will be funded[2]

This asset management plan is prepared under the direction of Council's vision, mission, goals and objectives.

Council's vision:
Bathurst: A vibrant and innovative region that values our heritage, culture, diversity and strong economy."

Relevant Council goals and objectives from the adopted 2040 Community Strategic Plan and how these are addressed in this asset management plan are:

Table 2.2. Council Goals and how these are addressed in this Plan

Community Strategic Plan Objective	How Objectives are addressed in AMP
1.5 Promote good design in the built environment	Ensure that new buildings adhere to the Council design guidelines in historic areas of the City and enhance the characteristics of Bathurst
5.2 Help make the Bathurst CBD, neighbourhoods and the regions villages attractive and full of life.	
2.1 Support local business and industry.	Ensure the provision of buildings is adequate for the demand of the community Ensure that current buildings meet and continue to meet a level of service that is affordable and acceptable by the public
4.3 Ensure services, facilities and infrastructure meet the changing needs of our region.	
5.5 Plan and respond to demographic changes in the community.	
2.6 Promote our City and Villages as a tourist destination	Maintain and improve the provision of buildings services in response to the cultural, sporting and community needs of Bathurst Region residents and visitors Ensure adequate public consultation through question time at monthly Council meetings and annual village consultations

2.3 Plan Framework

Key elements of the plan are:

- Levels of service – specifies the services and levels of service to be provided by council
- Future demand – how this will impact on future service delivery and how this is to be met
- Life cycle management – how Council will manage its existing and future assets to provide the required services
- Financial summary – what funds are required to provide the required services
- Asset management practices
- Monitoring – how the plan will be monitored to ensure it is meeting Council's objectives
- Asset management improvement plan

A road map for preparing an asset management plan is shown on the next page.

2.4 Concise and Comprehensive Asset Management

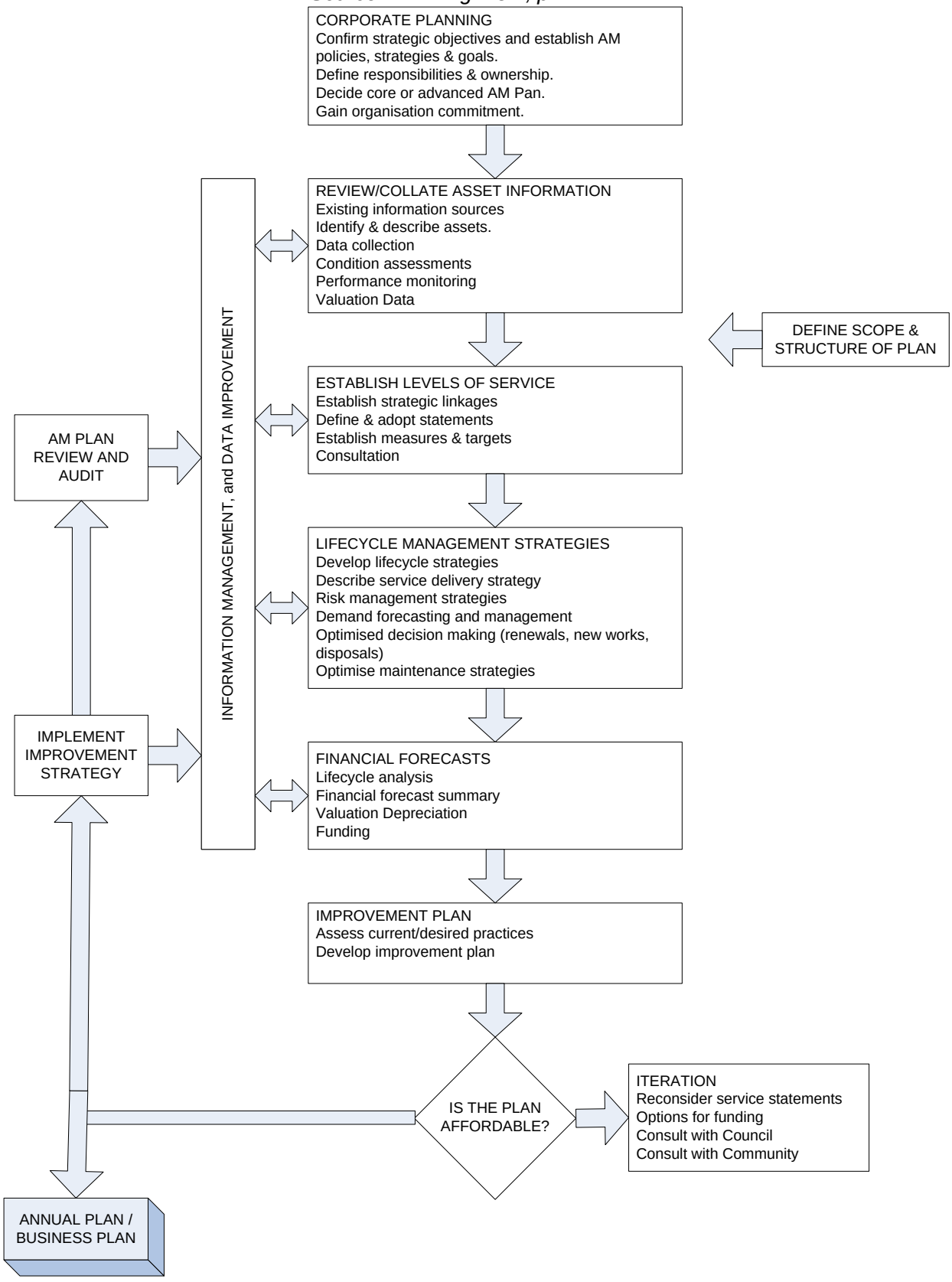
This asset management plan is prepared as a 'core' asset management plan in accordance with the International Infrastructure Management Manual. It is prepared to meet minimum legislative and organisational requirements for sustainable service delivery and long-term financial planning and reporting. Core asset management is a 'top down' approach where analysis is applied at the 'system' or 'network' level.

Future revisions of this asset management plan will incorporate a review of the benefits of an 'advanced' plan offset the investment in systems and processes to provide better value for Council[3].

[3] *[See pp 14 NAMS PLUS3 Guidelines]:*
"Seeking advanced practice in all areas may not be the best solution for all organisations. It will depend on the scale and type of assets the organisation manages and the business context. Significant investment in systems, data and process is required to achieve advanced asset management."

Road Map for preparing an Asset Management Plan

Source: IIMM Fig 1.5.1, p 1.11

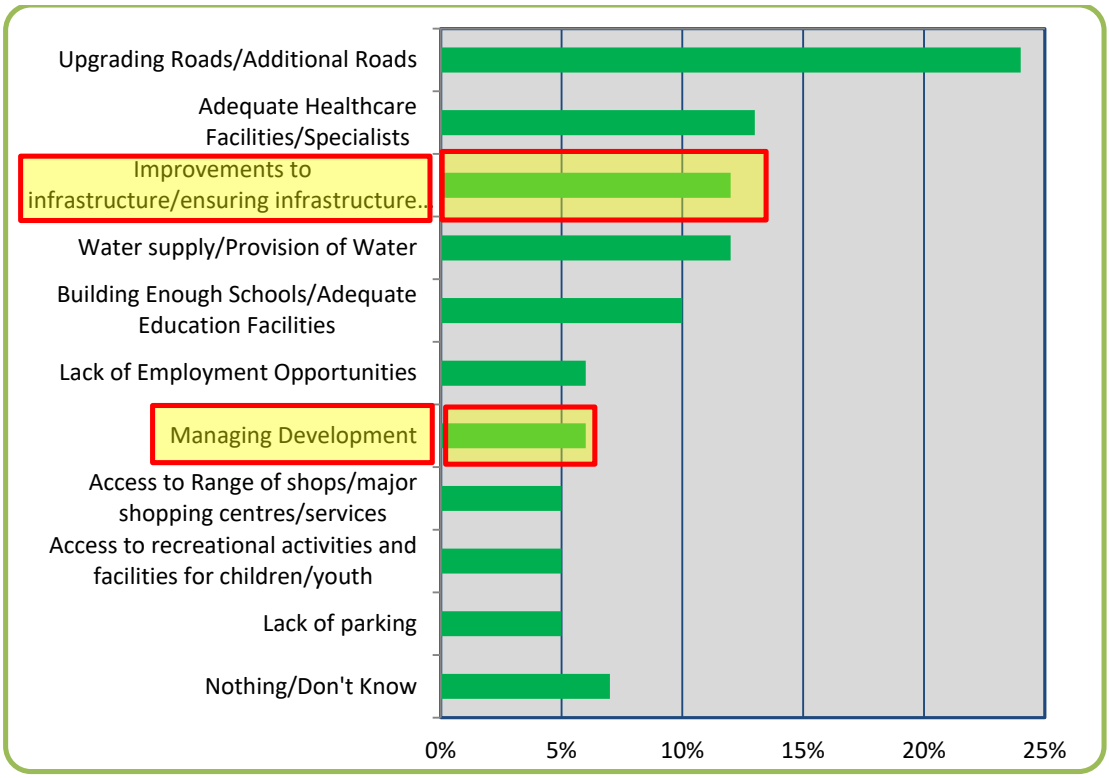


3. LEVELS OF SERVICE

3.1 Customer Research and Expectations

The Council undertakes community surveys on an annual basis to gauge community expectations and satisfaction with the service Council provides. A series of questions are put to a broad cross section of the community including residents from rural and urban areas each year. Using the data from the Community Survey helps council meet Objectives; 1.5, 2.1, 2.6, 4.3, 5.2 and 5.5 within Council's adopted 2040 Community Strategic Plan.

Respondents were asked to select and rank priorities for Bathurst Regional Council in the Community Survey, conducted in 2018. The results in order of priority are:



Respondents were provided with a list of the key infrastructure projects identified in the Adopted 2040 Community Strategic Plan and were asked to nominate on a scale of 1 to 10, with 10 being the highest level of importance, how important each project was to them. Although Buildings were not separated in the above graph, the highlighted categories apply to buildings assets. In the 2018 Community Survey, categories that apply to buildings were given an importance and satisfaction rating from 1 to 5 (Scale: 1 = not at all satisfied, 5 = very satisfied). See Below Table. In addition to the key findings of the community survey, council continues to use the measure of the network performance from Customer Requests (see fig 3.1.1).

Community Performance Gap Ranking	Service/Facility	Importance Rating	Satisfaction Rating	Performance Gap
10	Public amenities, such as toilets and parents rooms	4.43	3.18	1.25
20	Economic Development	4.36	3.49	0.87
38	Bathurst Memorial Entertainment Centre	4.34	4.15	0.19
39	Community Buildings/Halls	3.89	3.73	0.17
42	Bathurst Regional Library	4.34	4.27	0.07

Fig 3.1.1 Customer Requests related to Buildings

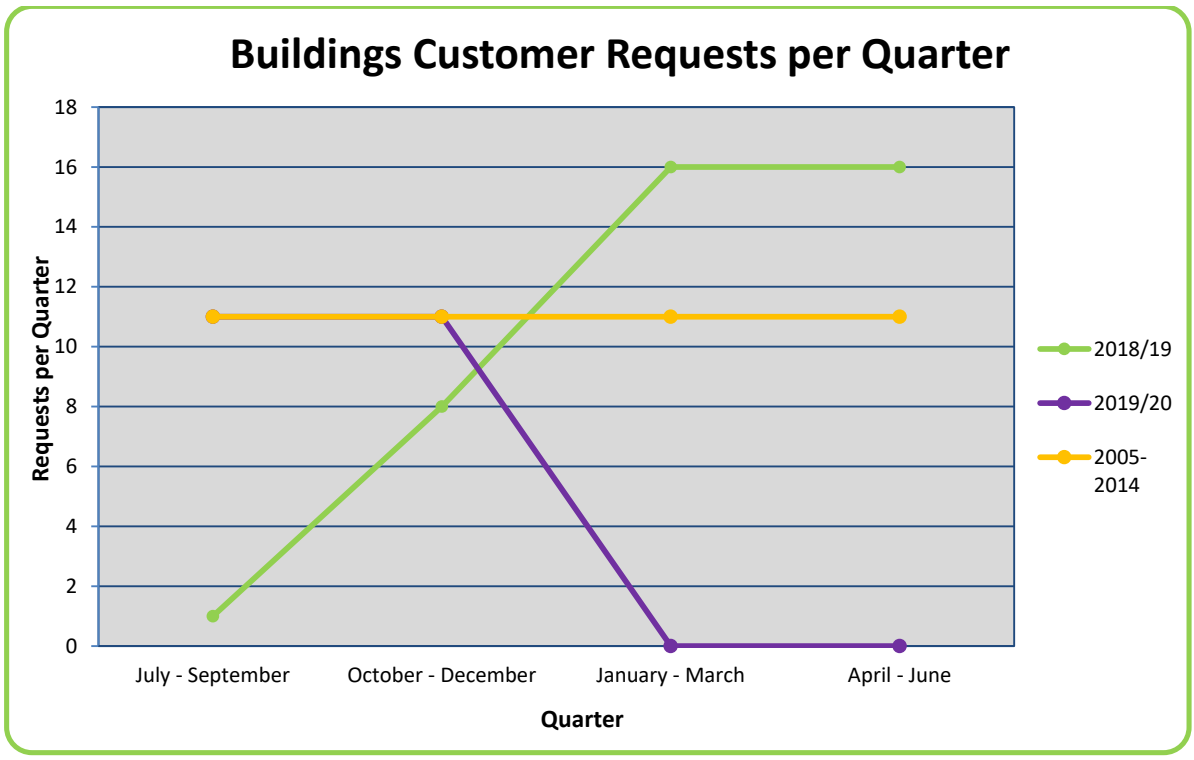
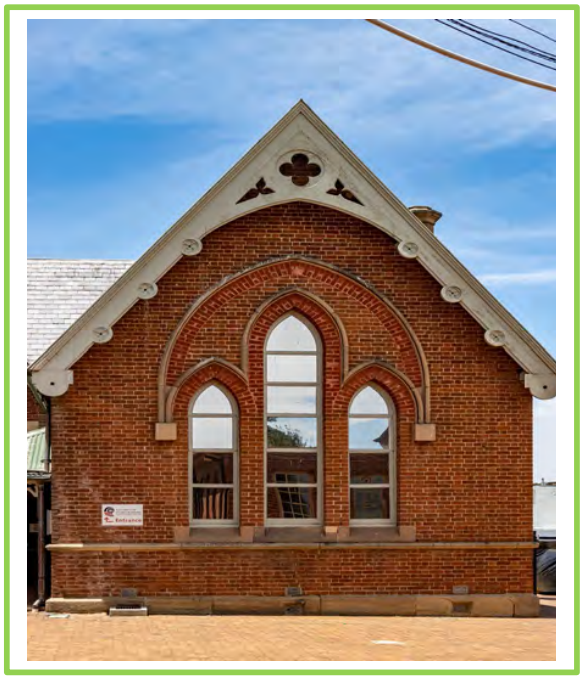


Figure 3.1.1 shows a declining trend in the number of requests registered in Council's Confirm Customer Service System per quarter from July 2018 to December 2019.

As of July 2018 Council has adopted a new customer service system Confirm Customer Services (CCS). Data prior to this has proven inaccurate to represent the number of requests Council has received. Due to this a 10 year average number of requests from 2005-2014 has been used as a baseline to compare recent years.



Headmasters Cottage Howick Street – December 2019

3.2 Legislative Requirements

Council has to meet many legislative requirements including Australian and State legislation and State regulations. These include:

Table 3.2. Legislative Requirements

Legislation	Requirement
Local Government Act 1993	Sets out role, purpose, responsibilities and powers of local governments including the preparation of a long-term financial plan supported by asset management plans for sustainable service delivery. Details Council's role as custodian and trustee of public assets, and its associated responsibility to effectively account for and manage these assets.
Civil Liabilities Act 2002	Sets out the provisions that give protection from civil liability and the responsibilities of Council and public alike.
Environmental Planning and Assessment Act 1979	The proper management, development and conservation of natural resources, including agricultural land, natural areas, forests, minerals, water, the city, towns and villages for the purpose of promoting the social and economic welfare of the community and a better environment.
Protection of the Environment Operations Act 1997	To protect, restore and enhance the quality of the environment having regard to the need to maintain ecologically sustainable development.
Building Code of Australia, 2007	Code of Practice relevant for all building design and construction.
Heritage Act 1977	Protection of historic buildings, structures and precincts.
Australian Standards	Provides a minimum standard in many areas including building design, signage, provision of hand rails, etc.
Work Health & Safety Act 2011	To secure and promote the health, safety and welfare of people at work.

3.3 Current Levels of Service

Council has defined service levels in two terms.

Community Levels of Service relate to how the community receives the service in terms of safety, quality, quantity, reliability, responsiveness, cost/efficiency and legislative compliance.

Supporting the community service levels are operational or technical measures of performance developed to ensure that the minimum community levels of service are met.

Defined levels of service ensure that Council buildings will be maintained to a standard that allows the building to function adequately for its intended purpose.
This includes (but is not limited to) the management of:

- occupational health and safety issues,
- issues of general public safety and public liability,
- defects affecting short-term and long-term structural integrity of the building,
- defects affecting the comfort of the building's users,
- accessibility issues

Council's current service levels are detailed in Table 3.3.

Table 3.3. Current Service Levels

COMMUNITY LEVELS OF SERVICE

Key Performance Measure	Level of Service	Performance Measure Process	Performance Target	Current Performance (2019)
Quality	Building assets are appropriate for their intended purpose	Public comments and complaints on record regarding inappropriate building facilities	<1 per building per month	0.083 per month. This is not recorded per building. This number is for the entire buildings network.
		Organisational measure of overall customer requests relating to Council's buildings.	No target currently set.	4.6 per month
Function	Buildings are accessible to everyone, regardless of physical ability	Complaints regarding the accessibility of public buildings	Nil	3 per year
Function	Building space is sufficient for the buildings intended purpose and current usage	Public comments and requests regarding available space of public building	<1 per building per month	Nil
Safety	Buildings are safe	Complaints received by customers as a result of injury sustained whilst using Council Buildings.	0 per month.	Nil

TECHNICAL LEVELS OF SERVICE

Key Performance Measure	Level of Service	Performance Measure Process	Performance Target	Current Performance
Quality	Buildings are adequate and suitable for intended purpose	Buildings meet or exceed the Australian building codes specifications for space and amenity	All new buildings meet or exceed	Council is meeting this target
Condition	Buildings are maintained to ensure structural soundness	Condition of building structure	Average condition ≥ 3	Specific Building Structure Condition is not currently measured. Average Overall Building Condition as at 06/2018 is 2.7
		Organisational measure of average building age	No target currently set	25 Yrs
	Buildings are maintained to ensure aesthetic and amenity qualities	Condition of aesthetic and amenity assets	Average condition ≥ 3	Specific Building Aesthetic Condition is not currently measured. Average Overall Building Condition as at 06/2018 is 2.7
Expenditure	Buildings maintenance expenditure is within budget	Annual maintenance expenditure is within the budget allocated	Annual expenditure is within ± 10% of annual budget	Buildings Maintenance was 3.7% over budget in 2018/2019 Financial Year
Safety	Buildings are safe	Insurance claims for injury received on building assets	0 p.a.	Nil
	Building emergency systems are adequate	Emergency equipment is adequate and inspected as per legislated schedules	All emergency equipment complies with legislation	Yes*

*This level of service is not inclusive of the old TAFE building at 83-85 William Street. This building is currently unoccupied, and it is due to undergo a major refurbishment including upgrade of all electrical, fire and safety systems.

NB: Many of the performance measures are not currently measured individually and are included in overall measures. it may benefit Council in making decisions regarding particular buildings on the portfolio if some individual measures, for example the structural condition of a building, be developed and recorded.

4. FUTURE DEMAND

4.1 Demand Forecast

Factors affecting demand include population change, changes in demographics, seasonal factors, vehicle ownership, consumer preferences and expectations, economic factors, agricultural practices, environmental awareness, etc.

Table 4.1. Demand Factors, Projections and Impact on Services

Demand factor	Present position (2016 census)	Projection (2031)	Impact on services
Population	42,389	52,500 (2031)	Increased population and areas of development will lead to increasing demand on existing building infrastructure and demand for new building infrastructure.
Demographic (% of population over 60)	22.2%	26.1%	An aging population will lead to a change in demand for buildings (such as recreation facilities)
Seasonal Factors	Numerous buildings specifically for seasonal sport	Diversification in sporting/recreational interests	Wider variety of specialist buildings being used only part of the year (see below)
Lifestyle changes	Targeted recreation types provided with up to date facilities by Council	Increasing expectations on Council to provide equivalent facilities for many activities/disciplines	Increasing opportunities for leisure activities requiring facilities to be provided across a wider spectrum
Technological changes	Methods and type of design and construction behind state of the art	Community Expectations to become or adopt leading methods	Increase in cost of providing facilities to accommodate expectations (see below)
Growing awareness of environmental factors		Growing awareness of the impact of buildings on the natural environment	Buildings may become more expensive to construct as increasingly stringent targets are placed on energy and water efficiency

4.3 Demand Management Plan

Demand for new services will be managed through a combination of managing existing assets, upgrading of existing assets and providing new assets to meet demand and demand management. Demand management practices include non-asset solutions, insuring against risks and managing failures.

Opportunities identified to date for demand management are shown in Table 4.4. Further opportunities will be developed in future revisions of this asset management plan.

Table 4.3. Demand Management Plan Summary

Demand Driver	Impact on Services	Demand Management Plan
Increase in Population	Increased demand for public buildings and services that utilise public buildings.	Undertake a community consultation process to assess the demand and need for future public buildings. A business plan should also be created for each new proposed asset to show how the asset will be funded in future years
Ageing population	Change in demand for specific types of public buildings such as recreation facilities.	Supplement community consultation with available demographic data to develop a profile of required public buildings for the future.
Seasonal, Lifestyle and Technological Changes within Population	Requirement for Wider Spectrum of Leisure Facilities and Facilities for Specialist Seasonal Activities	A focus on multipurpose buildings and facilities able to support a wide variety of activities and services.

4.4 New Assets from Growth

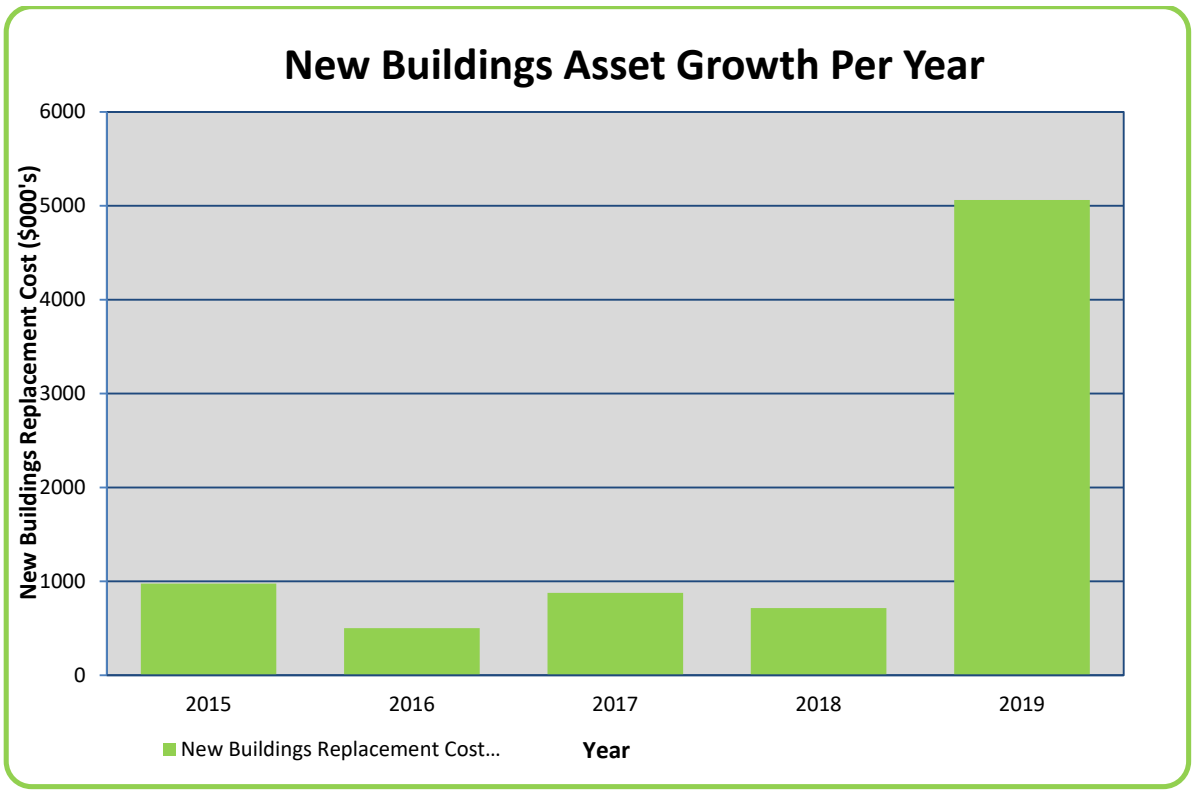
Most building assets are not constructed directly as a result of population growth, with perhaps the exception of bus shelters and public toilets.

The decision to construct large new Council buildings is an intensive process involving feasibility studies and public consultation. From time to time Council also acquires buildings from various sources such as donation. Acquiring these new assets will commit the organisation to fund ongoing operations, maintenance and renewal costs for the period that the service provided from the assets is required. These future costs are identified and considered in developing forecasts of future operations, maintenance and renewal costs in Section 5.

The below table details the new significant buildings constructed/acquired by Council since 2015.

Description	Year	Replacement Cost
100kW solar array at Bathurst Aquatic Centre	2019	$120,000
New Lights - Project Number SCCF2-0329 - Expected completion Apr 2019	2019	$103,000
LED Display screen/scoreboard at Carrington Park	2016	$153,599
Double Sided Electronic Scoreboard - Between Field 1 & 2	2019	$28,340.
Pigeon Club Clubhouse (under construction 2015)	2015	$40,000
Solar panel installation at Visitor Information Centre	2019	$55,000
100 kW Ground mounted solar panel system at Waste Water Treatment Plant	2016	$98,500
Panorama Motorcycle club building (rear of McPhillamy Park)	2019	$221,707
New caretakers cottage to replace vandalised/storm damaged cottage	2015	$262,490
Bicycle Park Clubhouse/Amenities Building	2015	$569,411
Rugby League Clubhouse including associated services	2018	$613,684
RFS Fire Control Centre – Hampden Park Road	2019	$2,497,932
Fire Shed at rear of fire control centre – Hampden Park Road	2019	$1,180,000

Fig 4.4.1. Buildings Asset Growth per Year



The total value of Council Buildings and Structures has steadily increased over the last 5 years at an average of 0.7% each year. This equates to a total increase in replacement value of buildings and structures for the last 5 years of $8,130,761.

5. LIFECYCLE MANAGEMENT PLAN

The lifecycle management plan details how Council plans to manage and operate the assets at the agreed levels of service (defined in section 3) while optimising life cycle costs.

5.1 Background Data

5.1.1 Physical parameters

The assets covered by this asset management plan are shown below.

Asset Category	Number	Replacement Value ($)
Buildings	304	$224,388,485
Structures	155	$11,945,446
Total	459	**$236,333,931**

Buildings and structures assets can be characterised as:

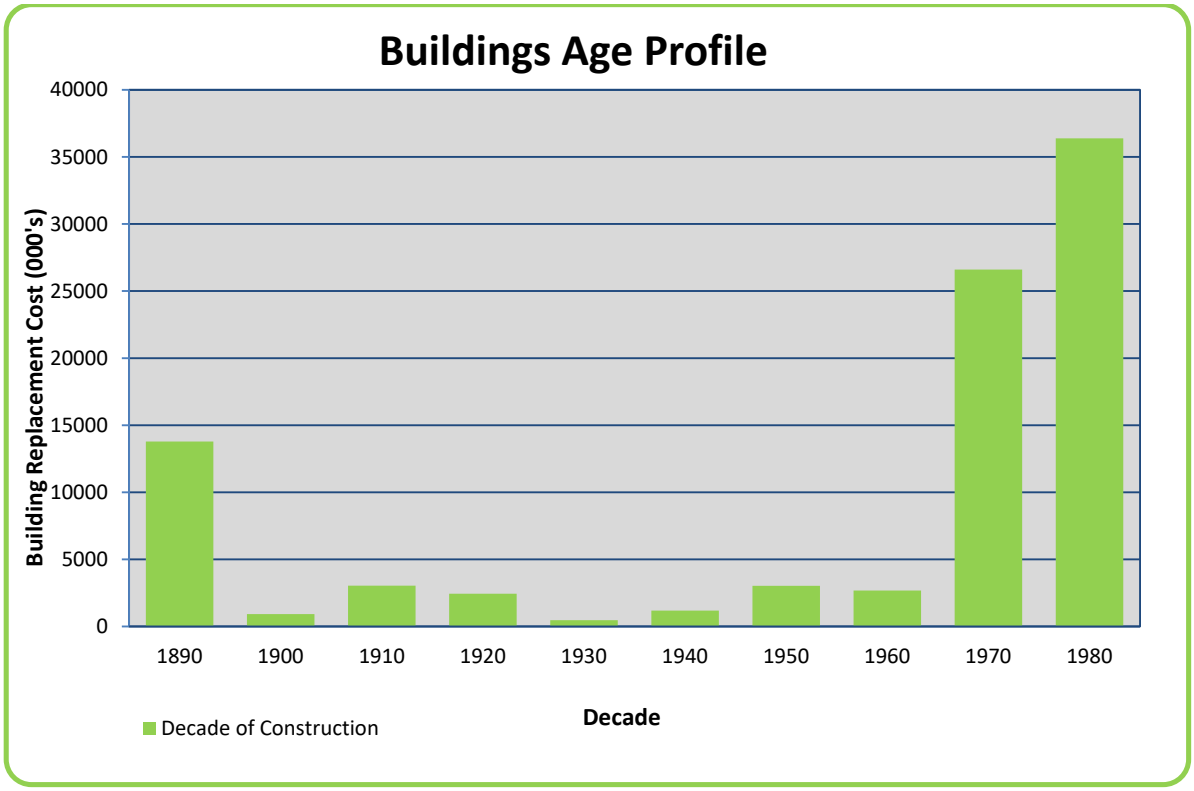
Building –

- "Habitable" or 'enclosable' (4 walls and a roof)
- Useful life of generally 100 years

Structures –

- Not “Habitable” (fewer than 4 walls)
- Useful life varies (15, 30, 50 years)

Fig 5.1.1. Asset Age Profile



The average age of the portfolio is **24.8** years, however as each building is generally a conglomeration of individual components, a break down into the components and analysis of the component useful lives would be helpful to better understand where the overall building may be in it’s useful life.

This analysis is beyond the scope of this AM Plan at a ‘Core’ level and current levels of resourcing would not allow development to an “Advanced” AM Plan level of detail. Additionally, buildings are essentially under a constant state of repair or renewal which renders the useful life very ‘elastic’.

5.1.2 Asset capacity and performance

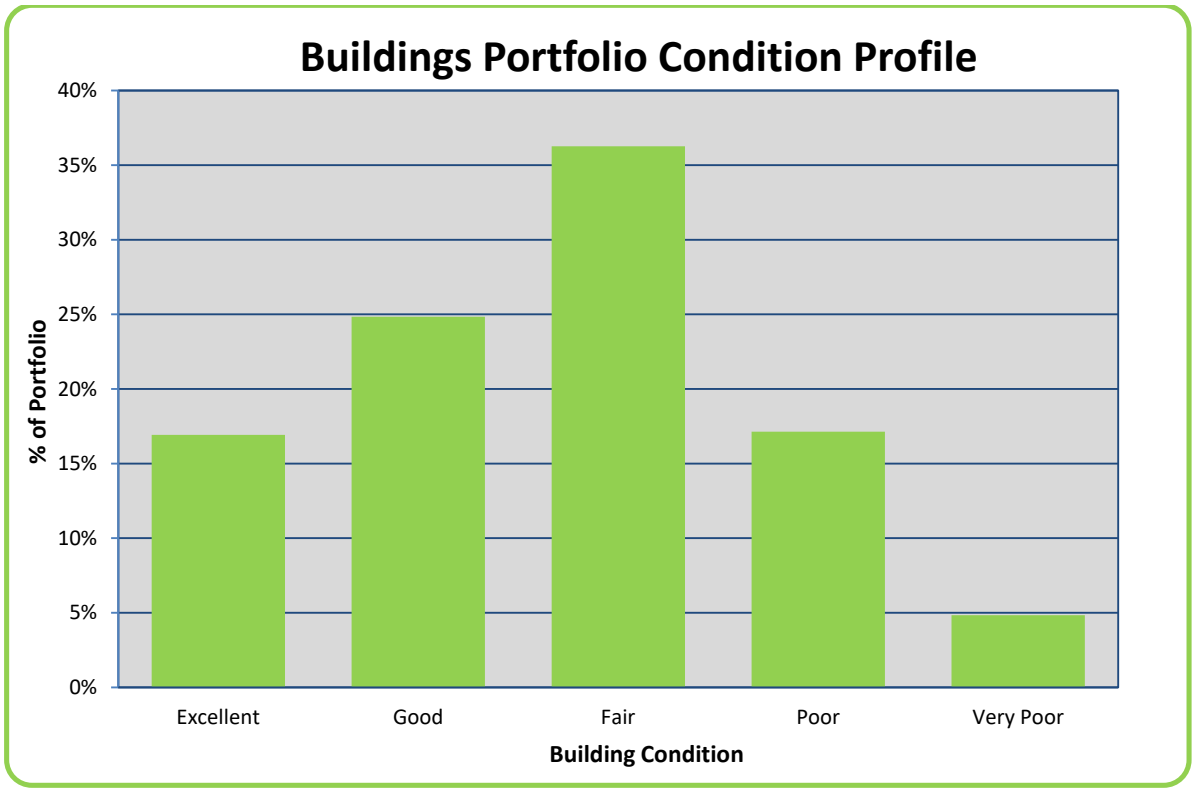
Council’s services are generally provided to meet design standards where these are available.

Locations where deficiencies in service performance are known are detailed in Table 5.1.2.

Table 5.1.2. Known Service Performance Deficiencies

Location	Service Deficiency
Civic Centre	Civic Centre building is not large enough to accommodate the Council administration staff in accordance with the Australian Building Codes
Civic Centre	Civic Centre building does not have facilities/amenities in accordance with the Australian Building Codes
Senior Citizens Hall	Senior Citizens Hall building does not have facilities/amenities in accordance with the Australian Building Codes
BMEC	BMEC building does not have facilities/amenities in accordance with the Australian Building Codes

Fig 5.1.2 Asset Condition Profile



The above graph shows 78% of Council's Buildings portfolio has a condition of Fair or better.

NB
The last condition inspection of the network was completed in June 2018 during the valuation cycle for the buildings and structures assets.

Condition is measured using a 1 – 5 rating system, using an internal technical document to specify the criteria for each condition type.

5.1.3 Asset valuations

The value of assets as at **30 June 2019** covered by this asset management plan is summarised below.

Current Replacement Cost	**$236.33 million**
Depreciated Replacement Cost	**$164.72 million**
Annual Depreciation Expense	**$2.20 million**

5.2 Risk Management Plan

An assessment of risks associated with service delivery from infrastructure assets has identified critical risks to Council. The risk assessment process identifies credible risks, the likelihood of the risk event occurring, the consequences should the event occur, develops a risk rating, evaluates the risk and develops a risk treatment plan for non-acceptable risks.

Critical risks, being those assessed as 'Very High' - requiring immediate corrective action and 'High' – requiring prioritised corrective action identified in the infrastructure risk management plan are summarised in Table 5.2.

Table 5.2. Critical Risks and Treatment Plans

Description of Risk	What can Happen	Risk Rating	Risk Treatment Plan
Accessibility Issues	Poorly accessible buildings can exclude some members of the community	EXTREME	Assessment and prioritisation of the Bathurst Access Committee recommendations
Significant Asset Loss	The loss of a major Council asset through catastrophic event (fire, flood etc)	HIGH	The regular inspection of Council building fire safety equipment
Injury or Death	Injury or death may result from a building defect	HIGH	Building maintenance is prioritised according to the risk posed by any defect

5.3 Routine Maintenance Plan

Routine maintenance is the regular on-going work that is necessary to keep assets operating, including instances where portions of the asset fail and need immediate repair to make the asset operational again.

5.3.1 Maintenance plan

Maintenance includes reactive, planned and cyclic maintenance work activities.

Reactive maintenance is unplanned repair work carried out in response to service requests (mostly through CCS) and management/supervisory directions. Reactive buildings maintenance consists primarily of:

- Maintenance of plumbing, electrical and mechanical services
- Maintenance of internal environmental conditions (especially air conditioning).
- Repair of structural defects
- Repair of some cosmetic defects

Assessment and prioritisation of reactive maintenance is undertaken by Council staff using experience and judgement.

Planned maintenance is repair work that is identified and managed through a maintenance management system (MMS). MMS activities include inspection, assessing the condition against failure/breakdown experience, prioritising, scheduling, actioning the work and reporting what was done to develop a maintenance history and improve maintenance and service delivery performance.
Planned Building maintenance consists of:

- Replacement of some building components, for example roofs and air conditioning units
- Interior refits

Cyclic maintenance is repetitive maintenance performed without specific programming.
This can include:
Painting of some buildings

- Cleaning of buildings
- Cleaning of air conditioning filters
- Maintenance of emergency equipment

Council's management of building maintenance is somewhat ad hoc with no overriding policy covering maintenance issues on the entire buildings portfolio. Managers of buildings that accommodate a business function of Council usually make decisions on required maintenance, which in most circumstances is appropriate. However, the actual management of maintenance issues varies with some building managers responsible for identifying issues and arranging for their rectification, whilst others rely on the Building Maintenance Supervisor to assess any issues and arrange for the appropriate work. Although no data is available, these inconsistencies will ultimately result in Council buildings experiencing different levels of maintenance and possible variations in the value for money delivered in performing maintenance.

5.3.2 Standards and specifications

Building maintenance is carried out in accordance with the Building Codes of Australia where appropriate and to the satisfaction of the Council's Building Maintenance Supervisor in areas not covered by the building codes

5.4 Capital Renewal/Replacement Plan

Renewal expenditure is major work which does not increase the assets design capacity but restores, rehabilitates, replaces or renews an existing asset to its original service potential. Work over and above restoring an asset to its original service potential is upgrade/expansion or new works expenditure.

Council's current policy includes funding for renewal of footpaths or cycleways. Renewal is generally undertaken by replacing only the segments of footpath that requires replacement as identified by defect/condition inspections.

5.4.1 Renewal plan

Council does not have a comprehensive renewal plan for the building portfolio.

Larger building assets that are made up of many individual components may be renewed at the component level over a period of time. Examples include renewal of air-conditioning components as required, replacement of roofs and replacement of carpets. The renewal of the building components is usually not planned far into the future, rather as needed.

The renewal of entire buildings is generally a major expense. Major public building replacement becomes a political issue as well as a technical issue. Depending on the purpose of the renewal a process of public consultation will generally be embarked upon.

There is no specific long term plan or budgetary allocation for periodic renewal or replacement of assets. Rather, assets requiring renewal or replacement are identified during the compilation of the following year's management plan.

Candidate proposals are inspected to verify accuracy of remaining life estimate and to develop a preliminary renewal estimate. Verified proposals are ranked by priority and available funds and scheduled in future works programmes.

Table 5.4.1 outlines a basic scoring system that may be used in future to prioritise renewal candidate proposals.

Table 5.4.1 Renewal Priority Ranking Criteria

Criteria	Weighting
Condition of asset	40%
Purpose of asset	20%
Population serviced by asset	20%
Projected capital cost	10%
Proximity to similar assets	10%
Total	**100%**

Renewal will be undertaken using 'low-cost' renewal methods where practical. The aim of 'low-cost' renewals is to restore the service potential or future economic benefits of the asset by renewing the assets at a cost less than replacement cost.

5.4.2 Standards and specifications

Buildings renewals are carried out in accordance with the Building Codes of Australia.

5.5 Creation/Acquisition/Upgrade Plan

New works are those works that create a new asset that did not previously exist or works which upgrade or improve an existing asset beyond its existing capacity. They may result from growth, social or environmental needs. Assets may also be acquired at no cost to the Council from land development. These assets from growth are considered in Section 4.4.

New building assets are not necessarily added to the asset register in direct proportion to population growth. There are numerous considerations that determine when and where new buildings will be built. These can include:

- Operational requirements such as sewer service and water supply;
- Population and demographic change;
- Development of new park areas requiring public toilets;
- Buildings with capacity constraints such as the Civic Centre;
- Assisting and supporting the public cause;
- Compulsory acquisition for improved service to the public such as purchasing properties located within the flood plain;
- Acquisition at market rates to expand the Council's portfolio.

5.5.2 Standards and specifications

New work is carried out in accordance with the Bathurst Regional Council's engineering guidelines and appropriate Australian Standards.

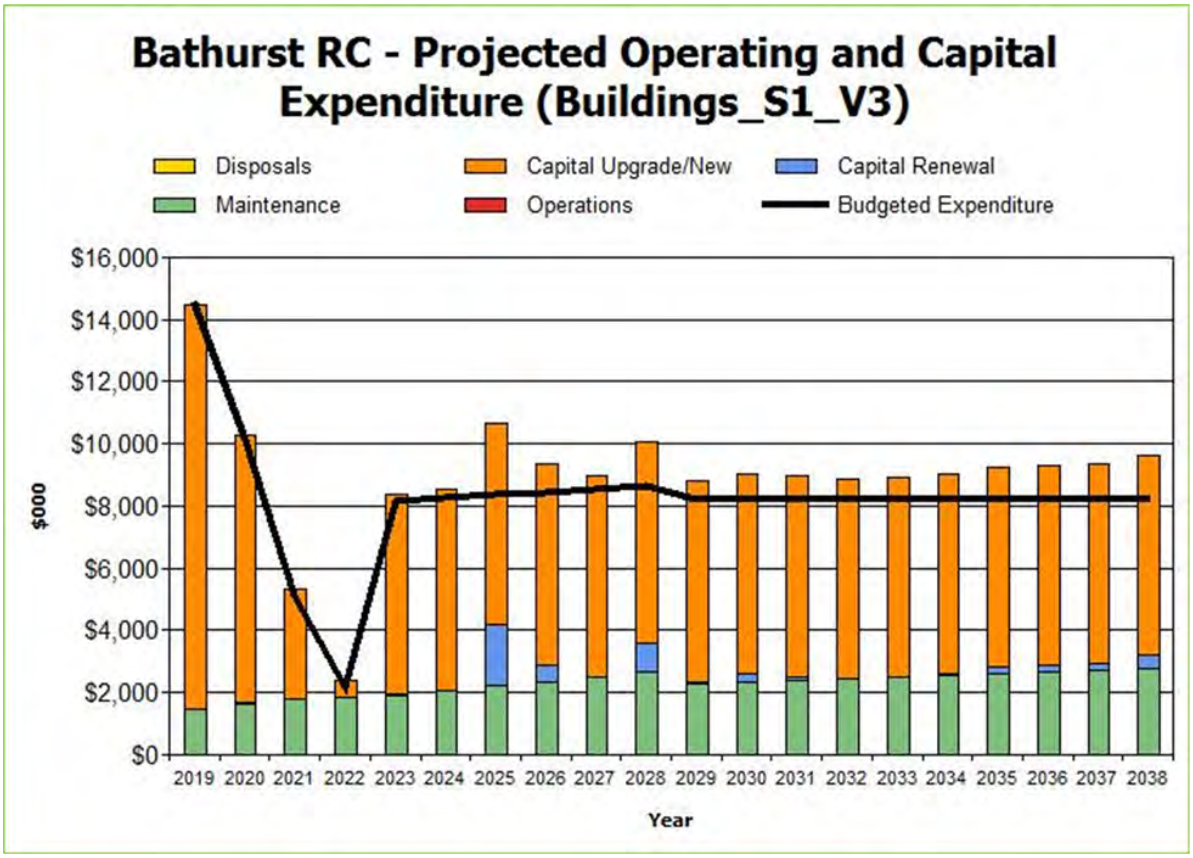
6. Financial Summary

This section contains the financial requirements resulting from all the information presented in the previous sections of this asset management plan. The financial projections will be improved as further information becomes available on desired levels of service and current and projected future asset performance.

6.1 Financial Statements and Projections

The financial projections are shown in Fig 6.1 for planned operating (operations and maintenance) and capital renewal.

Fig 6.1. Projected and Planned Operating and Current Renewal Expenditure



The above graph shows that long term budget expenditure is unlikely to meet the requirement for upgraded and new buildings in the long term. In this event Council has a number of potential strategies to ensure the sustainability of the buildings portfolio including but not limited to:

- Grants from sources such as federal government schemes.
- Focus on maintenance and renewal instead of new to ensure existing buildings are maintained.

6.1.1 Sustainability of service delivery

There are two key indicators for financial sustainability that have been considered in the analysis of the services provided by this asset category, these being long term life cycle costs and medium-term costs over the 10-year financial planning period.

Long term - Life Cycle Cost
Life cycle costs (or whole of life costs) are the average costs that are required to sustain the service levels over the longest asset life. Life cycle costs include maintenance and asset consumption (depreciation expense). The annual average life cycle cost for the services covered in this asset management plan is **$421,200**

Life cycle costs can be compared to life cycle expenditure to give an indicator of sustainability in service provision. Life cycle expenditure includes maintenance plus capital renewal expenditure. Life cycle expenditure will vary depending on the timing of asset renewals. The life cycle expenditure at the start of the plan is **$14.5 million**.

A gap between life cycle costs and life cycle expenditure gives an indication as to whether present consumers are paying their share of the assets they are consuming each year. The purpose of this Building asset management plan is to identify levels of service that the community needs and can afford and develop the necessary long term financial plans to provide the service in a sustainable manner. However, in this case the figures represent an exception year as several of the current planned buildings projects are funded by grants outside the usual Council budget.

Medium term – 10 year financial planning period
This asset management plan identifies the estimated maintenance and capital expenditures required to provide an agreed level of service to the community over a 10 year period for input into a 10 year financial plan and funding plan to provide the service in a sustainable manner.

This may be compared to existing or planned expenditures in the 10 year period to identify any gap. In a core asset management plan, a gap is generally due to increasing asset renewals.

6.2 Funding Strategy

This asset management has not dealt with funding strategies for the Council buildings portfolio. Future versions of the asset management may address some of the following points:

- Council's rental strategies for residential buildings;
- Council's rental strategies for commercial buildings;
- The subsidies council provides for buildings generating income – such as Bathurst Memorial Entertainment Centre, Aquatic Centre and the Mt Panorama Pit Complex;
- The subsidies council provides for buildings accommodating community services – such as the Home and Community Care Centre, the Bathurst Neighbourhood Information Centre and the Library.

Each of these points should be considered as part of the long term sustainability of the buildings.
Close cooperation between Council's engineering, finance and corporate services will be required to formulate this section of the plan.

6.3 Valuation Forecasts

Asset values are forecast to increase as additional assets are added to the asset stock from construction and acquisition by Council and from assets constructed by land developers and others and donated to Council.

As buildings are not necessarily constructed or acquired in proportion to growth, any forecasts made of future valuations other than a simple current value plus PPI variations are not going to be accurate. Due to this none are supplied.

The depreciated replacement cost (current replacement cost less accumulated depreciation) will vary over the forecast period depending on the rates of addition of new assets, disposal of old assets and consumption and renewal of existing assets.

6.4 Key Assumptions made in Financial Forecasts

This section details the key assumptions made in presenting the information contained in this asset management plan and in preparing forecasts of required operating and capital expenditure and asset values, depreciation expense and carrying amount estimates. It is presented to enable readers to gain an understanding of the levels of confidence in the data behind the financial forecasts.

Key assumptions made in this asset management plan are:

- Useful lives have been estimated through experience and by using published lives from the Local Government Asset Accounting Manual published by the NSW DLG.
- Depreciation is calculated on a straight line method, with revaluation of entire portfolio (usually by external providers) every 5 years.

Accuracy of future financial forecasts may be improved in future revisions of this asset management plan by the following actions.

- Development of condition based depreciation method that satisfies accounting standards
- Collection of condition data through an asset survey

Kelso Community Hub – October 2019

7. ASSET MANAGEMENT PRACTICES

7.1 Accounting/Financial Systems

Council currently uses Civica Authority as the primary Corporate Finance System

Administrator: IT manager

Relevant accounting standards are:

- AAS 27 “Financial Reporting by Local Governments”
- AASB 136 *Impairment of Assets*
- AASB 1021 *Depreciation of Non-Current Assets*
- AASB 1041 *Accounting for the reduction of Non-Current Assets*
- AAS 1015 *Accounting for acquisition of assets*

7.2 Asset Management Systems

Council uses CONFIRM asset management software. The current version is 19.00e.AM.12665.

CONFIRM team:

Team leader:	Administration Engineer
Systems Administrator:	Asset Systems Administrator
Data entry:	3 x Asset Technicians
Field inspections:	Asset Inspector

Confirm consists of:

- A comprehensive Building inventory;
- Condition rating option for the formed Building portfolio;
- Data Management, with reporting procedure to present inventory and assessment information;
- Asset Accounting, AAS27 reporting capability and life cycle costing
- MapInfo GIS system linked to CONFIRM.

As a result of this plan it is intended to improve the Asset management system by:

- Linking of Confirm to Financial Software to gain more accurate costs of works.
- Componentising the Buildings Assets within the Asset Register to allow for more accurate Condition Survey

7.3 Information Flow Requirements and Processes

The key information flows *into* this asset management plan are:

- The asset register data on size, age, value, remaining life of the network;
- The unit rates for categories of work/material;
- The adopted service levels;
- Projections of various factors affecting future demand for services;
- Correlations between maintenance and renewal, including decay models;
- Data on new assets acquired by council.

The key information flows *from* this asset management plan are:

- The assumed Works Program and trends;
- The resulting budget, valuation and depreciation projections;
- The useful life analysis.

These will impact the Long-Term Financial Plan, Strategic Business Plan, annual budget and departmental business plans and budgets. The current communication between financial and asset systems is limited to manually entering the relevant data. It is expected that CONFIRM will provide asset valuations and capitalisations. These figures will be supplied to the finance system for reporting purposes.

8. CONCLUSION

Council buildings provide accommodation for a number of Council's Principal Activities. The buildings range from large complex structures to simple shelter structures.

The building portfolio consists of 304 buildings and 155 structures with an average age of 24.8 years.

The current replacement cost is **$236.33 million.** The annual depreciation expense is **$2.20 million** p.a. Assets were last revalued in line with DLG requirements as at 30 June 2018.

The current maintenance budget is approximately **$2.408 million p.a.**

Future budgets have been estimated by adding a factor for PPI at the time of budget preparation. The 'inputs' to Building maintenance (e.g. materials/fuel) have consistently increased at above PPI. Maintenance costs increase; thus the maintenance load will increase as the buildings age. If the current level of maintenance funding is not increased above the traditional PPI figure and as the aging building infrastructure requires, a real and measurable drop in the overall condition could be expected.

The building assets have varied useful lives. The practical useful life will vary from asset to asset depending on the level of maintenance performed. Although the final assessment on capital renewal of building assets will be based on the criteria in 5.4.1, asset age is still the best indicator available to predict the future expenditure required to replace building assets that have deteriorated to a point where it is no longer serviceable.

9. PLAN IMPROVEMENT AND MONITORING

9.1 Performance Measures

The below table identifies improvements that can be made to Buildings Asset Management. These improvements have been identified during the construction of this asset management plan and will assist with a more accurate asset management plan in future.

Improvement Task	Responsibility	Timeline
Now that the CONFIRM system is being used for customer request tracking, it is useful to add closed on time/late to results for level of service. This will result in an overall improvement to Customer Request Tracking	Asset Systems Administrator	June 2020
A number of measurements of buildings and structures assets must be added to allow better tracking of the Levels of Service for Buildings and Structures assets e.g. Building Structural Condition and Aesthetic Condition ratings.	Asset Systems Administrator and Buildings Maintenance Manager	June 2020
Accessibility issues for buildings are currently captured in an unhelpful way and must be disseminated from meeting minutes. These will be configured in the CONFIRM system so that they maybe captured and reported more accurately.	Asset Systems Administrator and Manager Community Services Assistant	September 2020
Split the Buildings and Structures Asset Management Plan to allow Major Buildings to have individual asset management plans.	Asset Systems Administrator, Asset Engineer, Buildings Maintenance Manager and Individual Building Managers	December 2020
Analyse the current Maintenance Process and improve the tracking of maintenance to enable more efficient and strategic forward planning of Asset Management	Asset Systems Administrator and Buildings Maintenance Manager	December 2020

The effectiveness of the asset management plan can be measured in the following ways:

- The degree to which the required cashflows identified in this asset management plan are incorporated into council's long-term financial plan and Strategic Management Plan;
- The degree to which 1-5-year detailed works programs, budgets, business plans and organisational structures take into account the 'global' works program trends provided by the asset management plan;

9.2 Monitoring and Review Procedures

This asset management plan will be reviewed after each council election and amended to recognise any changes in service levels and/or resources available to provide those services as a result of the budget decision process.

The Plan has a life of 4 years and is due for revision and updating within 2 years of each Council election.

REFERENCES

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BATHURST
REGIONAL COUNCIL

DRAINAGE NETWORK ASSET MANAGEMENT PLAN

Version 2.0
January 2020

Jordan Creek Channel, Between Russell & Keppel Streets, October 2019

Document Control	Bathurst Regional Council

Document ID: Drainage_AMP_January 2020_Ver 2.0.docx					
Version No.	Date	Version Details	Author	Reviewer	Approver
1.0	1 June 2009	Draft Version Completed	GF	PB	DP
1.1	8 December 2010	Adoption by Council	GF	PB	DP
1.2	June 2014	Revision	PB	PB	DP
2.0	January 2020	Adoption by Council	BH	RD	DS

Key:

GF: Greg Fraser — Asset Engineer (Previous)
DP: Douglas Patterson — Director Engineering Services (Previous)
DS: Darren Sturgiss — Director Engineering Services
PB: Peter Benson — Administration Engineer
BH: Ben Hudson — Asset Technician
RD: Robyn Dilnot — Assets System Administrator

Integrated Planning and Reporting Framework

TABLE OF CONTENTS

ABBREVIATIONS

AAAC	Average annual asset consumption
AMP	Asset management plan
ARI	Average recurrence interval
BOD	Biochemical (biological) oxygen demand
CRC	Current replacement cost
CWMS	Community wastewater management systems
DA	Depreciable amount
DoH	Department of Health
EF	Earthworks/formation
IRMP	Infrastructure risk management plan
LCC	Life Cycle cost
LCE	Life cycle expenditure
MMS	Maintenance management system
PCI	Pavement condition index
PPI	Producer Price Index
RV	Residual value
SS	Suspended solids
vph	Vehicles per hour

GLOSSARY

Annual service cost (ASC)
An estimate of the cost that would be tendered, per annum, if tenders were called for the supply of a service to a performance specification for a fixed term. The Annual Service Cost includes operating, maintenance, depreciation, finance/ opportunity and disposal costs, less revenue.

Asset class
Grouping of assets of a similar nature and use in an entity's operations (AASB 166.37).

Asset condition assessment
The process of continuous or periodic inspection, assessment, measurement and interpretation of the resultant data to indicate the condition of a specific asset to determine the need for some preventative or remedial action.

Asset management
The combination of management, financial, economic, engineering and other practices applied to physical assets with the objective of providing the required level of service in the most cost-effective manner.

Assets
Future economic benefits controlled by the entity as a result of past transactions or other past events (AAS27.12).

Property, plant and equipment including infrastructure and other assets (such as furniture and fittings) with benefits expected to last more than 12 months.

Average annual asset consumption (AAAC)*
The amount of a local government's asset base consumed during a year. This may be calculated by dividing the Depreciable Amount (DA) by the Useful Life and totalled for each asset OR by dividing the Fair Value (Depreciated Replacement Cost) by the Remaining Life and totalled for each asset in an asset category or class.

Brownfield asset values**
Asset (re)valuation values based on the cost to replace the asset including demolition and restoration costs.

Capital expansion expenditure
Expenditure that extends an existing asset, at the same standard as is currently enjoyed by residents, to a new group of users. It is discretional expenditure, which increases future operating, and maintenance costs, because it increases council's asset base, but may be associated with additional revenue from the new user group, e.g. extending a drainage or road network, the provision of an oval or park in a new suburb for new residents.

Source: DVC 2006, Glossary
Note: Items shown * modified to use DA instead of CRC
Additional glossary items shown **

Capital expenditure
Relatively large (material) expenditure, which has benefits, expected to last for more than 12 months. Capital expenditure includes renewal, expansion and upgrade. Where capital projects involve a combination of renewal, expansion and/or upgrade expenditures, the total project cost needs to be allocated accordingly.

Capital funding
Funding to pay for capital expenditure.

Capital grants
Monies received generally tied to the specific projects for which they are granted, which are often upgrade and/or expansion or new investment proposals.

Capital investment expenditure
See capital expenditure definition

Capital new expenditure
Expenditure which creates a new asset providing a new service to the community that did not exist beforehand. As it increases service potential it may impact revenue and will increase future operating and maintenance expenditure.

Capital renewal expenditure
Expenditure on an existing asset, which returns the service potential or the life of the asset up to that which it had originally. It is periodically required expenditure, relatively large (material) in value compared with the value of the components or sub-components of the asset being renewed. As it reinstates existing service potential, it has no impact on revenue, but may reduce future operating and maintenance expenditure if completed at the optimum time, e.g. resurfacing or re-sheeting a material part of a road network, replacing a material section of a drainage network with pipes of the same capacity, resurfacing an oval. Where capital projects involve a combination of renewal, expansion and/or upgrade expenditures, the total project cost needs to be allocated accordingly.

Capital upgrade expenditure
Expenditure, which enhances an existing asset to provide a higher level of service or expenditure that will increase the life of the asset beyond that which it had originally. Upgrade expenditure is discretional and often does not result in additional revenue unless direct user charges apply. It will increase operating and maintenance expenditure in the future because of the increase in the council's asset base, e.g. widening the sealed area of an existing road, replacing drainage pipes with pipes of a greater capacity, enlarging a grandstand at a sporting facility. Where capital projects involve a combination of renewal, expansion and/or upgrade expenditures, the total project cost needs to be allocated accordingly.

Carrying amount
The amount at which an asset is recognised after deducting any accumulated depreciation / amortisation and accumulated impairment losses thereon.

Class of assets
See asset class definition

Component
An individual part of an asset which contributes to the composition of the whole and can be separated from or attached to an asset or a system.

Cost of an asset
The amount of cash or cash equivalents paid, or the fair value of the consideration given to acquire an asset at the time of its acquisition or construction, plus any costs necessary to place the asset into service. This includes one-off design and project management costs.

Current replacement cost (CRC)
The cost the entity would incur to acquire the asset on the reporting date. The cost is measured by reference to the lowest cost at which the gross future economic benefits could be obtained in the normal course of business or the minimum it would cost, to replace the existing asset with a technologically modern equivalent new asset (not a second hand one) with the same economic benefits (gross service potential) allowing for any differences in the quantity and quality of output and in operating costs.

Current replacement cost "As New" (CRC)
The current cost of replacing the original service potential of an existing asset, with a similar modern equivalent asset, i.e. the total cost of replacing an existing asset with an as NEW or similar asset expressed in current dollar values.

Cyclic Maintenance**
Replacement of higher value components/sub-components of assets that is undertaken on a regular cycle including repainting, building roof replacement, cycle, replacement of air conditioning equipment, etc. This work generally falls below the capital/ maintenance threshold and needs to be identified in a specific maintenance budget allocation.

Depreciable amount
The cost of an asset, or other amount substituted for its cost, less its residual value (AASB 116.6)

Depreciated replacement cost (DRC)
The current replacement cost (CRC) of an asset less, where applicable, accumulated depreciation calculated based on such cost to reflect the already consumed or expired future economic benefits of the asset

Depreciation / amortisation
The systematic allocation of the depreciable amount (service potential) of an asset over its useful life.

Economic life
See useful life definition.

Expenditure
The spending of money on goods and services. Expenditure includes recurrent and capital.

Fair value
The amount for which an asset could be exchanged, or a liability settled, between knowledgeable, willing parties, in an arm's length transaction.

Greenfield asset values **
Asset (re)valuation values based on the cost to initially acquire the asset.

Heritage asset
An asset with historic, artistic, scientific, technological, geographical or environmental qualities that is held and maintained principally for its contribution to knowledge and culture and this purpose is central to the objectives of the entity holding it.

Impairment Loss
The amount by which the carrying amount of an asset exceeds its recoverable amount.

Infrastructure assets
Physical assets of the entity or of another entity that contribute to meeting the public's need for access to major economic and social facilities and services, e.g. roads, drainage, footpaths and cycleways. These are typically large, interconnected networks or portfolios of composite assets. The components of these assets may be separately maintained, renewed or replaced individually so that the required level and standard of service from the network of assets is continuously sustained. Generally, the components and hence the assets have long lives. They are fixed in place and are often have no market value.

Investment property
Property held to earn rentals or for capital appreciation or both, rather than for:
(a) use in the production or supply of goods or services or for administrative purposes; or
(b) sale in the ordinary course of business (AASB 140.5)

Level of service
The defined service quality for a service against which service performance may be measured. Service levels usually relate to quality, quantity, reliability, responsiveness, environmental, acceptability and cost).

Source: DVC 2006, Glossary
Note: Items shown * modified to use DA instead of CRC
Additional glossary items shown **

Life Cycle Cost **
The life cycle cost (LCC) is average cost to provide the service over the longest asset life cycle. It comprises annual maintenance and asset consumption expense, represented by depreciation expense. The Life Cycle Cost does not indicate the funds required to provide the service in a particular year.

Life Cycle Expenditure **
The Life Cycle Expenditure (LCE) is the actual or planned annual maintenance and capital renewal expenditure incurred in providing the service in a particular year. Life Cycle Expenditure may be compared to Life Cycle Expenditure to give an initial indicator of life cycle sustainability.

Loans / borrowings
Loans result in funds being received which are then repaid over a period of time with interest (an additional cost). Their primary benefit is in 'spreading the burden' of capital expenditure over time. Although loans enable works to be completed sooner, they are only ultimately cost effective where the capital works funded (generally renewals) result in operating and maintenance cost savings, which are greater than the cost of the loan (interest and charges).

Maintenance and renewal gap
Difference between estimated budgets and projected expenditures for maintenance and renewal of assets, totalled over a defined time (e.g. 5, 10 and 15 years).

Maintenance and renewal sustainability index
Ratio of estimated budget to projected expenditure for maintenance and renewal of assets over a defined time (e.g. 5, 10 and 15 years).

Maintenance expenditure
Recurrent expenditure, which is periodically or regularly required as part of the anticipated schedule of works required to ensure that the asset achieves its useful life and provides the required level of service. It is expenditure, which was anticipated in determining the asset's useful life.

Materiality
An item is material is its omission or misstatement could influence the economic decisions of users taken based on the financial report. Materiality depends on the size and nature of the omission or misstatement judged in the surrounding circumstances.

Modern equivalent asset.
A structure like an existing structure and having the equivalent productive capacity, which could be built using modern materials, techniques and design. Replacement cost is the basis used to estimate the cost of constructing a modern equivalent asset.

Non-revenue generating investments
Investments for the provision of goods and services to sustain or improve services to the community that are not expected to generate any savings or revenue to the Council, e.g. parks and playgrounds, footpaths, roads and bridges, libraries, etc.

Operating expenditure
Recurrent expenditure, which is continuously required excluding maintenance and depreciation, e.g. power, fuel, staff, plant equipment, on-costs and overheads.

Pavement management system
A systematic process for measuring and predicting the condition of road pavements and wearing surfaces over time and recommending corrective actions.

Planned Maintenance**
Repair work that is identified and managed through a maintenance management system (MMS). MMS activities include inspection, assessing the condition against failure/breakdown criteria/experience, prioritising scheduling, actioning the work and reporting what was done to develop a maintenance history and improve maintenance and service delivery performance.

PMS Score
A measure of condition of a road segment determined from a Pavement Management System.

Rate of annual asset consumption*
A measure of average annual consumption of assets (AAAC) expressed as a percentage of the depreciable amount (AAAC/DA). Depreciation may be used for AAAC.

Rate of annual asset renewal*
A measure of the rate at which assets are being renewed per annum expressed as a percentage of depreciable amount (capital renewal expenditure/DA).

Rate of annual asset upgrade*
A measure of the rate at which assets are being upgraded and expanded per annum expressed as a percentage of depreciable amount (capital upgrade/expansion expenditure/DA).

Reactive maintenance
Unplanned repair work that carried out in response to service requests and management/supervisory directions.

Recoverable amount
The higher of an asset's fair value, less costs to sell and its value in use.

Source: DVC 2006, Glossary
Note: Items shown * modified to use DA instead of CRC
Additional glossary items shown **

Recurrent expenditure
Relatively small (immaterial) expenditure or that which has benefits expected to last less than 12 months. Recurrent expenditure includes operating and maintenance expenditure.

Recurrent funding
Funding to pay for recurrent expenditure.

Rehabilitation
See capital renewal expenditure definition above.

Remaining life
The time remaining until an asset ceases to provide the required service level or economic usefulness. Age plus remaining life is economic life.

Renewal
See capital renewal expenditure definition above.

Residual value
The net amount which an entity expects to obtain for an asset at the end of its useful life after deducting the expected costs of disposal.

Revenue generating investments
Investments for the provision of goods and services to sustain or improve services to the community that are expected to generate some savings or revenue to offset operating costs, e.g. public halls and theatres, childcare centres, sporting and recreation facilities, tourist information centres, etc.

Risk management
The application of a formal process to the range of possible values relating to key factors associated with a risk in order to determine the resultant ranges of outcomes and their probability of occurrence.

Section or segment
A self-contained part or piece of an infrastructure asset.

Service potential
The capacity to provide goods and services in accordance with the entity's objectives, whether those objectives are the generation of net cash inflows or the provision of goods and services of a volume and quantity to the beneficiaries thereof.

Service potential remaining*
A measure of the remaining life of assets expressed as a percentage of economic life. It is also a measure of the percentage of the asset's potential to provide services that is still available for use in providing services (DRC/DA).

Strategic Management Plan (SA)**
Documents Council objectives for a specified period (3-5 yrs.), the principle activities to achieve the objectives, the means by which that will be carried out, estimated income and expenditure, measures to assess performance and how rating policy relates to the Council's objectives and activities.

Sub-component
Smaller individual parts that make up a component part.

Useful life
Either:
(a) the period over which an asset is expected to be available for use by an entity, or
(b) the number of production or similar units expected to be obtained from the asset by the entity.

It is estimated or expected time between placing the asset into service and removing it from service, or the estimated period of time over which the future economic benefits embodied in a depreciable asset, are expected to be consumed by the council. It is the same as the economic life.

Value in Use
The present value of estimated future cash flows expected to arise from the continuing use of an asset and from its disposal at the end of its useful life. It is deemed to be depreciated replacement cost (DRC) for those assets whose future economic benefits are not primarily dependent on the asset's ability to generate new cash flows, where if deprived of the asset its future economic benefits would be replaced.

Source: DVC 2006, Glossary
Note: Items shown * modified to use DA instead of CRC
Additional glossary items shown **

1. EXECUTIVE SUMMARY

What Council Provides

Council provides a drainage network to enable the safe and effective transport of storm water to the.

The drainage network consists of:

- Approximately 354 km of Pipe
- Approximately 12,256 Pits
- Approximately 501 Headwalls
- 6 Gross Pollutant Traps (GPT)
- 13 Detention basins

What does it Cost?

There are two key indicators of cost to provide the drainage network.

- The life cycle cost being the average cost over the life cycle of the asset, and
- The total maintenance and capital renewal expenditure required to deliver existing service levels in the next 10 years covered by Council's long-term financial plan.

The life cycle cost to maintain the drainage network and drainage structures is estimated at $911,230 per annum. Council's planned life cycle expenditure for year 1 of the asset management plan is $521,200 which gives a life cycle sustainability index of 0.57, resulting in a funding shortfall of -$390,030 for year 1

The total maintenance and capital renewal expenditure required to provide the drainage network over the next 10 years is estimated at $7,042 million. This is an average of $704,151 per annum.

Council's maintenance and capital renewal expenditure for year 1 of the asset management plan of $521,200 giving a 10-year sustainability index of 0.74, resulting in a funding shortfall of -$182,951 for year 1

Plans for the Future

Council plans to operate and maintain the stormwater network to achieve the following strategic objectives.

1. Ensure the drainage network is maintained at a safe and functional standard as set out in this infrastructure asset management plan.
2. Ensure the network is planned appropriately to cater for future growth.
3. Maximise an assets useful life whilst minimising lifecycle expenditure.
4. Maintain a high level of community satisfaction in the delivery of stormwater drainage services.

Measuring our Performance

Quality

Drainage network assets will be maintained in a reasonably usable condition. Defects found or reported that are outside our service standard will be repaired.

Function

Our intent is that an appropriate drainage network is maintained in partnership with other levels of government and stakeholders to ensure public health is upheld and the environment is not compromised.
Key functional objectives are met:

- Safe and efficient transport of stormwater.
- Maintenance and renewal of the network is within budget.

Safety

Council will react to customer requests and requests regarding the drainage system according to response times. These are prioritised according to the risk the customer requests present.

The Next Steps

The action resulting from this asset management plan are:

- Improve the database on drainage conditions.
- Improve the collection of physical data pertinent to the maintenance of the drainage system.
- Improve financial data collection.
- Investigate the need for a condition inspection regime covering drainage assets.

2. INTRODUCTION

2.1 Background

This asset management plan is to demonstrate responsive management of drainage assets (and services provided from assets), compliance with regulatory requirements, and to communicate funding needed to provide the required levels of service.

The asset management plan is to be read with the following associated planning documents:

- Bathurst Regional Council Delivery Plan 2019-2022
- Bathurst Regional Council Detailed Budget 2019-2022
- Bathurst Urban Waterways Management Plan 2009
- Bathurst City Council Stormwater management plan 1996

The drainage system provides a basic and essential service – the collection and safe removal of stormwater to receiving waters. Any rain that falls on roofs or is collected via paved areas such as driveways, roads or footpaths is called stormwater. The drainage network within Bathurst is a combination of pits, pipes, open channels, natural waterways and road reserves, which carry the stormwater and dispose it in creeks, and eventually the Macquarie River.

Table 2.1. Assets covered by this Plan

Asset category	Dimension	Replacement Value ($)
Drainage pipe network	354 km	$180,002,907
Drainage pits	12,256	$21,046,454
Drainage headwalls	501	$653,759
Gross pollutant traps	6	$1,206,602
Detention basins	13	$3,781,599
Flood Penstock Pumps	44	$387,974
TOTAL		$207,079,295

Key stakeholders in the preparation and implementation of this asset management plan are:

The Councillors	Formulate policy for the allocation of resources to maximise benefit to the community whilst minimising the Council's exposure to risk.
The Council	To manage the implementation of policy in a timely and cost-effective manner. To ensure resources are effectively utilised
General Public	The stormwater network is designed, constructed and maintained to provide adequate protection to the residents of Bathurst from flooding associated with rainfall events
Catchment Management Authority	

2.2 Goals and Objectives of Asset Management

The Council exists to provide services to the community. Some of these services are provided by infrastructure assets. Council has acquired infrastructure assets by 'purchase', by contract, by construction from council staff and by donation of assets constructed by developers and others to meet increased levels of service.

Council's goal in managing infrastructure assets is to meet the required level of service in the most cost-effective manner for present and future consumers. The key elements of infrastructure asset management are:

- Taking a life cycle approach,
- Developing cost-effective management strategies for the long term,
- Providing a defined level of service and monitoring performance,
- Understanding and meeting the demands of growth through demand management and infrastructure investment,
- Managing risks associated with asset failures,
- Sustainable use of physical resources,
- Continuous improvement in asset management practices.[1]

This asset management plan is prepared under the direction of Council's vision, mission, goals and objectives.

Council's vision:

Bathurst: A vibrant and innovative region that values our heritage, culture, diversity and strong economy."

Relevant Council goals and objectives from the adopted 2040 Community Strategic Plan and how these are addressed in this asset management plan are:

Table 2.2. Council Goals and how these are addressed in this Plan

Community Strategic Plan Objective	How Goal and Objectives are addressed in AMP
1.4 Protect and improve the region's landscapes, views, vistas and open space.	Maintaining and providing Drainage infrastructure to adequately disperse stormwater in accordance with Council's Design Standards, Protection of the Environment Operations Act 1997, Water Management Act 2000 and Catchment Management Authorities Act 2003. With the goal of prevent scouring, erosion, flooding and causing complication for other Council assets.
1.5 Promote good design in the built environment.	
3.1 Protect and improve natural areas and ecosystems, including the Macquarie River.	
3.2 Protect the City's water supply	
4.3 Ensure services, facilities and infrastructure to meet the changing needs of the region.	Maintain and improve existing drainage network and ensure there's adequate footpath infrastructure is in place to provide for future economic development of the Bathurst Regional area.
6.1 Communicate and engage with the community, government and business groups on important matters affecting the Bathurst Region.	All works conducted and completed under relevant policies and standards. Following correct procedures.
6.4 Meet the legislative and compliance requirements.	Communication between Council's Departments to manage expenditure for renewal/upgrade works. Apply for government funding for new assets.
6.6 Manage our money and our assets to be sustainable now and into the future	Communication between Council's Departments to manage expenditure for renewal/upgrade works. Apply for government funding for new assets.

[1] IIMM 2011 Sec 1.2.1 p 1/7

The key issues of the drainage network asset management plan are:

- Deterioration of network
- Potential pollution of environment
- Loss of amenity
- Regulatory control
- Community concern
- Potential for localised flooding if not built to correct standard.

2.3 Plan Framework

Key elements of the plan are

- Levels of service – specifies the services and levels of service to be provided by council.
- Future demand – how this will impact on future service delivery and how this is to be met.
- Life cycle management – how Council will manage its existing and future assets to provide the required services.
- Financial summary – what funds are required to provide the required services.
- Asset management practices.
- Monitoring – how the plan will be monitored to ensure it is meeting Council's objectives.
- Asset management improvement plan.

A road map for preparing an asset management plan is shown over.

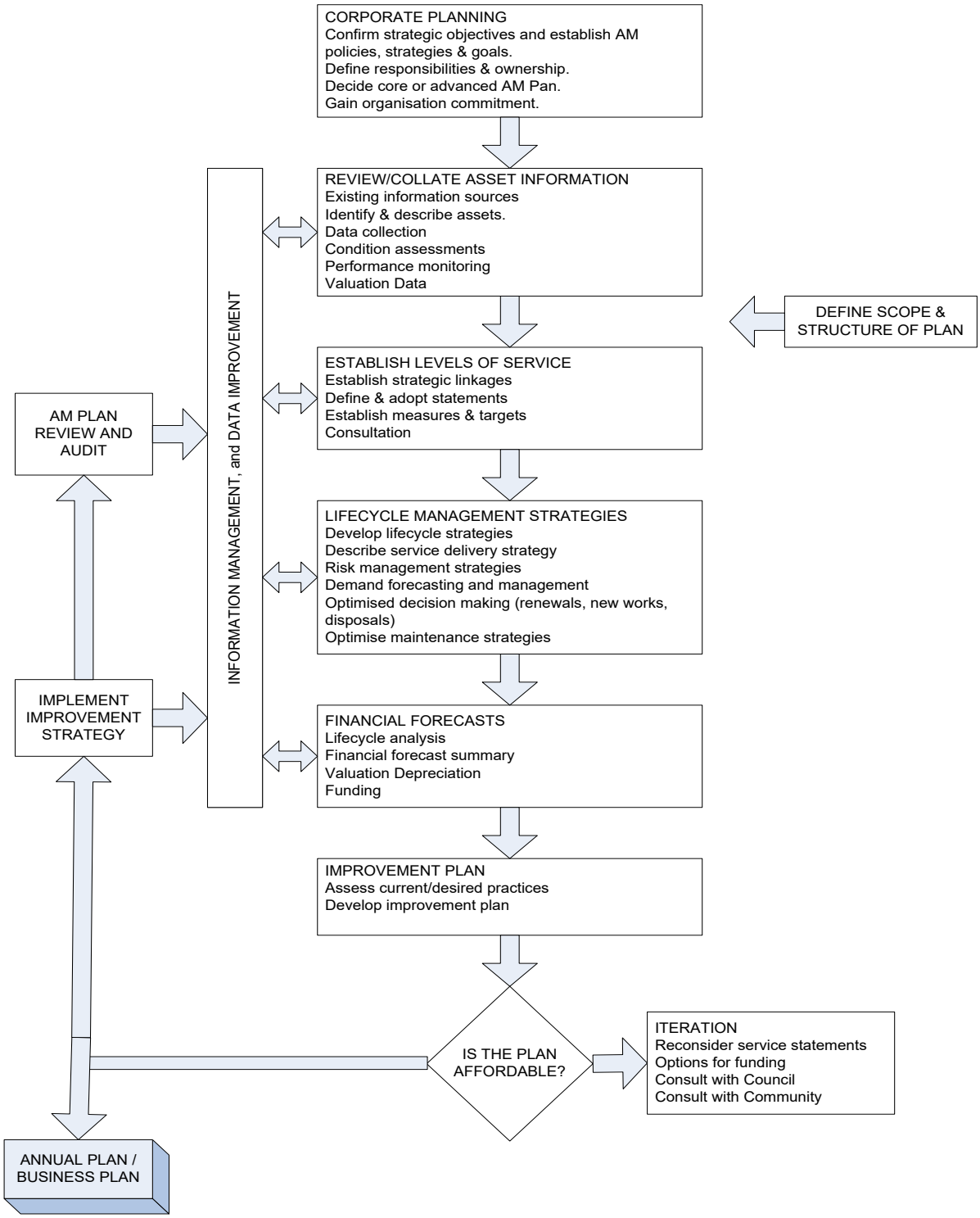
2.4 Core and Advanced Asset Management

This asset management plan is prepared as a 'core' asset management plan in accordance with the International Infrastructure Management Manual. It is prepared to meet minimum legislative and organisational requirements for sustainable service delivery and long-term financial planning and reporting. Core asset management is a 'top down' approach where analysis is applied at the 'system' or 'network' level.

Future revisions of this asset management plan will move towards 'advanced' asset management using a 'bottom up' approach for gathering asset information for individual assets to support the optimisation of activities and programs to meet agreed service levels.

Soil erosion behind Kerb outlet pipes, Eglinton road

Road Map for preparing an Asset Management Plan
Source: IIMM Fig 1.5.1, p 1.11



3. LEVELS OF SERVICE

3.1 Customer Research and Expectations

The Council undertakes community surveys on a 2-yearly basis to gauge community expectations and satisfaction with the services Council provides. A series of questions are put to a broad cross section of the community including residents from rural and urban areas each year. Using the data from the Community Survey helps council gauge the community's perception of how it's meeting objectives; 1.4, 2.1, 3.1, 3.2, 3.3, 6.1, 6.4 and 6.6 within Council's adopted 2040 Community Strategic Plan.

In the 2018 Community Survey, residents were asked to rate the over importance and satisfaction they consider the drainage network is to them. They were asked to rate them on a scale of 1 to 5. 1 being not at all important and 5 being very important.

Overall, the public rated the drainage network as being 4.33 out of 5 in importance. In terms of saitisfaction, they rated the drainage network as being 3.60 out of 5.

In addition to the key findings of the community survey council continues to use the measure of the network performance from Customer Requests (see fig 3.1a and 3.1b).

Fig 3.1a Customer Requests for Drainage Network

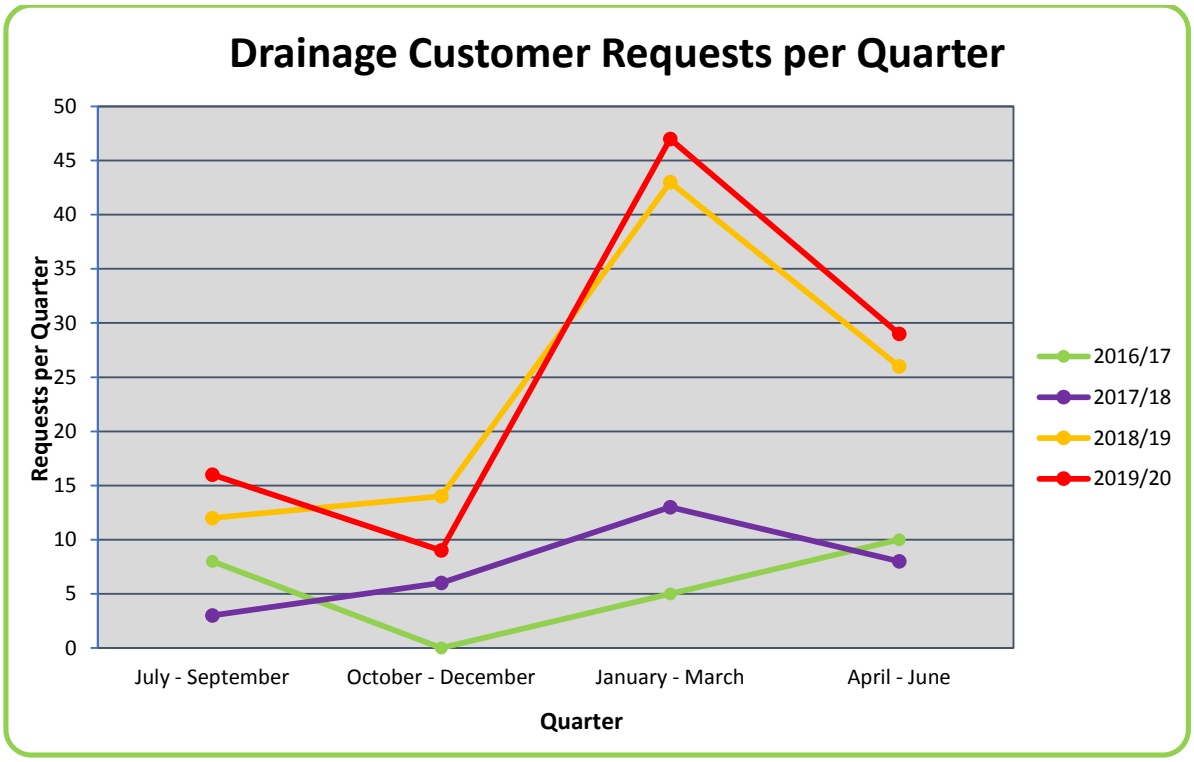
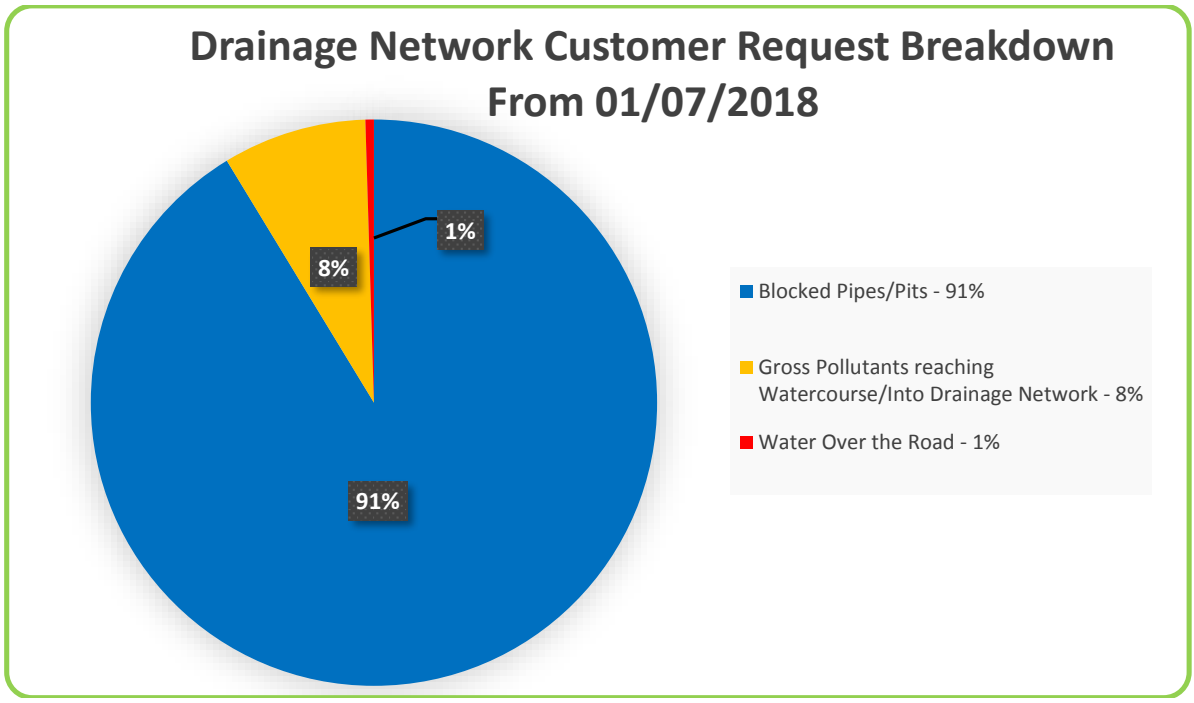


Figure 3.1a shows a somewhat inconsistent pattern in the number of requests registered in Council's Customer Request Management System/Confirm Customer Service System (CRMS – Now Decommissioned) per month from July 2016 to Present. With council's Confirm Customer Service System data confidence has increased regarding the number of requests and conformed subject groups.

Fig 3.1b Customer request category breakdown



Data shown in the above graph has been compiled from council's Confirm Customer Service (CCS) and the percentage of each category of drainage requests made by customers. As visible by the graph, very few requests are not due to blocked pipes and pits. Further improvement, in future to the CCS drainage request categories may reflect a different position.

Flood penstock and gate valves, Bicentennial Park

3.2 Legislative Requirements

Council must meet many legislative requirements including Australian and State legislation and State regulations. The primary acts and regulations relating to the drainage network are:

Table 3.2. Legislative Requirements

Legislation	Requirement
Local Government Act	Sets out role, purpose, responsibilities and powers of local governments including the preparation of a long-term financial plan supported by asset management plans for sustainable service delivery.
Water Management Act 2000	Legislates the sustainable and integrated management of water resources for NSW
Environmental Planning and Assessment Act 1979	The principal planning instrument in NSW – specifies environmental considerations required for all development activities.
Local Land Services Act 2013	Seeks to co-ordinate policies, programs and activities within a catchment area that have an effect on the environment
Civil Liabilities Act 2002	Sets out the provisions that give protection from civil liability and the responsibilities of Council and public alike.
Protection of the Environment Act 1997	To protect, restore and enhance the quality of the environment having regard to the need to maintain ecologically sustainable development.

Gross Pollutant Trap, Jordan Creek off Durham Street

3.3 Current Levels of Service

Service levels can be defined by two terms.

Community Levels of Service relate to how the community receives the service in terms of safety, quality, quantity, reliability, responsiveness, cost/efficiency and legislative compliance.

Supporting the community service levels are operational or technical measures of performance developed to ensure that the minimum community levels of service are met. These technical measures relate to service criteria such as:

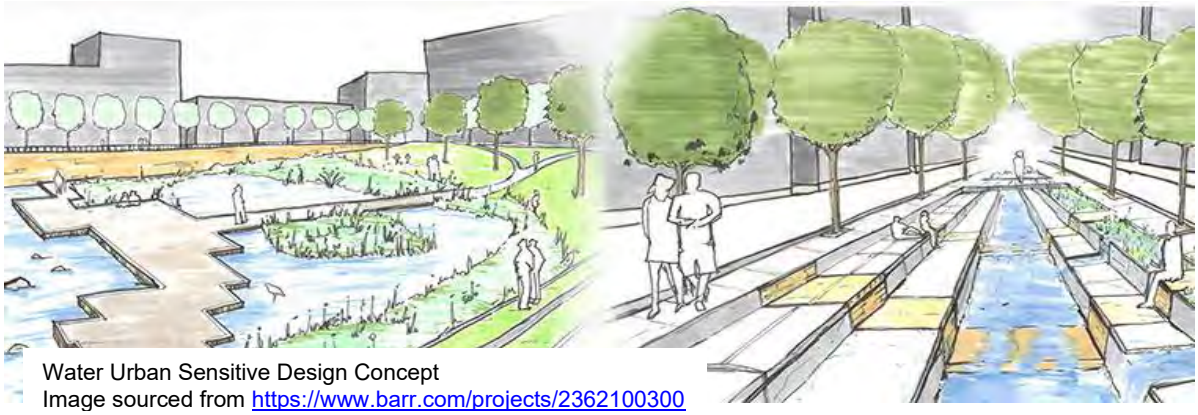
Service Criteria	Technical measures may relate to
Quality	The reliability of the drainage network (number of pit surcharges, etc).
Quantity	The extent of the drainage network
Availability	The rainfall event that the stormwater system is planned to meet (generally 1in 5-year AEP for piped network)
Safety	Consequences of network failure or exceedance

Table 3.3. Current Service Levels

COMMUNITY LEVELS OF SERVICE

Key Performance Measure	Level of Service	Performance Measure Process	Performance Target	Current Performance
Quality & Availability	Network is adequately maintained to prevent flooding	Customer requests relating to blocked or partially blocked pipes or pits causing local flooding	Customer requests are limited to <70 customer requests per year	189* Customer Requests
	Stormwater system capacity is adequate for a 1 in 5-year event	Customer requests relating to blocked drains and inadequate drainage network components		
	Stormwater is clean when entering receiving waters	Customer requests relating to the level of gross pollutants reaching the receiving waters	Nil customer requests regarding stormwater related gross pollutants	17* Customer Requests
Safety	The drainage network design is such that safety to the public is maintained	Customer requests or incidents of compromised safety relating to drainage structures	0 Insurance claims resulting to Stormwater Assets	2 Insurance Claims
	Localised flooding of urban roadways is minimised	Customer requests relating to water over road	0 customer requests relating to water over road during rainfall events of 1 in 5 years	0 Customer Requests

*Denotes Customer requests statistic from July 2018 – November 2019



Water Urban Sensitive Design Concept
Image sourced from https://www.barr.com/projects/2362100300

TECHNICAL LEVEL OF SERVICE

Key Performance Measure	Level of Service	Performance Measure Process	Performance Target	Current Performance
Quality	Trade waste is disposed of correctly into the sewer system and not the drainage network	Trade waste discharging businesses are correctly connected to the sewer and are not discharging to stormwater	No Businesses Connected incorrectly to stormwater network	0 Businesses Connected incorrectly to stormwater network
	Outflow to receiving waters is free of gross pollutants	Gross pollutant traps are cleaned regularly and are sufficient to collect pollutants	Bi-annual cleaning and maintenance of GPT	GPT Cleaned as necessary
	Drainage pipes and pits are maintained to ensure free flow of stormwater	Nuisance flooding in areas serviced by the drainage system is minimised.	Inspect and clean 5% of network p.a.	No proactive inspections of Drainage Network
		Organisation Measure of Maintenance and Operations Budget Expenditure	Desired Budget (Over 10yrs) Avg. $522,918 p.a.	2019/20 Budget Avg. $446,995 p.a.
Availability	Drainage pipes and pits are large enough to ensure free flow of stormwater (1 in 5-year AEP)	Pit surcharge is limited to rainfall events > 1 in 5 AEP	Zero reported pit surcharge from rainfall events < 1 in 5 AEP	0 Reports
Cost Effectiveness	Maintenance of stormwater network is within budget	Drainage maintenance is within allocated budgets	Expenditure is ±10% of Budget	Within 10% of Budget
Condition	Majority of drainage assets are in reasonable condition	Drainage Network Age	Age of assets are not exceeding Useful Life (100yrs)	5 Assets Exceeding Useful Life
			Avg. Age of Drainage Assets	22yrs
		Organisation Measure of Drainage Network Condition	Network Condition 75% Excellent/Good 10% Poor/Bad	Network Condition 82% Excellent/Good 3% Poor/Bad

Bathurst Showground, Culvert headwall outlet

4. FUTURE DEMAND

4.1 Demand Forecast

Factors which will impact council's drainage network: population, climate change (impact on rainfall), Water sensitive urban design, Environmental standards, urban consolidation and Stormwater Harvesting.

Table 4.1. Demand Factors, Projections and Impact on Services

Demand factor	Present position	Projection	Impact on services
Population	42,389 (2016 census)	52,500 (2031)	
Demographic (see Fig.3)	22.2% of population >60 yrs. in 2016 26.9% of population <20 yrs. in 2016	26.1% of population >60 yrs. in 2031 25.6% of population <20 yrs. in 2031	Increased population results in a greater developed area requiring stormwater management.
Climate Change[2]	Developing awareness in community and profession	Predicted decline in overall rainfall with an increase in severe rainfall events	An increase in exceedance events may require a review of the minimum drainage requirements as network capacity is reduced.
Water Sensitive Urban Design	An increasing awareness of the value of urban wetlands and their overall role in a healthy environment		A change from stormwater removal to stormwater recovery, an increase in environmental controls to increase water quality and associated increases in cost of construction and maintenance.
Environmental Standards	The NSW Environmental Protection Authority through the discharge licensing system dictates the allowable discharge from the sewage treatment plant.		As new legislation demands council is required to ensure that all stormwater transport is compliant with the relevant sections of the Government acts
Urban Consolidation	Increasing popularity of multiple dwelling allotments.		Increase in impermeable areas Potential increase of pollutants in the stormwater system.
Stormwater Harvesting	Addition of Stormwater detention to provide addition water to the Bathurst Catchment, as a relief option from Water Restrictions.		Large Increase to the Drainage network with the addition of Stormwater harvesting infrastructure.

Grated Junction Pit, Cnr Beddie & Commonwealth Street

Redundant Watermain inside Kerb inlet pit, Russell/Manilla Street Intersection

4.2 Changes in Technology

Table 4.2. Changes in Technology and Forecast effect on Service Delivery

Technology Change	Effect on Service Delivery
Water sensitive urban design & Stormwater Harvesting	Reduced flow rates from new developments Higher quality of runoff Greater detention, storage and reuse of stormwater Increased cost of maintenance. Loss of control due to use stormwater systems not in Council's ownership
Increased range of prefabricated inlet and outlet structures	Reduction in construction time and a possible reduction in the construction costs of a given section of the network
Improvements in maintenance techniques	The continuing development of in-situ pipe renewal systems and advancements in pipe cleaning methods. These new technologies reduce the cost of renewing pipes at the end of their useful life, e.g. relining of pipes.

4.3 Demand Management Plan

The future management of stormwater services and the demand on them is somewhat difficult to predict as much depends on the severity climactic changes and the effect, they have in rainfall distribution.

Opportunities identified to date for demand management are shown in Table 4.3. Further opportunities will be developed in future revisions of this asset management plan.

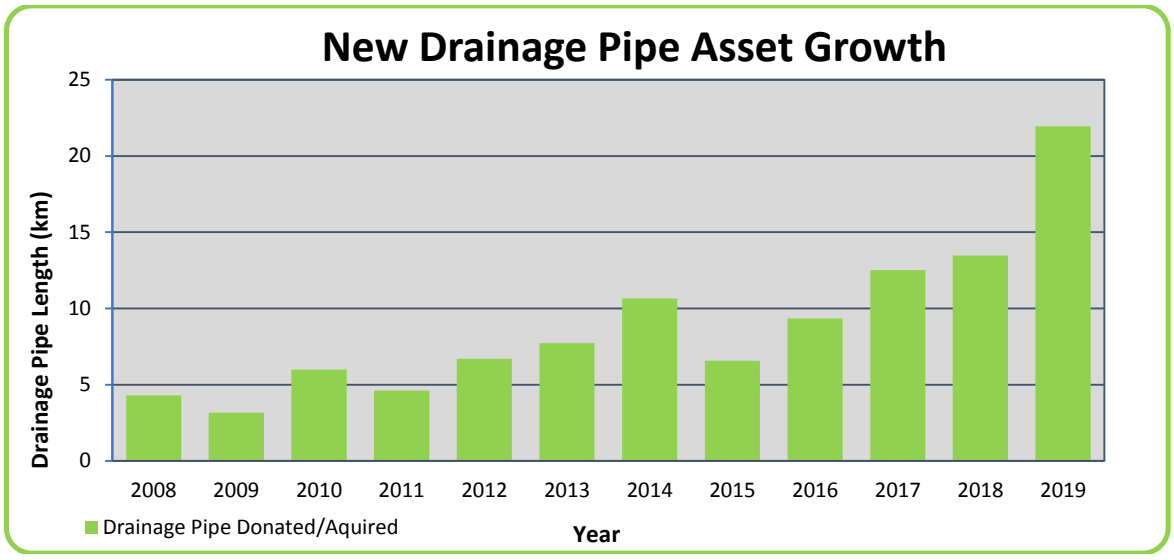
Table 4.3. Demand Management Plan Summary

Service Activity	Demand Management Plan
Rainwater collection tanks	Council, along with the State Government is administering the BASIX (Building Sustainability Index) program - this includes the mandatory installation of rainwater collection tanks on all new residences. This will reduce the overall load on the network.
Water sensitive urban design	WSUD includes the use of natural surface drainage channels as an alternative to subterranean pipe and pit networks. Reduce water velocity and scouring. WSUD requiring long term planning for ongoing maintenance expenditure and land acquisitions for appropriately sized designs.
Use of detention basins	Using detention basins can reduce the capacity of pipe reaches required to remove runoff as a result of a large rainfall event.
Discharge to storm water	A comprehensive public education campaign including marking kerb inlets for stormwater only and the importance or reducing phosphorous in storm water.
Inflow to receiving waters	Increased use of engineered wetlands to provide bio-filtering of effluent prior to discharge into receiving waters.
Increasing urbanisation	Investigate the need for future developments to consider the drainage required not only the area of development but for downstream sections of the network.
Stormwater Harvesting	Stage 1 of the stormwater harvesting will be to pump water, immediately upstream of Waste Water Treatment Plant, construction of a holding pond built within site and transfer pipe back to Water Filtration Plant.

4.4 New Assets from Growth

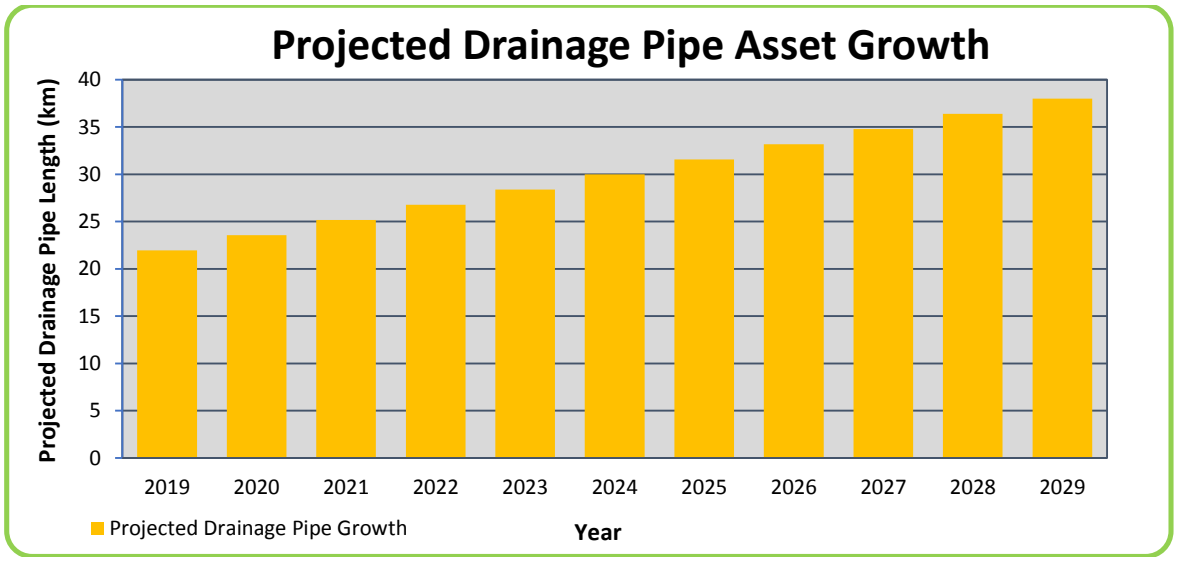
The new assets required to meet growth will be acquired from land developments and constructed by Council. The new asset since 2008 are summarised in Fig 4.4 and Fig 4.4.1.

Fig 4.4 New Assets 2008 to 2019



Since 2008 the average length of pipe added to the drainage network was 1.6km p.a. As can be seen from the above graph, the network has increased by >10km p.a. from 2017 to 2019
(2019 Values are as of 30/10/19).

Fig 4.4.1 Predicted new assets



The above projected Drainage pipe network length has been determined from the average increase over the past 10 years and project the drainage network to increase 16.1km by 2029. Acquisition/Donation of these future assets will commit council to fund ongoing operations and maintenance costs for the period that the service provided from the assets is required.

5. LIFECYCLE MANAGEMENT PLAN

The lifecycle management plan details how Council plans to manage and operate the assets at the agreed levels of service (defined in section 3) while optimising life cycle costs.

5.1 Background Data

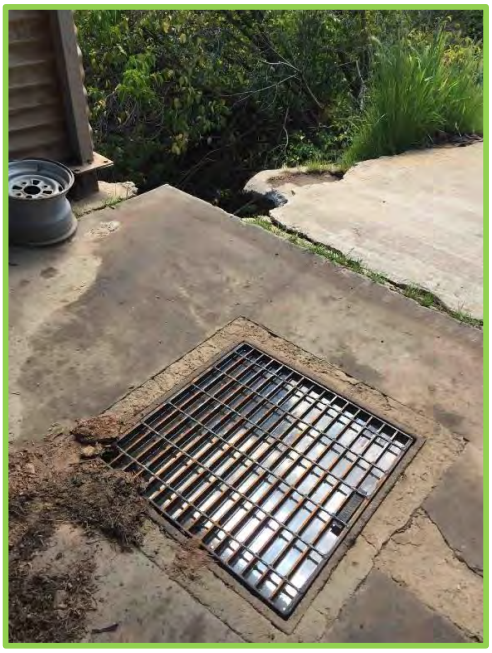
5.1.1 Physical parameters

Table 5.1a – pipe network

Pipe Diameter (mm)	Length (m)	% of network
100	4,353	1.23%
150	23,758	6.72%
225	33,815	9.56%
300	1,143	11.82%
375	12,6342	35.72%
450	35,784	10.12%
525	14,929	4.22%
600	15,883	4.49%
675	5,225	1.48%
750	7,791	2.20%
825	1,741	0.49%
900	8,587	2.43%
1050	4,158	1.18%
1200	3,607	1.02%
1350	3,294	0.93%
1500	1,174	0.33%
1650	214	0.06%
1800	618	0.17%
Box Culvert	1,735	0.49%
Other	17,469	4.94%
Not Assessed	234	0.07%
Total	**353,661**	**100.00%**

Table 5.1b – Pits and headwalls

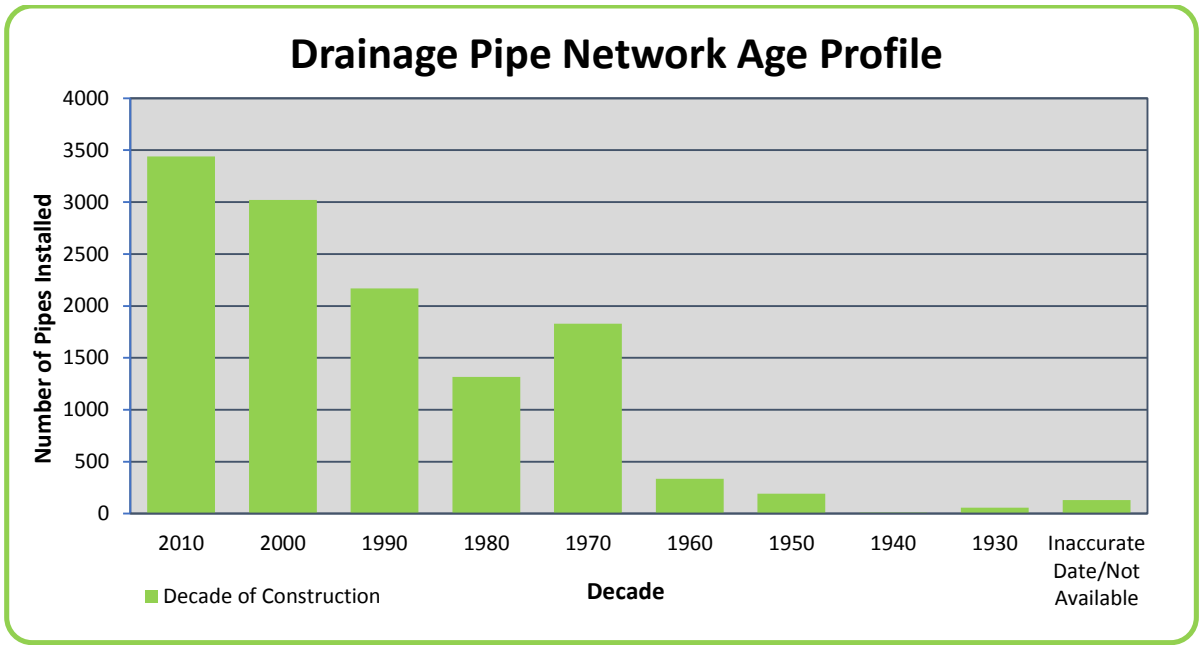
Asset	Asset Details
Kerb inlet pits	**4800**
Junction pits	**1486**
Grated Inlet Pits	**4884**
Headwalls	**501**



Oil Sludge runoff into Inlet pit, 125 Durham Street

150mm Dia Sewer main inside
Junction Stormwater pit, Havannah Street

Fig 4.4.2 – Drainage Pipe Network Age Profile



Note;

- Approximately 30% of the network age has been estimated by using the approximate dates of development.
- Drainage records since 2000 are more reliable than previous decades. Scanned images of Works As Executed (WAE) drawings are meticulously recorded as each subdivision is completed.

5.1.2 Asset capacity and performance

Council's services are generally provided to meet design standards where these are available. Locations where deficiencies in service performance are known are detailed in Table 5.1.2.

Table 5.1.2. Known Service Performance Deficiencies

Location	Service Deficiency
Bathurst CBD	There are numerous areas within the CBD where pipes have insufficient capacity resulting in flooding during high intensity rainfall events. The most serious capacity constraint in the CBD is the large drainage pipes on the eastern side of Bentinck Street.
Numerous locations	Individual drainage reaches have not been designed with possible future development taken into account. Subsequent development has discharged into an existing system that has not been designed for the new total catchment area resulting in capacity constraints.

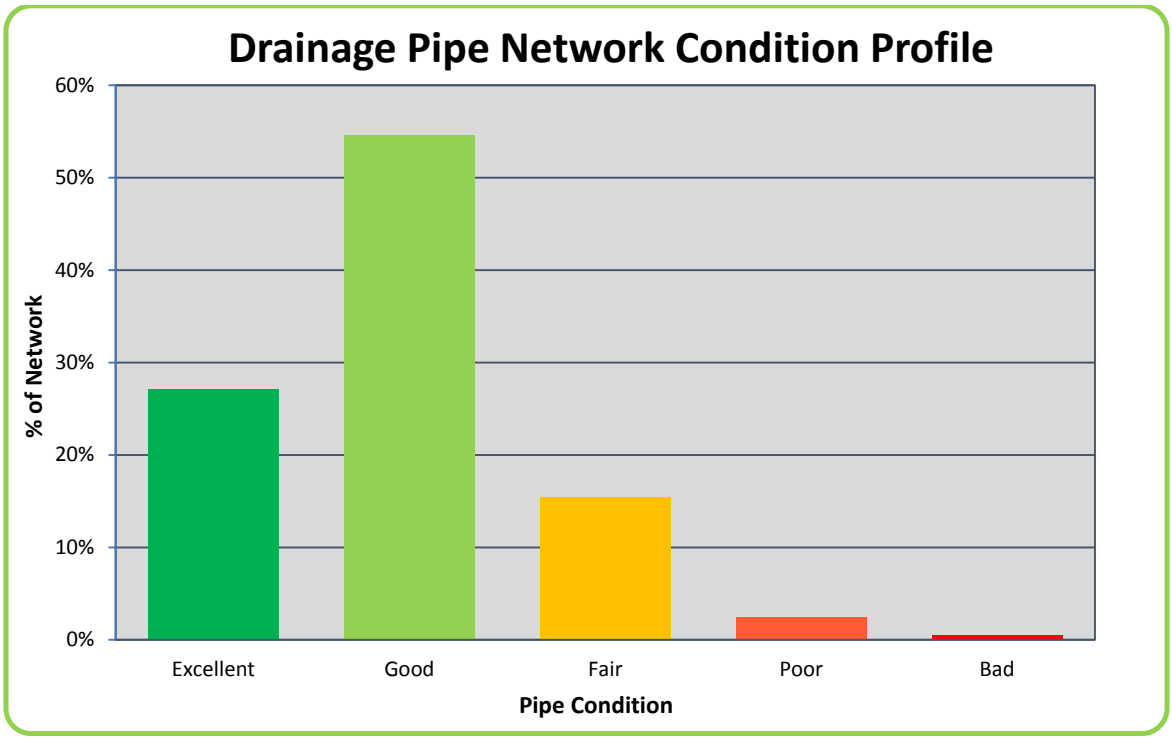
Cast-in situ modified pit structure, Cox Street Eglinton

Site erosion into Kerb inlet pit, Westbourne Drive Llanarth

5.1.3 Asset condition

The condition profile of the sub-surface parts of the drainage network is difficult to ascertain. In lieu of condition information the age of the pipe network (see Fig 4.4.2) will be used to estimate the condition.

Fig 5.1.3 Asset Condition Profile



Condition is measured using a 1 – 5 rating system.

Condition Rating		Description	Useful Life % Remaining
1	Excellent	Only planned maintenance required.	100-90%
2	Good	Minor planned & reactive maintenance required.	80-70%
3	Fair	Significant maintenance required.	60-40%
4	Poor	Significant renewal/upgrade required.	30-10%
5	Bad	Unserviceable.	<10%

Average Network age is 22yrs

5.1.4 Asset inspections

Currently, Council only carries out inspections on the drainage system assets in response to customer requests or during large rainfall events to assess possible capacity constraints or blockages. There are no regular inspections. Due to this there is no comprehensive information on the overall network condition.

An inspection program will allow the condition of drainage network components to be assessed as they approach their theoretical end of life. If asset condition is showing significant deterioration an annual or biannual inspection regime should be implemented. Inspections may take the form of visual inspections for pits and limited use of CCTV inspections for strategic pipe reaches like Water and Sewer mains.

5.1.5 Asset Valuations

The current replacement cost to replace all of council's drainage network as of **30/06/2019** is **$207,079 million**. The depreciation replacement cost, the accumulated depreciation shown as the cost of the drainage network consumed/expired is **$152,664 million**. Meaning the drainage network has depreciated by **$54,415 million** or **$419,120p.a.**

The total **2019/20** maintenance/operational and capital renewal/upgrade budget is **$2,208 million**. At present there is no capital renewal expenditure allocated for drainage, as for capital upgrade/expansion it comprises **19%** or **$420 thousand** of the overall budget. The remaining **81%** or **$1,788 million** is allocated for maintenance and operations.

Gross Pollutant Trap Adjacent to levee bank at back of Showground

5.2 Risk Management Plan

An assessment of risks associated with service delivery from infrastructure assets has identified critical risks to Council. The risk assessment process identifies credible risks, the likelihood of the risk event occurring, the consequences should the event occur, develops a risk rating, evaluates the risk and develops a risk treatment plan for non-acceptable risks.

Critical risks, being those assessed as 'Extreme' - requiring immediate corrective action and 'High' – requiring prioritised corrective action identified in the infrastructure risk management plan are summarised in Table 5.2.

Table 5.2. Critical Risks and Treatment Plans

Risk	What can Happen	Risk Rating	Risk Treatment Plan
Open drainage channels	During large rainfall events open channels may convey large quantities of runoff at dangerous speeds	EXTREME	Install signs warning of the potential danger of flooding In some circumstances a man proof fence may be used to limit access.
Detention basins	During large rainfall events detention basins are designed to fill with runoff	EXTREME	Install signs warning of the potential danger of flooding
Environment and public health	Illegal stormwater discharge from business and industry can cause environmental damage and be a possible source of contamination	HIGH	**Council's trade waste** section inspects all business classified as discharging to ensure correct connection to sewer system rather than the stormwater system
Nuisance flooding	Through insufficient capacity or blockage of pipes or pits localised flooding can occur during rainfall events	HIGH	Reacting promptly to customer requests of flooding caused by network failure. Inspecting known problem areas during rainfall events
Damaging flooding	Through insufficient capacity or blockage of pipes or pits localised flooding can occur during rainfall events that may cause property damage.	EXTREME	New drainage is designed for 2% AEP.

Surcharge Pit - Bradwardine Road
Allowing for 2% AEP flow under Bradwardine Road, reverting back to open channel.

5.3 Routine Maintenance Plan

Routine maintenance is the regular on-going work that is necessary to keep assets operating, including instances where portions of the asset fail and need immediate repair to make the asset operational again.

5.3.1 Maintenance plan

Maintenance includes reactive, planned and cyclic maintenance work activities. The intermittent and unpredictable nature of the load placed on the drainage network requires that the majority of maintenance is reactive

Reactive maintenance is unplanned repair work carried out in response to service requests and management/supervisory directions. The majority of drainage network is reactive. Reactive maintenance to the drainage network includes:

- Clearing pit and pipe blockages.
- Repairing or replacing broken pipes.
- Replacing damaged pit lids and grates.

Planned maintenance is repair work that is identified and managed through a maintenance management system (MMS). MMS activities include inspection, assessing the condition against failure/breakdown experience, prioritising, scheduling, actioning the work and reporting what was done to develop a maintenance history and improve maintenance and service delivery performance. There is very little planned maintenance on the stormwater network. Planned maintenance includes:

- Periodic cleaning of gross pollutant traps.
- Routine Inspection (not currently performed)
- Routine flushing (not currently performed)

Cyclic maintenance is replacement of higher value components/sub-components of assets that is undertaken on a regular cycle including repainting, building roof replacement, etc. This work generally falls below the capital/maintenance threshold. Cyclic maintenance of the drainage network includes:

- Street sweeping

Maintenance expenditure trends are shown in Table 5.3.1

Table 5.3.1. Maintenance Expenditure Trends

Year	Maintenance Expenditure
2015/16	**$351,817**
2016/17	**$369,500**
2017/18	**$387,300**
2018/19	**$404,400**
2019/20	**$416,200**

Kerb inlet survey, Russell/Manilla Street Intersection

Assessment and prioritisation of reactive maintenance is undertaken by Council staff using experience, training and judgement.

5.3.2 Standards and specifications

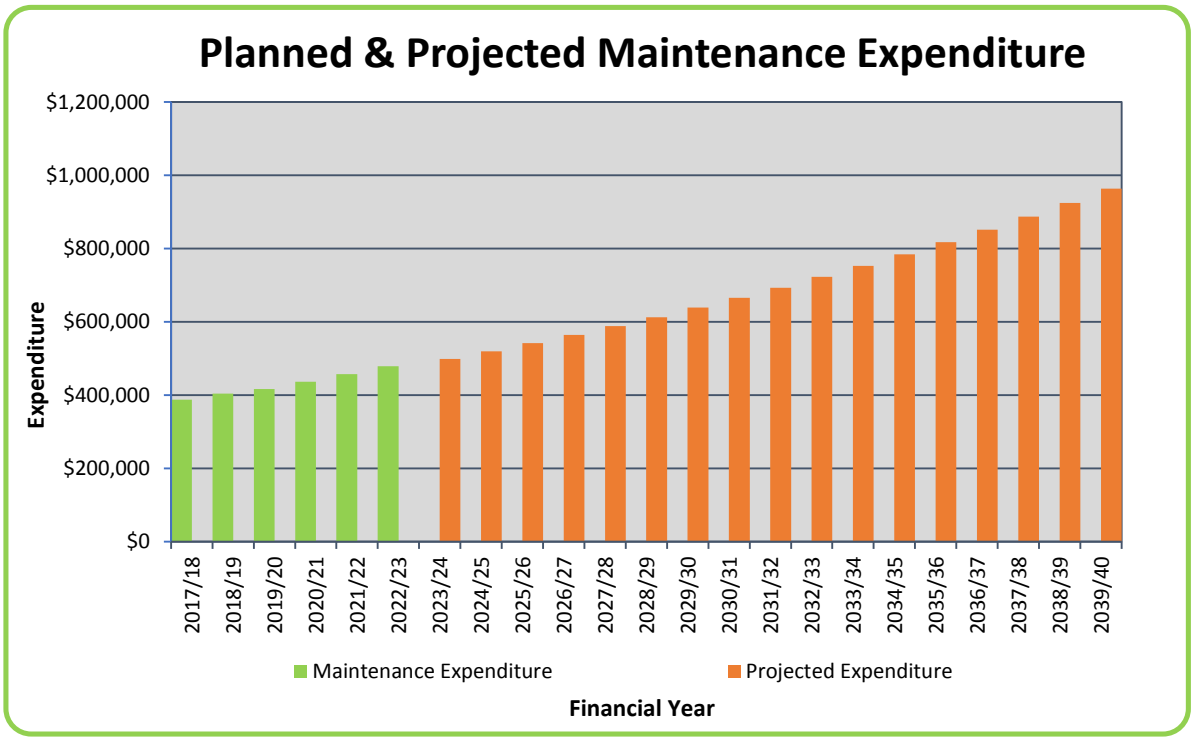
Maintenance work is carried out in accordance with the following Standards and Specifications.

- Bathurst Regional Council 2011, Guidelines *for engineering works,* Bathurst Regional Council
- NSW Office of Water 2006 *Code of Practice for Plumbing and Drainage*
- Pilgrim, D.H. (Ed) 1987 *Australian rainfall and runoff: a guide to flood estimation*, Institution of Engineers, Barton

5.3.3 *Summary of future maintenance expenditures*

Future maintenance expenditure is forecast to trend in line with the value of the asset stock as shown in Fig 5.3.3. Note that all costs are shown in current 2019-dollar values.

Fig 5.3.3 Planned and Projected Maintenance Expenditure



The above graph has been determined from past, current budgets and extrapolating current budget expenditure by 4.2% PPI for projected expenditure. Average planned maintenance for the current 2019/20 financial year is $446,995 and over the next 20 years is $707,462. The projected expenditure will be sufficient to compensate for growth in the Drainage Network.

Drainage Channel & Basin's, Mount Panorama

5.4 Renewal/Replacement Plan

Renewal expenditure is major work which does not increase the asset's design capacity but restores, rehabilitates, replaces or renews an existing asset to its original service potential. Work over and above restoring an asset to original service potential is upgrade/expansion or new works expenditure.

5.4.1 Renewal plan

Drainage pipes do not have an explicit life published, however pipes complying with **AS4058** and installed to **AS3725** assures a design life of **100** years. The expected life of uPVC pipes is expected to be well in excess of **100** years when installed to the manufacturer's recommendations. The intermittent

Possible future drainage asset inspections (Section 5.1.4) will provide renewal candidates and a process of prioritisation based on Table 5.4.1. will allow programming of renewals.

Table 5.4.1 Renewal Priority Ranking Criteria

Criteria	Weighting
Condition of asset	40%
Importance in network	20%
Catchment area serviced	20%
Land use	20%
Total	**100%**

Harris Park Stormwater Drainage, Mount Panorama

5.4.2 Renewal standards

Renewal work is carried out in accordance with the Bathurst Regional Council's engineering guidelines. Future renewal work should take into account predicted changes in rainfall patterns, including an increase in the intensity of storms Bathurst may be subject to.

5.4.3 Summary of future renewal expenditure

Projected future renewal expenditures are forecast to increase over time as the asset stock ages. As the age of the bulk of the drainage network is less than 100 years, there is little renewal projected for the next 20 years. Small sections of pipe or individual pits that may require replacement will generally be renewed through the maintenance program. Other sections of drainage will be renewed as part of road reconstruction and as such are not programmed into a separate drainage renewal program.

5.5 Creation/Acquisition/Upgrade Plan

New works are those works that create a new asset that did not previously exist or works which upgrade or improve an existing asset beyond its existing capacity. They may result from growth, social or environmental needs. Assets may also be acquired at no cost to the Council from land development. These assets from growth are considered in Section 4.4.

5.5.1 Selection criteria

New drainage network assets are constructed as new growth dictates. Drainage assets include pipes, collection pits, pollutant traps and Detention basins.

Necessary upgrades are identified through comprehensive computer modelling of the drainage network as a result of customer requests or known system deficiencies. There are relatively few upgrade candidates and the prioritisation of them is not generally an issue. For future programming of upgrades Table 5.5.1 can be used as a prioritisation guide.

Table 5.5.1 Upgrade Priority Ranking Criteria

Criteria	Weighting
Capacity constraint	40%
Importance in network	20%
Catchment area serviced	20%
Land use	20%
Total	**100%**

Kerb Inlet, Cnr Hamilton/Cox Street Eglinton

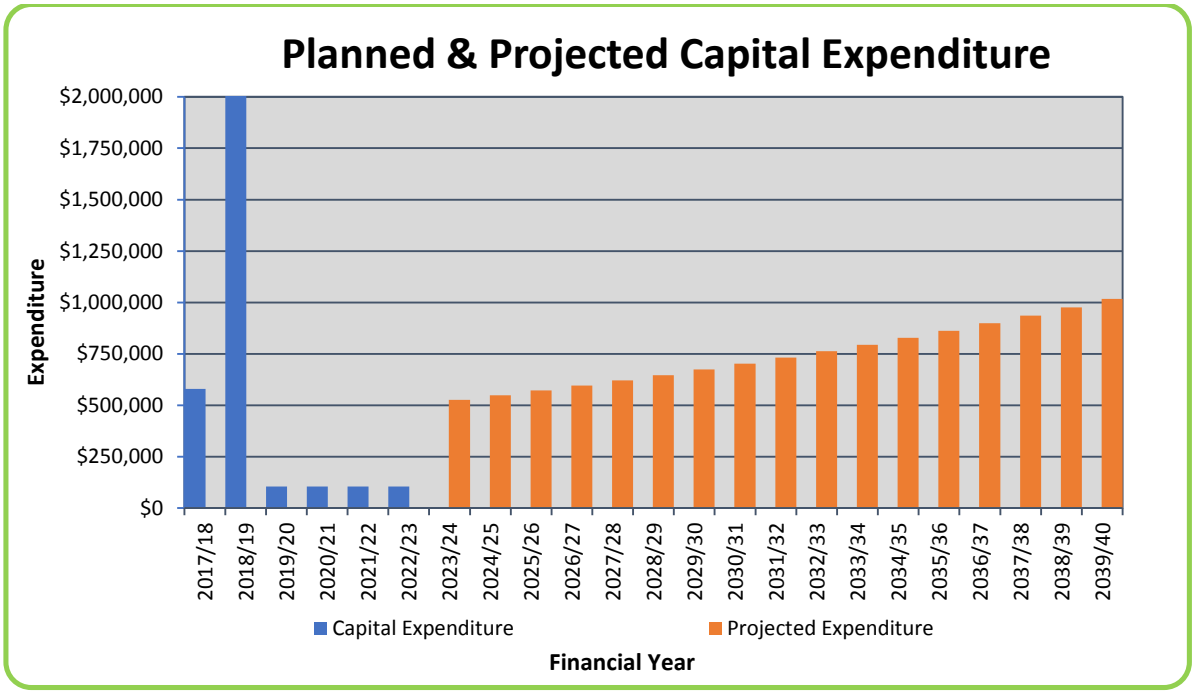
5.5.2 Standards and specifications

New work is carried out in accordance with the Bathurst Regional Council's engineering guidelines.

5.5.3 Summary of future upgrade/new assets expenditure

In order to better understand the expenditure patterns, Fig 5.5.3 shows the previous 5 years capital expenditure on planned drainage projects and actual drainage projects.

Fig 5.5.3 Capital Upgrade/New Asset Expenditure



The above graph has been determined from past, current budgets and extrapolating average budget expenditure by 4.2% PPI for projected expenditure. The $400,000 gap in budget and projected expenditure is due to a number of Drainage capital works projects in 2018/19 (Eleven Mile Drive Drainage Augmentation - $1.5million).

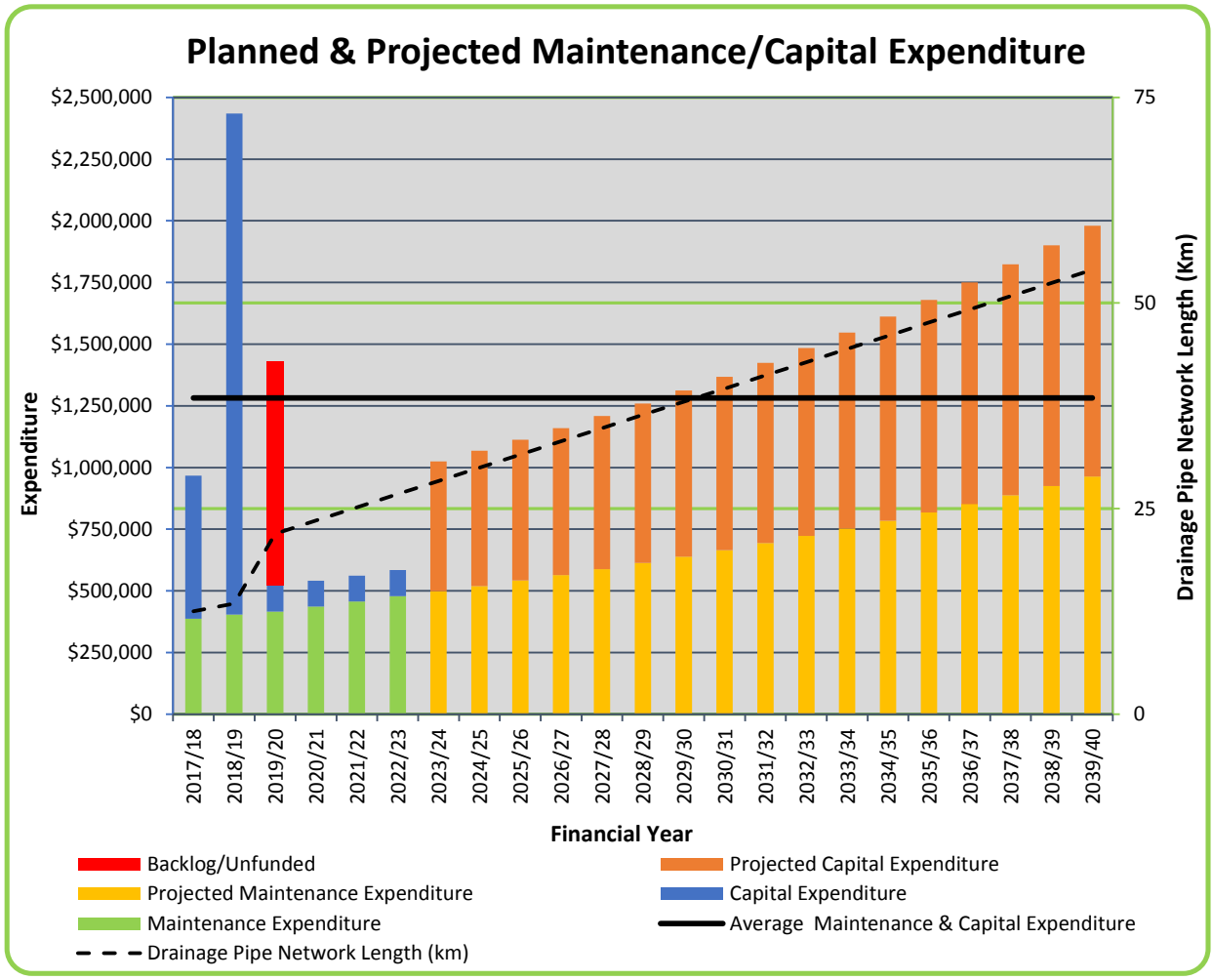
6. FINANCIAL SUMMARY

This section contains the financial requirements resulting from all the information presented in the previous sections of this asset management plan. The financial projections will be improved as further information becomes available on desired levels of service and current and projected future asset performance.

6.1 Financial Statements and Projections

The financial projections are shown in Fig 6.1 for planned/projected maintenance (operations and maintenance) & capital expenditure (renewal and upgrade/expansion/new assets).

Fig 6.1 Planned and Projected Maintenance/Capital Expenditure



The above graph has been determined from past, current budgets and extrapolating budget expenditure by 4.2% PPI for projected expenditure and average Drainage Network growth over the past 10 years (8.9km p.a.). Over the next 20 years the overall budget expenditure for council's drainage network is estimated to increase from $521,200 (2019/20) to $1,979,865 (2039/40). The average maintenance & capital renewal expenditure expected over the long term is $1,281,959 and the backlog of capital expenditure to upgrade assets in Bad condition to Excellent (Refer to 5.1.3) is $908,400. Projected capital expenditure will vary over the projected period shown (as visible from 2017/18 to 2022/23) and has been determined by the average expenditure of recent budgets, multiplied by 4.2% PPI.

6.1.1 Sustainability of service delivery

There are two key indicators for financial sustainability that have been considered in the analysis of the services provided by this asset category, these being long term life cycle costs and medium-term costs over the 10-year financial planning period.

Long term - Life Cycle Cost

Life cycle costs (or whole of life costs) are the average costs that are required to sustain the service levels over the longest asset life. Life cycle costs include maintenance and asset consumption (depreciation expense). The annual average life cycle cost for the services covered in this asset management plan is **$1,067 million**.

Life cycle costs can be compared to life cycle expenditure to give an indicator of sustainability in service provision. Life cycle expenditure includes maintenance plus capital renewal expenditure. Life cycle expenditure will vary depending on the timing of asset renewals. The life cycle expenditure at the start of the plan is **$521,200**.

A gap between life cycle costs and life cycle expenditure gives an indication as to whether present consumers are paying their share of the assets, they are consuming each year. The purpose of this asset management plan is to identify levels of service that the community needs and can afford and develop the necessary long-term financial plans to provide the service in a sustainable manner.
The life cycle gap for services covered by this asset management plan is -$545,866 p.a. funding shortfall over the long term and a backlog of capital upgrade (Upgrading assets in Bad Condition to Excellent) of $908,400. The life cycle sustainability index is **0.49.**

Medium term – 10-year financial planning period

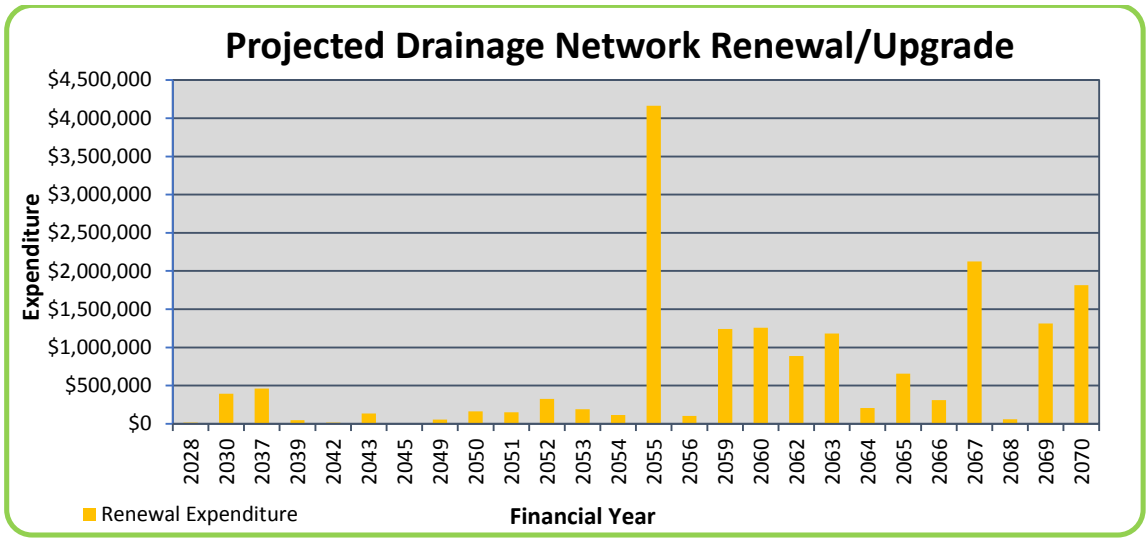
This asset management plan identifies the estimated maintenance and capital expenditures required to provide an agreed level of service to the community over a 20-year period for input into a 10-year financial plan and funding plan to provide the service in a sustainable manner. This may be compared to existing or planned expenditures in the 20-year period to identify any gap. In a core asset management plan, a gap is generally due to increasing asset renewals.

Council's long-term financial plan covers the first 10 years of the 20-year planning period. The total estimated capital works and maintenance expenditure required over the 10 years is **$7,042 million.** This is an average expenditure of **$704,151 pa.** Estimated maintenance and capital works expenditure in year 1 is **$521,200,** the 10-year sustainability index is **0.74**, resulting in a funding shortfall of -$182,951 for year 1.

Brilliant Street Drainage Reserve, Brilliant/Havannah Street Intersection

6.2 Funding Strategy

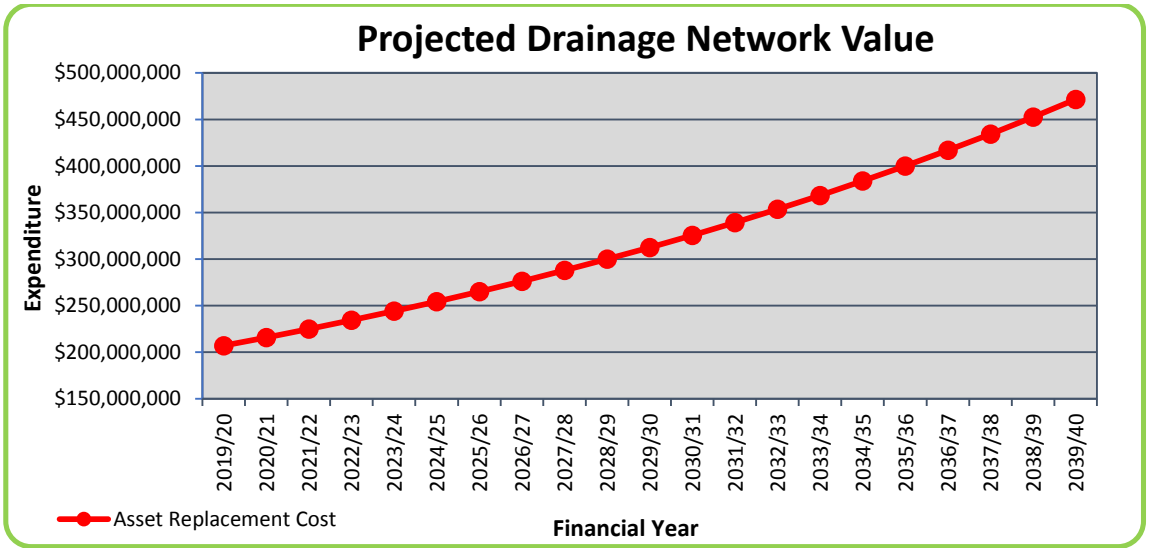
Council's stormwater drainage network is unique compared to other assets owned by Council, as the assets within the network have such a long life (100 years) and have an average age 22yrs. Given the average, stormwater assets have >50yrs until renewal/upgrade is required for majority of the network, which at the time of this asset management plans puts a large expenditure projected for 2055.



6.3 Valuation Forecasts

Asset values are forecasted to increase as additional assets are added to the asset stock from construction and acquisition by Council and from assets constructed by land developers and others and donated to Council. Fig. 6.3 shows the projected replacement cost asset values over the planning period in current 2019-dollar values.

Fig 6.3 Projected Drainage Network Value



Replacement cost is projected to increase by >$250,000 over the 20-year period. The replacement cost of the overall Drainage Network has been determined from Council's asset management software as of 30/06/19 and extrapolated with 4.2% PPI.

6.4 Key Assumptions made in Financial Forecasts

This section details the key assumptions made in presenting the information contained in this asset management plan and in preparing forecasts of required operating and capital expenditure and asset values, depreciation expense and carrying amount estimates. It is presented to enable readers to gain an understanding of the levels of confidence in the data behind the financial forecasts.

Key assumptions made in this asset management plan are:

- Useful life and value of assets are calculated using the NSW Reference Rates Manual for Valuation of Water Supply.
- Depreciation is calculated using the straight-line method.
- Assets with unknown details required for valuation have been standardised using the below table.

Asset type	Parameter	Value
Drainage Pit	Pit size	600mm x 600mm
	Pit depth	1 - 2 m
	Pit age	15 years
	Pit cover	Galvanised steel
	Kerb lintel size	1200mm
Drainage Pipe	Pipe size	375mm
	Pipe material	Reinforced concrete
	Pipe depth	1 - 2 m
	Pipe age	22 years

Inter-allotment Pit, Hughes Street Kelso

Accuracy of future financial forecasts may be improved in future revisions of this asset management plan by the following actions.

- Improving the accuracy of unit rates by collecting more detailed financial information from construction work and comparing and adjusting the unit rates derived from the Department of Utilities and Energy (now Department of Water and Energy).
- Development of condition-based depreciation method that satisfies accounting standards.
- Collection of condition data through either a randomised sample or a comprehensive network survey.

Bio Retention Garden Beds, Adventure Playground

7. ASSET MANAGEMENT PRACTICES

Council currently uses Civica Authority as the primary corporate finance system.

Administrator: IT manager and Assets System Administrator

Relevant accounting standards are:

- AASB 136 *Impairment of Assets*
- AASB 1021 *Depreciation of Non-Current Assets*
- AASB 1041 *Accounting for the reduction of Non-Current Assets*
- AAS 1015 *Accounting for acquisition of assets*
- AAS 27 *Financial reporting by Local Government*

7.2 Asset Management Systems

Council uses CONFIRM asset management software. The current version is 19.00e.AM.12665.

CONFIRM team:

Team leader:	Administration Engineer
Administrator:	Assets System Administrator
Data entry:	3 x Asset Technicians
Field Inspections:	Asset Inspector

Confirm consists of:

- A comprehensive drainage inventory;
- Data Management, with reporting procedure to present inventory and assessment information;
- Asset Accounting, AAS27 reporting capability and life cycle costing
- MapInfo GIS system linked to CONFIRM.

As a result of this plan it is intended to improve the Asset management system by:

- Ascertaining more accurate unit rates for work performed in the drainage network.
- Linking of Confirm to Financial Software to gain more accurate costs of works.

7.3 Information Flow Requirements and Processes

The key information flows *into* this asset management plan are:

- The asset register data on size, age, value, remaining life of the network;
- The unit rates for categories of work/material;
- The adopted service levels;
- Projections of various factors affecting future demand for services;
- Correlations between maintenance and renewal, including decay models;
- Data on new assets acquired by council.
- MapInfo GIS system linked to CONFIRM.
- Asset Accounting, AAS27 reporting capability and life cycle costing

The key information flows *from* this asset management plan are:

- The assumed Works Program and trends;
- The resulting budget, valuation and depreciation projections;
- The useful life analysis.

8. CONCLUSION

8.1 Current position statement

The provision of the drainage network is one of council's principal activities. Council provides the drainage network within the Bathurst city area. This includes the villages of Raglan, Eglinton and Perthville. limited amount of drainage is present in some of the rural villages.

The current city drainage network consists of **353.66 km** of pipes, approximately **12,256** drainage pits, **6** gross pollutant traps and **13** Detention basins. Over the last 10 years the network has increased in length at an average of **2.5%**p.a. The increases in the network include a substantial amount of inter-allotment drainage. Council is not responsible for the management of inter-allotment drainage and it is not part of the plan. The average age of the pipe and pit drainage assets is **22** years.

The first major drainage works within the Bathurst city area commenced during the early 1930's. There are some original brick arch culverts still forming a functional part of the network, making them at least **80** years old. Approximately **2%** of the network has been assessed as in poor condition and **0%** in bad condition, based on the age of the pipes.

The current replacement cost of the drainage network is **$206,691 million**. The annual depreciation expense is **$418,579.** Asset valuations are at greenfield rates and based on rates published by the NSW Department of Primary Industries, Office of Water.

Customer requests regarding the drainage network have, on a monthly average stayed constant since 2016. This suggests that the level of service provided by the drainage network is being maintained and current maintenance expenditure is adequate.

In technical terms the current maintenance budget appears to be adequate for the drainage network. The network deterioration rate appears to be in line with or slower than the useful life used to calculate remaining asset life.

The current drainage maintenance budget for **2019/20 FY** is **$416,200** and the current budget required over the medium term is **$522,918** creating an estimated shortfall of -$106,718 for year 1 of the planning period. The shortfall in funding does not allow for any upgrades, only maintaining the pre-existing infrastructure. In the medium term (10yrs) the average maintenance and capital renewal expenditure required is **$704,151 p.a.** and the current maintenance and capital renewal budget is **$521,200**. This is average shortfall of -$182,951 p.a.

The present backlog of capital works (cost of Upgrading assets in Bad condition to Excellent) is $908,400.

The budget for maintenance and repair is currently forecast by adding an additional amount due to PPI on the previous year's budget. This budget is used for basic maintenance caused by tree roots, sediment runoff and miscellaneous damage. It has not been used to replace any of the existing drainage network. In the future expenditure will need to be set aside to replace old assets as they reach the end of their lives. As the drainage assets age and the network expands to meet the growth in areas of Bathurst, the expenditure required to meet maintenance needs will increase at a rate higher than the PPI.

Capital renewal of the drainage network will be based upon criteria laid out in section 5.4.1. However, asset age will be the most reliable indicator to initially target potential assets requiring renewal expenditure and then applying council's criteria to those assets.

Currently there are no significant areas within the drainage network requiring widespread renewal. As the drainage network ages a review of current maintenance and operation practices may change and routine inspections of drainage assets introduced.

8.2 Recommendations

Council aims to ensure drainage assets are sustainable and appropriate. The key outcomes of this asset management plan are to keep the drains clear, keep the drains working and bring them up to standard.

To ensure that Council can achieve this, the following actions have been identified:

8.2.1 Maintenance recommendations

- The current level of maintenance appears to be adequate;
- To supplement the current maintenance regime a proactive flushing program based on asset inspection will assist in keeping pits and pipes clear of blockages;
- Contractor work joining a council-maintained stormwater drain should be inspected by a council officer to ensure compliance with the Council standards;
- Maintenance budgetary requirements will increase in real terms as the network expands and ages. An increase of the current budget in real terms of approximately **1 % p.a.** (this is half the rate of growth in the drainage network over the previous 10 years) be required to maintain the current levels of maintenance; and
- Implementation of water sensitive drainage designs has the potential to markedly increase maintenance costs. This should be monitored and taken into account when designing areas of natural drainage.

Flood Penstock & Culvert Outlet, Hope Street

8.2.2 Renewal recommendations

- A network inspection should be carried out. The inspection should be limited to areas where age and/or condition are known to be an issue. This will identify candidates for renewal;
- A subsequent inspection 5 years after the initial inspection will give an indication of the rate of deterioration of the network;
- A program of asset renewal based on inspections should be implemented. It is not expected that large numbers of drainage assets will require replacement;
- Relining with uPVC should be considered as a renewal option where replacement is prohibitively expensive or not practical due to above ground development.

8.2.3 Upgrade and new asset recommendations

- Developers should model drainage requirements for new development from inlet to discharge into receiving water to ensure previously installed drainage is of sufficient capacity for the new development. Identified capacity constraints upgrades may be joint funded by Council and the developer;
- Changes in climactic conditions, and specifically rainfall intensity will affect drainage design. CSIRO predictions should be considered when designing and constructing new drainage assets;
- Water sensitive urban design should be carefully considered. The maintenance costs required to maintain WSUD when compared to traditional subterranean drainage are significantly higher. The higher maintenance costs should be considered when examining the environmental benefits. Larger scale projects (such as the Hector Park system of drainage ponds) offer greater cost/benefit ratio than smaller street-based designs; and
- Designs should aim to minimise impervious ground covering to reduce runoff.

8.2.3 Asset management recommendations

- The maintenance and renewal budgets should be monitored, and the programmed budget adjusted according to inspection results;
- A program of drainage asset inspection should be implemented. This should take the form of a sample of assets and aim to inspect the entire network every 10 years;
- Asset inspection results and condition information should be recorded on the Council's asset management system;
- Maintenance and renewal costs should be closely monitored using the asset management system's maintenance management capabilities. This will provide more accurate unit rates and better valuation figures.

Junction Pit, Manilla Street

900mm Dia Queen Charlottes Vale Outlet, Havannah Street

9. PLAN IMPROVEMENT AND MONITORING

9.1 Performance Measures

The effectiveness of the asset management plan can be measured in the following ways:

- The degree to which the required cash flows identified in this asset management plan are incorporated into council's long-term financial plan and strategic management plan;
- The degree to which 1-5-year detailed works programs, budgets, business plans and organisational structures take into account the 'global' works program trends provided by the asset management plan.

9.2 Monitoring and Review Procedures

This asset management plan will be reviewed during annual budget preparation and amended to recognise any changes in service levels and/or resources available to provide those services as a result of the budget decision process.

The Plan has a life of 4 years and is due for revision and updating within 2 years of each Council election.

Table 9.2 Improvement Plan

Task	Responsibility	Resources Required	Timeline
Routine Inspection of Drainage Assets	Drainage Ganger/Asset Technician	Mobile Inspections, pending confirmation to inspect assets routinely.	4 Years
Specified CCS categories for Drainage Requests	Assets System Administrator/ Asset Technician	Feedback on applicable categories.	
More specific categorisation of Budget items into Operations/Maintenance/Upgrade/Renewal	Finance Section/Asset Section	-	

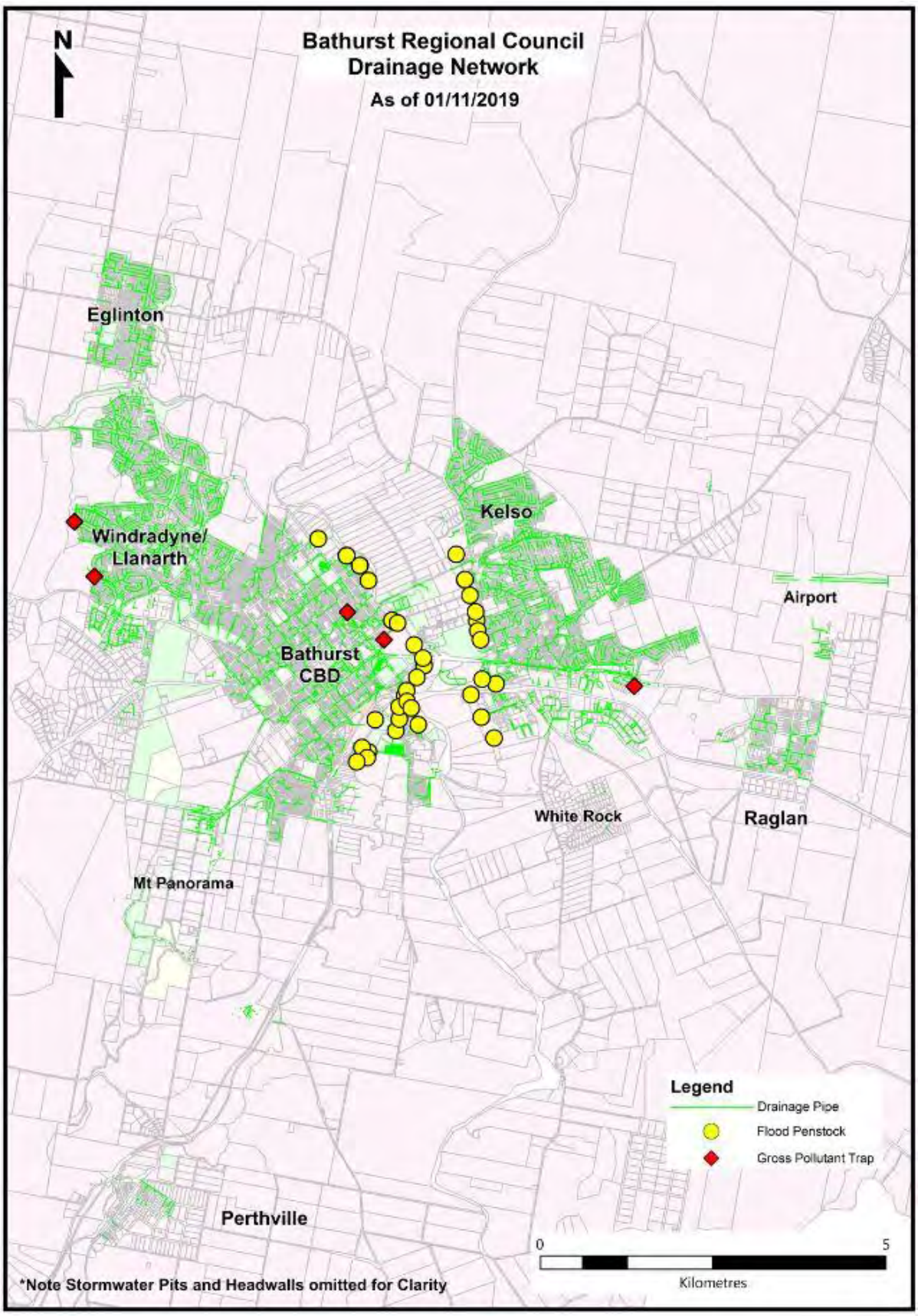
Inlet Pit Installation, Mount Panorama

REFERENCES

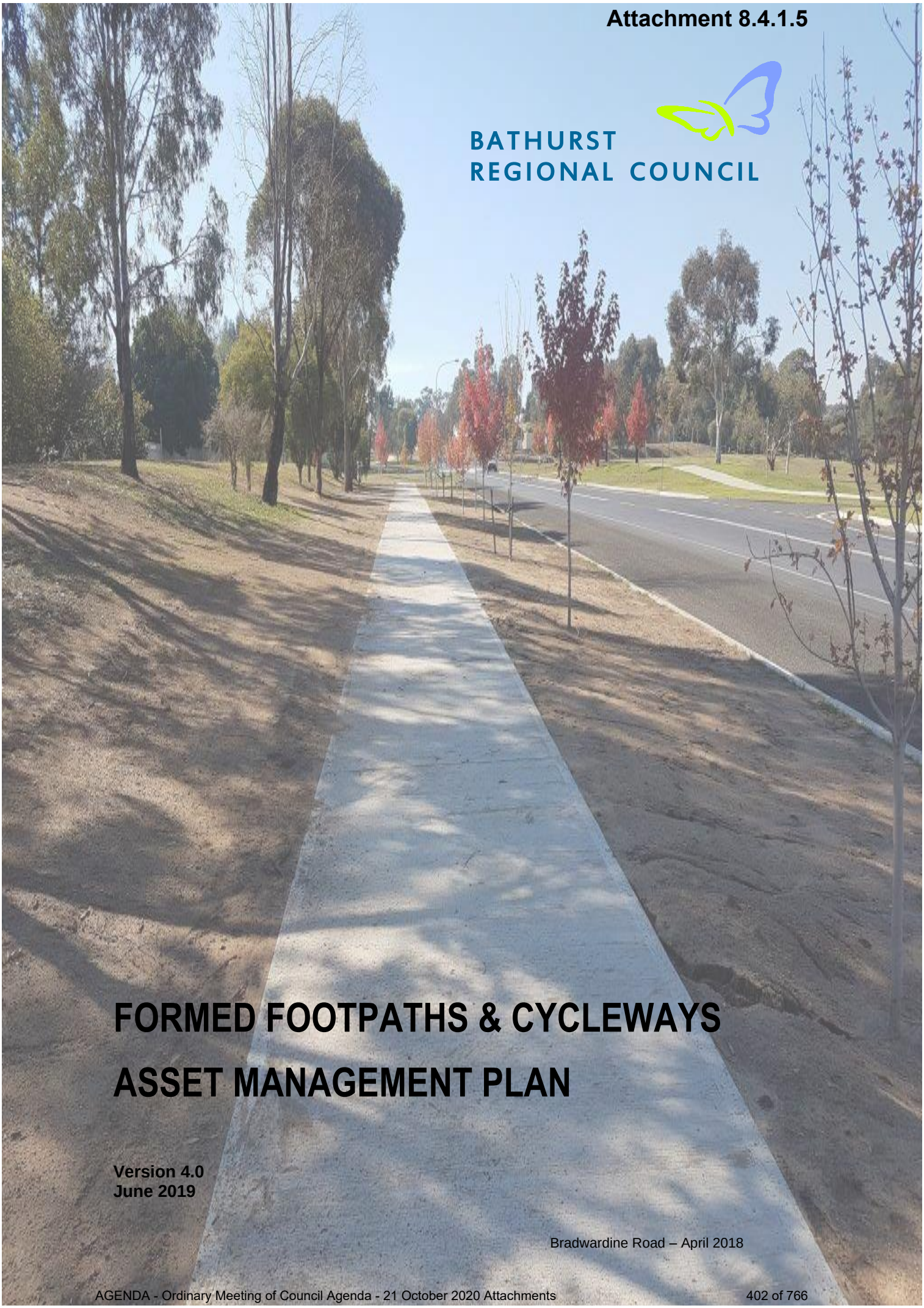
- Bathurst Regional Council, 'Management Plans 2019-2023, 2018-2022,2017-2021,2016-2020 & 2015-2019,
- Bathurst Regional Council, 'Detailed Financial Budget and Revenue Policy 2019-2023
- Bathurst Regional Council Community Survey 2018
- Bathurst Regional Council, 'Engineering Guidelines' 6 September 2011
- Department of Primary Industries Office of Water 2012 *NSW Reference Rates Tables for Valuation of Water Supply, Sewerage and Stormwater Assets*
- IPWEA, 2015 'International Infrastructure Management Manual', Institute of Public Works Engineering Australia, Sydney.
- NSW Department of Water and Energy 2006 Code of Practice for Plumbing and Drainage
- IPWEA, 2009 First Ed 'Australian Infrastructure Financial Management Guidelines', Institute of Public Works Engineering Australia, Sydney
- Rawlinsons, 2018 'Australian Construction Handbook', Rawlinsons Publishing, Perth
- NSW DPI Water Best Practice Management of Water Supply and Sewerage 2007 (NSW Government)
- Local Government Act 1993
- Protection of the Environment Operations Act 1997
- Water Management Act 2000
- Catchment Management Authorities Act 2003

Stormwater Installation, Bathurst Street Perthville

APPENDICES


N
Bathurst Regional Council
Drainage Network
As of 01/11/2019
Eglinton
Windradyne/
Llanarth
Kelso
Airport
Bathurst
CBD
White Rock
Raglan
Mt Panorama
Perthville
Legend
Drainage Pipe
Flood Penstock
Gross Pollutant Trap
0
5
Kilometres
*Note Stormwater Pits and Headwalls omitted for Clarity

BATHURST
REGIONAL COUNCIL



FORMED FOOTPATHS & CYCLEWAYS ASSET MANAGEMENT PLAN

Version 4.0
June 2019

Bradwardine Road – April 2018

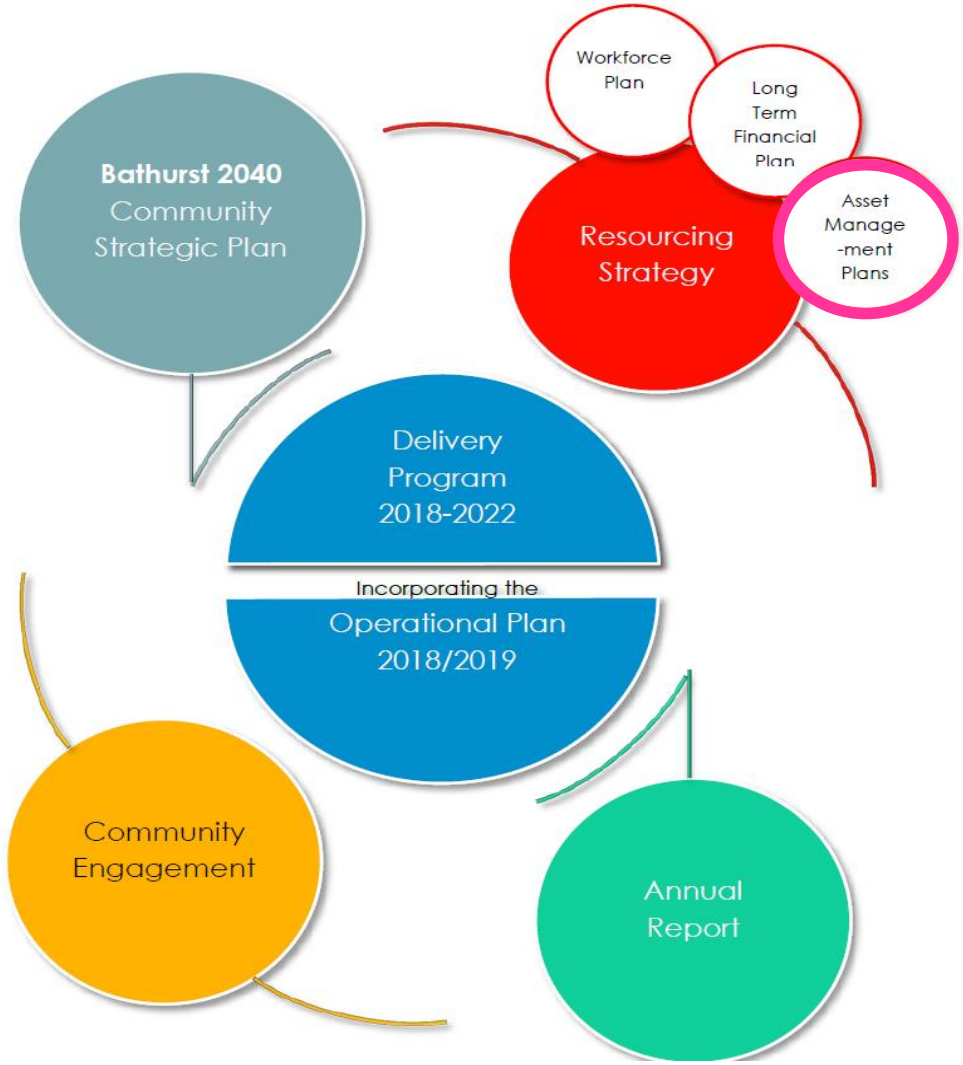
Document Control	Bathurst Regional Council

Document ID: Footpaths_ AMP_May 2019_Ver 4.0.docx					
Version No.	Date	Version Details	Author	Reviewer	Approver
1.0	May 2009	Up to date financial information to include 07/08. Include new footpath lengths. Add conclusion.	GF	PB	DP
2.0	21 July 2010	Adoption by Council	GF	PB	DP
3.0	24 March 2014	Full Revision	BDO	PB/SA	DP
4.0	June 2019	Adoption by Council	BH	PB/RD/SA	DS

Key:

GF: Greg Fraser	Asset Engineer (Previous)	DP: Douglas Patterson	Director Engineering Services (Previous)
DS: Darren Sturgiss	Director Engineering Services	PB: Peter Benson	Administration Engineer
BDO: Ben O'Regan	Asset Engineer (Previous)	SA: Simon Armitage	Works Manager
BH: Ben Hudson	Asset Technician	RB: Robyn Dilnot	Asset Engineer

Integrated Planning and Reporting Framework



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ABBREVIATIONS

AAAC	Average annual asset consumption
AMP	Asset management plan
ARI	Average recurrence interval
BOD	Biochemical (biological) oxygen demand
CRC	Current replacement cost
PPI	Producer Price Index
CWMS	Community wastewater management systems
DA	Depreciable amount
DoH	Department of Health
EF	Earthworks/formation
IRMP	Infrastructure risk management plan
LCC	Life Cycle cost
LCE	Life cycle expenditure
MMS	Maintenance management system
PCI	Pavement condition index
RV	Residual value
SS	Suspended solids
vph	Vehicles per hour

GLOSSARY

Annual service cost (ASC)
An estimate of the cost that would be tendered, per annum, if tenders were called for the supply of a service to a performance specification for a fixed term. The Annual Service Cost includes operating, maintenance, depreciation, finance/ opportunity and disposal costs, less revenue.

Asset class
Grouping of assets of a similar nature and use in an entity's operations (AASB 166.37).

Asset condition assessment
The process of continuous or periodic inspection, assessment, measurement and interpretation of the resultant data to indicate the condition of a specific asset so as to determine the need for some preventative or remedial action.

Asset management
The combination of management, financial, economic, engineering and other practices applied to physical assets with the objective of providing the required level of service in the most cost-effective manner.

Assets
Future economic benefits controlled by the entity as a result of past transactions or other past events (AAS27.12). Property, plant and equipment including infrastructure and other assets (such as furniture and fittings) with benefits expected to last more than 12 month.

Average annual asset consumption (AAAC)*
The amount of a local government's asset base consumed during a year. This may be calculated by dividing the Depreciable Amount (DA) by the Useful Life and totalled for each and every asset OR by dividing the Fair Value (Depreciated Replacement Cost) by the Remaining Life and totalled for each and every asset in an asset category or class.

Brownfield asset values**
Asset (re)valuation values based on the cost to replace the asset including demolition and restoration costs.

Capital expansion expenditure
Expenditure that extends an existing asset, at the same standard as is currently enjoyed by residents, to a new group of users. It is discretional expenditure, which increases future operating, and maintenance costs, because it increases council's asset base, but may be associated with additional revenue from the new user group, eg. extending a drainage or formed footpath and cycleway network, the provision of an oval or park in a new suburb for new residents.

Capital expenditure
Relatively large (material) expenditure, which has benefits, expected to last for more than 12 months. Capital expenditure includes renewal, expansion and upgrade. Where capital projects involve a combination of renewal, expansion and/or upgrade expenditures, the total project cost needs to be allocated accordingly.

Capital funding
Funding to pay for capital expenditure.

Capital grants
Monies received generally tied to the specific projects for which they are granted, which are often upgrade and/or expansion or new investment proposals.

Capital investment expenditure
See capital expenditure definition

Capital new expenditure
Expenditure which creates a new asset providing a new service to the community that did not exist beforehand. As it increases service potential it may impact revenue and will increase future operating and maintenance expenditure.

Capital renewal expenditure
Expenditure on an existing asset, which returns the service potential or the life of the asset up to that which it had originally. It is periodically required expenditure, relatively large (material) in value compared with the value of the components or sub-components of the asset being renewed. As it reinstates existing service potential, it has no impact on revenue, but may reduce future operating and maintenance expenditure if completed at the optimum time, e.g. resurfacing or re-sheeting a material part of a formed footpath and cycleway network, replacing a material section of a drainage network with pipes of the same capacity, resurfacing an oval. Where capital projects involve a combination of renewal, expansion and/or upgrade expenditures, the total project cost needs to be allocated accordingly.

Capital upgrade expenditure
Expenditure, which enhances an existing asset to provide a higher level of service or expenditure that will increase the life of the asset beyond that which it had originally. Upgrade expenditure is discretional and often does not result in additional revenue unless direct user charges apply. It will increase operating and maintenance expenditure in the future because of the increase in the council's asset base, e.g. widening the sealed area of an existing formed footpath and cycleway, replacing drainage pipes

with pipes of a greater capacity, enlarging a grandstand at a sporting facility. Where capital projects involve a combination of renewal, expansion and/or upgrade expenditures, the total project cost needs to be allocated accordingly.

Carrying amount
The amount at which an asset is recognised after deducting any accumulated depreciation / amortisation and accumulated impairment losses thereon.

Class of assets
See asset class definition

Component
An individual part of an asset which contributes to the composition of the whole and can be separated from or attached to an asset or a system.

Cost of an asset
The amount of cash or cash equivalents paid, or the fair value of the consideration given to acquire an asset at the time of its acquisition or construction, plus any costs necessary to place the asset into service. This includes one-off design and project management costs.

Current replacement cost (CRC)
The cost the entity would incur to acquire the asset on the reporting date. The cost is measured by reference to the lowest cost at which the gross future economic benefits could be obtained in the normal course of business or the minimum it would cost, to replace the existing asset with a technologically modern equivalent new asset (not a second hand one) with the same economic benefits (gross service potential) allowing for any differences in the quantity and quality of output and in operating costs.

Current replacement cost "As New" (CRC)
The current cost of replacing the original service potential of an existing asset, with a similar modern equivalent asset, i.e. the total cost of replacing an existing asset with an as NEW or similar asset expressed in current dollar values.

Cyclic Maintenance**
Replacement of higher value components/sub-components of assets that is undertaken on a regular cycle including repainting, building roof replacement, replacement of air conditioning equipment, etc. This work generally falls below the capital/ maintenance threshold and needs to be identified in a specific maintenance budget allocation.

Depreciable amount
The cost of an asset, or other amount substituted for its cost, less its residual value (AASB 116.6)

Depreciated replacement cost (DRC)
The current replacement cost (CRC) of an asset less, where applicable, accumulated depreciation calculated on the basis of such cost to reflect the already consumed or expired future economic benefits of the asset

Depreciation / amortisation
The systematic allocation of the depreciable amount (service potential) of an asset over its useful life.

Economic life
See useful life definition.

Expenditure
The spending of money on goods and services. Expenditure includes recurrent and capital.

Fair value
The amount for which an asset could be exchanged, or a liability settled, between knowledgeable, willing parties, in an arm's length transaction.

Greenfield asset values **
Asset (re)valuation values based on the cost to initially acquire the asset.

Heritage asset
An asset with historic, artistic, scientific, technological, geographical or environmental qualities that is held and maintained principally for its contribution to knowledge and culture and this purpose is central to the objectives of the entity holding it.

Impairment Loss
The amount by which the carrying amount of an asset exceeds its recoverable amount.

Infrastructure assets
Physical assets of the entity or of another entity that contribute to meeting the public's need for access to major economic and social facilities and services, e.g. formed footpath and cycleways, drainage, footpaths and cycleways. These are typically large, interconnected networks or portfolios of composite assets. The components of these assets may be separately maintained, renewed or replaced individually so that the required level and standard of service from the network of assets is continuously sustained. Generally, the components and hence the assets have long lives. They are fixed in place and are often have no market value.

Investment property
Property held to earn rentals or for capital appreciation or both, rather than for:
(a) use in the production or supply of goods or services or for administrative purposes; or
(b) sale in the ordinary course of business (AASB 140.5)

Level of service
The defined service quality for a particular service against which service performance may be measured. Service levels usually relate to quality, quantity, reliability, responsiveness, environmental, acceptability and cost).

Life Cycle Cost **
The life cycle cost (LCC) is average cost to provide the service over the longest asset life cycle. It comprises annual maintenance and asset consumption expense, represented by depreciation expense. The Life Cycle Cost does not indicate the funds required to provide the service in a particular year.

Life Cycle Expenditure **
The Life Cycle Expenditure (LCE) is the actual or planned annual maintenance and capital renewal expenditure incurred in providing the service in a particular year. Life Cycle Expenditure may be compared to Life Cycle Cost to give an initial indicator of life cycle sustainability.

Loans / borrowings
Loans result in funds being received which are then repaid over a period of time with interest (an additional cost). Their primary benefit is in 'spreading the burden' of capital expenditure over time. Although loans enable works to be completed sooner, they are only ultimately cost effective where the capital works funded (generally renewals) result in operating and maintenance cost savings, which are greater than the cost of the loan (interest and charges).

Maintenance and renewal gap
Difference between estimated budgets and projected expenditures for maintenance and renewal of assets, totalled over a defined time (e.g. 5, 10 and 15 years).

Maintenance and renewal sustainability index
Ratio of estimated budget to projected expenditure for maintenance and renewal of assets over a defined time (e.g. 5, 10 and 15 years).

Maintenance expenditure
Recurrent expenditure, which is periodically or regularly required as part of the anticipated schedule of works required to ensure that the asset achieves its useful life and provides the required level of service. It is expenditure, which was anticipated in determining the asset's useful life.

Materiality
An item is material is its omission or misstatement could influence the economic decisions of users taken on the basis of the financial report. Materiality depends on the size and nature of the omission or misstatement judged in the surrounding circumstances.

Modern equivalent asset.
A structure similar to an existing structure and having the equivalent productive capacity, which could be built using modern materials, techniques and design. Replacement cost is the basis used to estimate the cost of constructing a modern equivalent asset.

Non-revenue generating investments
Investments for the provision of goods and services to sustain or improve services to the community that are not expected to generate any savings or revenue to the Council, e.g. parks and playgrounds, footpaths, formed footpath and cycleways and bridges, libraries, etc.

Operating expenditure
Recurrent expenditure, which is continuously required excluding maintenance and depreciation, e.g. power, fuel, staff, plant equipment, on-costs and overheads.

Pavement management system
A systematic process for measuring and predicting the condition of formed footpath and cycleway pavements and wearing surfaces over time and recommending corrective actions.

Planned Maintenance**
Repair work that is identified and managed through a maintenance management system (MMS). MMS activities include inspection, assessing the condition against failure/breakdown criteria/experience, prioritising scheduling, actioning the work and reporting what was done to develop a maintenance history and improve maintenance and service delivery performance.

PMS Score
A measure of condition of a formed footpath and cycleway segment determined from a Pavement Management System.

Rate of annual asset consumption*
A measure of average annual consumption of assets (AAAC) expressed as a percentage of the depreciable amount (AAAC/DA). Depreciation may be used for AAAC.

Rate of annual asset renewal*
A measure of the rate at which assets are being renewed per annum expressed as a percentage of depreciable amount (capital renewal expenditure/DA).

Rate of annual asset upgrade*
A measure of the rate at which assets are being upgraded and expanded per annum expressed as a percentage of depreciable amount (capital upgrade/expansion expenditure/DA).

Reactive maintenance
Unplanned repair work that carried out in response to service requests and management/supervisory directions.

Recoverable amount
The higher of an asset's fair value, less costs to sell and its value in use.

Recurrent expenditure
Relatively small (immaterial) expenditure or that which has benefits expected to last less than 12 months. Recurrent expenditure includes operating and maintenance expenditure.

Recurrent funding
Funding to pay for recurrent expenditure.

Rehabilitation
See capital renewal expenditure definition above.

Remaining life
The time remaining until an asset ceases to provide the required service level or economic usefulness. Age plus remaining life is economic life.

Renewal
See capital renewal expenditure definition above.

Residual value
The net amount which an entity expects to obtain for an asset at the end of its useful life after deducting the expected costs of disposal.

Revenue generating investments
Investments for the provision of goods and services to sustain or improve services to the community that are expected to generate some savings or revenue to offset operating costs, e.g. public halls and theatres, childcare centres, sporting and recreation facilities, tourist information centres, etc.

Risk management
The application of a formal process to the range of possible values relating to key factors associated with a risk in order to determine the resultant ranges of outcomes and their probability of occurrence.

Section or segment
A self-contained part or piece of an infrastructure asset.

Service potential
The capacity to provide goods and services in accordance with the entity's objectives, whether those objectives are the generation of net cash inflows or the provision of goods and services of a particular volume and quantity to the beneficiaries thereof.

Service potential remaining*
A measure of the remaining life of assets expressed as a percentage of economic life. It is also a measure of the percentage of the asset's potential to provide services that are still available for use in providing services (DRC/DA).

Strategic Management Plan (SA) **
Documents Council objectives for a specified period (3-5 yrs), the principle activities to achieve the objectives, the means by which that will be carried out, estimated income and expenditure, measures to assess performance and how rating policy relates to the Council's objectives and activities.

Sub-component
Smaller individual parts that make up a component part.

Useful life

Either:
(a) the period over which an asset is expected to be available for use by an entity, or
(b) the number of production or similar units expected to be obtained from the asset by the entity.

It is estimated or expected time between placing the asset into service and removing it from service, or the estimated period of time over which the future economic benefits embodied in a depreciable asset, are expected to be consumed by the council. It is the same as the economic life.

Value in Use
The present value of estimated future cash flows expected to arise from the continuing use of an asset and from its disposal at the end of its useful life. It is deemed to be depreciated replacement cost (DRC) for those assets whose future economic benefits are not primarily dependent on the asset's ability to generate new cash flows, where if deprived of the asset its future economic benefits would be replaced.

Source: DVC 2006, Glossary
Note: Items shown * modified to use DA instead of CRC
Additional glossary items shown **

1. EXECUTIVE SUMMARY

What Council Provides

Council provides a formed footpath and cycleway network to enable pedestrian and cyclist access to strategic points around Bathurst city area and within some villages. This includes links between the city area and outer suburban areas (Kelso, Eglinton, South Bathurst, Llanarth, Windradyne).

The network consists of **23.1km** of cycleways and **96.8km** of formed footpaths (119.80 total).

What does it Cost?

There are two key indicators of cost to provide the formed footpath and cycleway service.

- The life cycle cost being the average cost over the life cycle of the asset, and
- The total maintenance and capital renewal expenditure required to deliver existing service levels in the next 10 years covered by Council's long-term financial plan.

The life cycle cost to provide the formed footpath and cycleway service is estimated at **$608,164** per annum. Council's planned life cycle expenditure for year 1 of the asset management plan is **$440,000** which gives a life cycle sustainability index of **0.72**, resulting in a funding shortfall of -$168,164 for year 1.

There is $100,000 (W5264 Footpath Renewals) Capital Renewal budget for formed footpath and cycleways. Has been programmed each year until 2023/23.

The total maintenance expenditure budgeted to provide the formed footpath and cycleway network in the next 10 years is estimated at **$3,902 million**, this is an average of **$390,167** per annum. Council's planned maintenance for year 1 is **$340,000**; giving a 10-year sustainability index of **0.87**, resulting in a 10-year funding shortfall of -$501,666.

Plans for the Future

Council plans to operate and maintain the formed footpath and cycleway network to achieve the following strategic objectives.

1. Construct new cycleway and footpath network in accordance with the adopted Bathurst Community Access and Mobility Plan, 2011
2. To provide resources to ensure the formed footpath and cycleway network is maintained at a safe and functional standard as set out in this asset management plan.

Measuring our Performance

Quality

Formed footpath and cycleway assets will be maintained in a reasonably usable condition. Defects found or reported that are outside our service standard will be repaired.

Function

Our intent is that an appropriate footpath and cycleway network is maintained to provide adequate access to strategic points around Bathurst city area and within some villages.

Footpath and cycleway assets will be maintained at a safe level and associated signage and equipment be provided as needed to ensure public safety. We need to ensure key functional objectives are met:

- Defects are detected, quantified and programmed for maintenance
- Footpath condition will be monitored on a 4-year basis and section of path replaced when no longer serviceable
- Prolong life of assets through effective maintenance

Safety

Council's asset team undertakes a defect inspection on all formed footpath and cycleways on the following basis:

- Level 1 (higher identified risk, e.g. CBD area, Schools) – 6 monthly
- Level 2 (all other formed footpaths and cycleways) - annually

Reported defects are recorded in council's asset management software (Confirm) and sent to the appropriate manager for assessment. Repairs are carried out in accordance appropriate timeframes and available funding.

The Next Steps

The actions resulting from this asset management plan are:

- Develop a capital renewal programme for the footpath network
- Improve the standard of inspections
- Make use of available financial data to produce accurate input to future budgets

2. INTRODUCTION

2.1 Background

This asset management plan is to demonstrate responsive management of assets (and services provided from assets), compliance with regulatory requirements, and to communicate funding needed to provide the required levels of service.

The asset management plan is to be read with the following associated planning documents:

- Bathurst Regional Council Delivery Plan 2018-2021 and Annual Operating Plan (2018-2021)
- Bathurst Regional Council Detailed Budget 2018-2021
- Bathurst Community Access and Cycling Plan 2011
- Bathurst City Council CBD Beautification Plan 1998

This asset management plan covers the following infrastructure assets:

- Formed footpaths – sealed, concrete and asphalt, typically 1.2m wide
- Formed footpaths – unsealed, granite and spray seal surfaces
- Formed cycle ways – typically 2.5m wide

Table 2.1. Assets covered by this Plan

Asset category	Length (km)	Replacement Value ($)
Paved Formed Footpaths	96.75	$12,730,813
Paved Formed Cycleways	23.05	$4,482,034
Total	**119.80**	**$17,212,847**

Key stakeholders in the preparation and implementation of this asset management plan are:

Councillors	Agree to policy for the allocation of resources to maximise benefit to the community whilst minimising the Council's exposure to risk
The Council	To manage the implementation of policy in a timely and cost-effective manner. To ensure resources are effectively utilised
Access Committee	Representative of end users with particular access requirements
General Public	End users of the network

Bradwardine Road – April 2018

2.2 Goals and Objectives of Asset Management

The Council exists to provide services to its community. Some of these services are provided by infrastructure assets. Council has acquired infrastructure assets by 'purchase', by contract, construction by council staff and by donation of assets constructed by developers and others to meet increased levels of service.

Council's goal in managing infrastructure assets is to meet the required level of service in the most cost-effective manner for present and future consumers. The key elements of infrastructure asset management are:

- Providing a defined level of service and monitoring performance,
- Managing the impact of growth through demand management and infrastructure investment,
- Taking a life cycle approach to develop cost effective management strategies for the long term that meet the defined level of service,
- Identifying, assessing and appropriately controlling risks associated with asset failures,
- Having a Long-Term Financial Plan which identifies required expenditure and how it will be funded,[1]

This asset management plan is prepared under the direction of Council's vision, mission, goals and objectives.

Council's vision:
Bathurst: A vibrant and innovative region that values our heritage, culture, diversity and strong economy."

Relevant Council goals and objectives from the adopted 2040 Community Strategic Plan and how these are addressed in this asset management plan are:

Table 2.2. Council Goals and how these are addressed in this Plan

Community Strategic Plan Objective	How Objectives are addressed in AMP
1.4 Protect and improve the region's landscapes, views, vistas and open spaces.	Provide safe footpath and cycleway assets within these areas.
2.2 Grow Local employment, Investment and attract new business by nurturing and supporting entrepreneurs, partnerships and local skills development	Ensure adequate footpath infrastructure is in place to provide access by foot or by road for future economic development of the Bathurst Regional area.
4.2 Provide safe and efficient road, cycleway and pathway networks to improve accessibility	Maintain and improve existing footpath infrastructure throughout the network. Meeting the appropriate level of service of council's assets. Implementing SAP and growing the footpath network as the city grows.
4.3 Ensure services, facilities and infrastructure to meet the changing needs of the region	Maintain and improve existing footpath infrastructure throughout the network and ensure there's adequate footpath infrastructure is in place to provide for future economic development of the Bathurst Regional area.
5.2 Help make the Bathurst CBD, neighbourhoods and the regions villages attractive and full of life	Maintain and improve existing footpath infrastructure throughout the network, facilitating tourism of the region.
5.4 Make our public places safe and welcoming	Ensuring footpath assets meet community and technical service standards (See Section 3.3 Levels of Service).
6.1 Communicate and engage with the community, government and business groups on important matters affecting the Bathurst Region	Along with conducting community surveys of council's assets, consultation of relevant renewal/upgrade projects with the community to ensure acceptable level of service is met. Working with RMS for cycleway assets.
6.4 Meet legislative and compliance requirements	All works conducted and completed under relevant policies and standards. Following correct procedures.
6.6 Manage our money and our assets to be sustainable now and into the future	Communication between Council's Departments to manage expenditure for renewal/upgrade works. Apply for government funding for new assets.

[1] IIMM 2011 Sec 1.2.1, p 1/7

2.3 Plan Framework

Key elements of the plan are:

- Levels of service – specifies the services and levels of service to be provided by council.
- Future demand – how this will impact on future service delivery and how this is to be met.
- Life cycle management – how Council will manage its existing and future assets to provide the required services
- Financial summary – what funds are required to provide the required services.
- Asset management practices
- Monitoring – how the plan will be monitored to ensure it is meeting Council's objectives.
- Asset management improvement plan

A road map for preparing an asset management plan is shown over.

2.4 Concise and Comprehensive Asset Management

This asset management plan is prepared as a 'core' asset management plan in accordance with the International Infrastructure Management Manual. It is prepared to meet minimum legislative and organisational requirements for sustainable service delivery and long-term financial planning and reporting. Core asset management is a 'top down' approach where analysis is applied at the 'system' or 'network' level.

Future revisions of this asset management plan will incorporate a review of the benefits of an 'advanced' plan offset the investment in systems and processes to provide better value for Council[2].

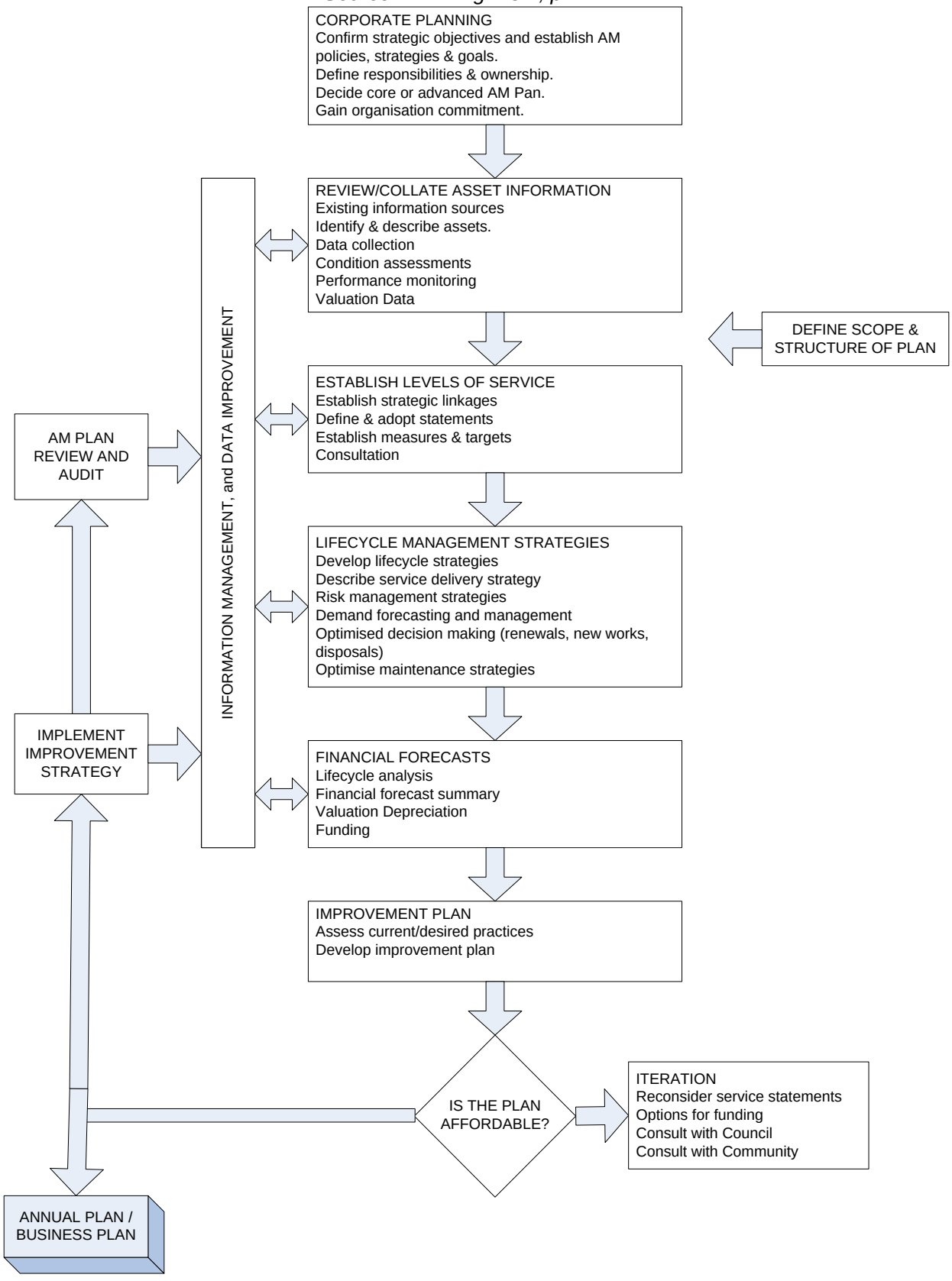
See Page Over.

Footpath Upgrade Keppel Street 2018

[2] *[See pp 14 NAMS PLUS3 Guidelines]:*
"Seeking advanced practice in all areas may not be the best solution for all organisations. It will depend on the scale and type of assets the organisation manages and the business context. Significant investment in systems, data and process is required to achieve advanced asset management."

Road Map for preparing an Asset Management Plan

Source: IIMM Fig 1.5.1, p 1.11

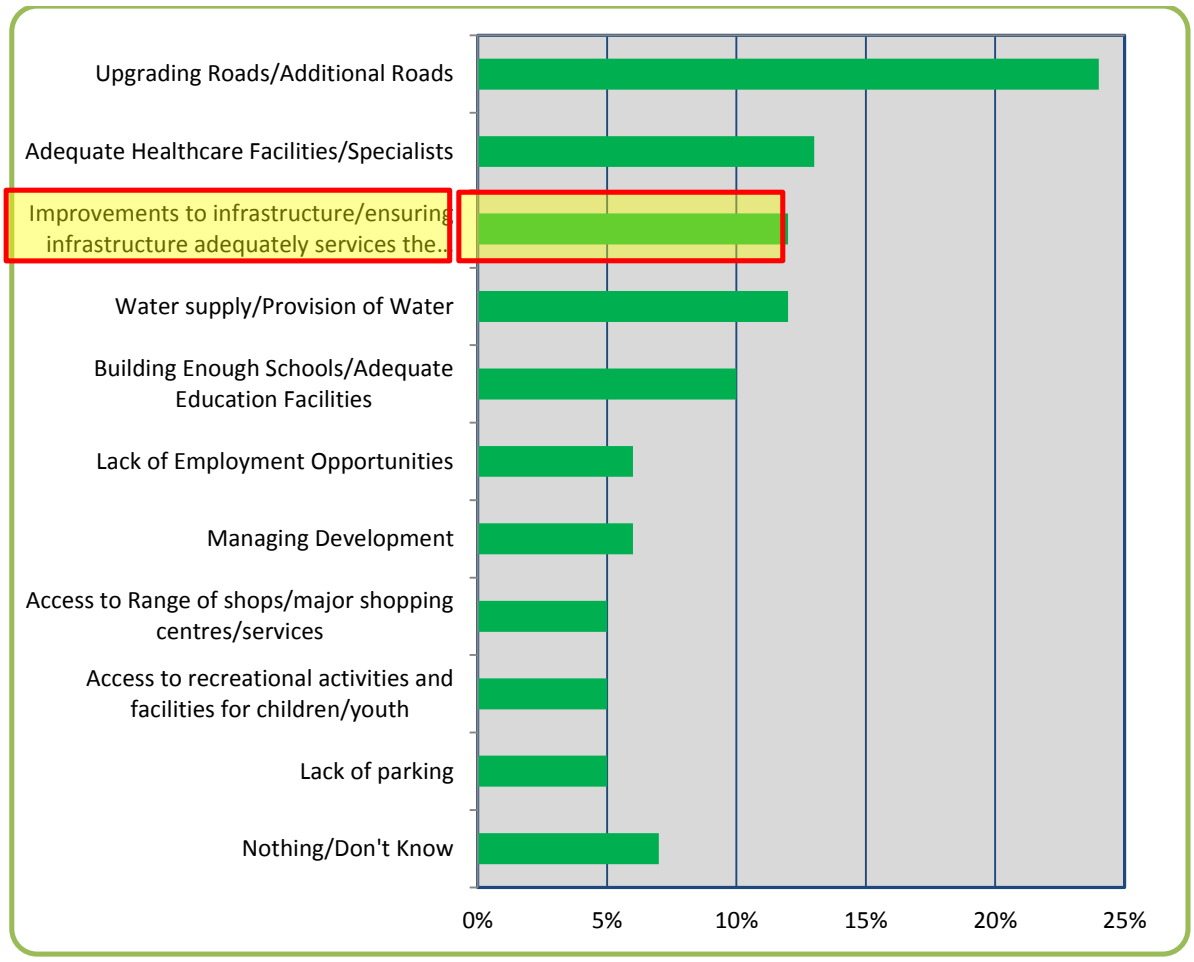


3. LEVELS OF SERVICE

3.1 Customer Research and Expectations

The Council undertakes community surveys on an annual basis to gauge community expectations and satisfaction with the service Council provides. A series of questions are put to a broad cross section of the community including residents from rural and urban areas each year. Using the data from the Community Survey helps council meet Objectives; 1.4, 2.1, 2.6, 4.1, 4.2, 5.2, 5.4, 6.1, 6.4 and 6.6 within Council's adopted 2040 Community Strategic Plan.

Respondents were asked to select and rank priorities for Bathurst Regional Council in the Community Survey, conducted in 2018. The results in order of priority are:



Respondents were provided with a list of the key infrastructure projects identified in the Adopted 2040 Community Strategic Plan and were asked to nominate on a scale of 1 to 10, with 10 being the highest level of importance, how important each project was to them. Although Footpaths/Cycleways were not separated in the above graph, the highlighted category applies to footpath/cycleway assets. In the 2018 Community Survey, formed footpath and cycleways were given an importance and satisfaction rating from 1 to 5 (Scale: 1 = not at all satisfied, 5 = very satisfied). See Below Table. In addition to the key findings of the community survey council continues to use the measure of the network performance from Customer Requests (see fig 3.1.1).

Community Performance Gap Ranking	Service/Facility	Importance Rating	Satisfaction Rating	Performance Gap
6	Maintaining Footpaths	4.45	3.03	1.42
22	Provision of Bike Paths & Footpaths	3.98	3.23	0.75

Fig 3.1.1 Customer Requests related to Formed footpath and cycleways

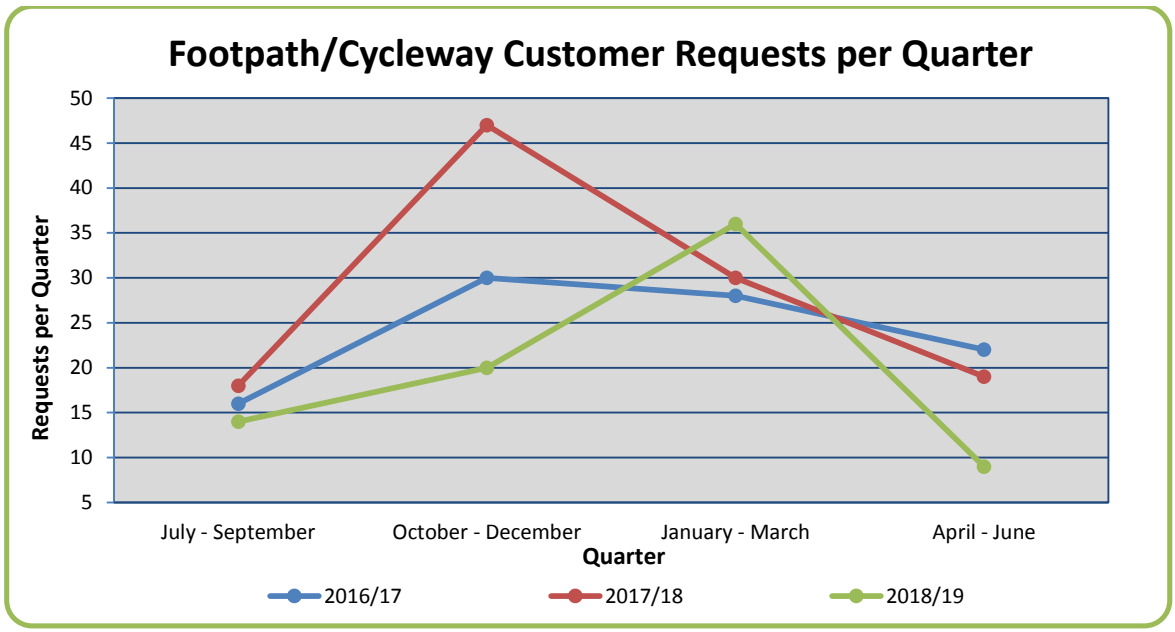


Figure 3.1.1 shows a declining trend in the number average number of complaints registered in Council's Customer Request Management System/Confirm Customer Service System (CRMS – Now Decommissioned) per month from July 2016 to June 2019.

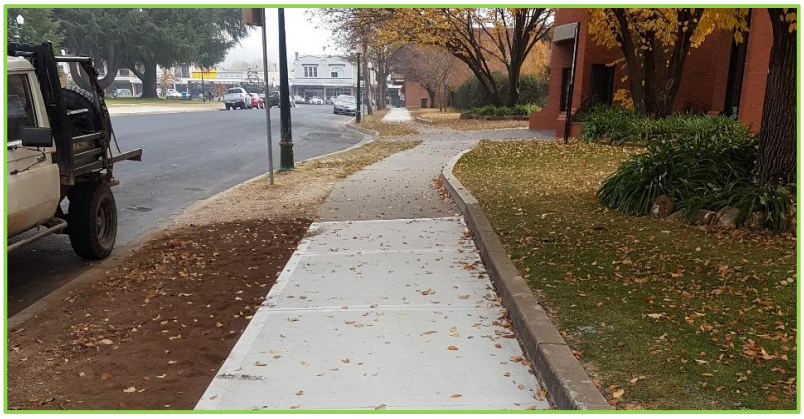
Keppel Street – April 2018

3.2 Legislative Requirements

Council has to meet many legislative requirements including Australian and State legislation and State regulations. These include:

Table 3.2. Legislative Requirements

Legislation	Requirement
Local Government Act 1993	Sets out role, purpose, responsibilities and powers of local governments including the preparation of a long-term financial plan supported by asset management plans for sustainable service delivery. Details Council's role as custodian and trustee of public assets, and its associated responsibility to effectively account for and manage these assets.
Roads Act 1993	To confer certain functions (in particular, the function of carrying out road work) on Council and other road authorities and to regulate the carrying out of various activities on Council.
Civil Liabilities Act 2002	Sets out the provisions that give protection from civil liability and the responsibilities of Council and public alike.
Environmental Planning and Assessment Act 1979	The proper management, development and conservation of natural resources, including agricultural land, natural areas, forests, minerals, water, the city, towns and villages for the purpose of promoting the social and economic welfare of the community and a better environment.
Protection of the Environment Operations Act 1997	To protect, restore and enhance the quality of the environment having regard to the need to maintain ecologically sustainable development.
RMS Standards	Provides industry standards for design
Australian Standards	Provides a minimum standard in many areas including formed footpath and cycleway design, signage, provision of hand rails, etc.
Work Health & Safety Act 2011	To secure and promote the health, safety and welfare of people at work.
Bathurst Regional Council Policies	• Bathurst Community Access and Cycling Plan 2011 • Community Strategic Plan 2013



Footpath Upgrade Church Street 2018

3.3 Current Levels of Service

Council has defined service levels in two terms.

Community Levels of Service relate to how the community receives the service in terms of safety, quality, quantity, reliability, responsiveness, cost/efficiency and legislative compliance.

Supporting the community service levels are operational or technical measures of performance developed to ensure that the minimum community levels of service are met. These technical measures relate to service criteria such as:

Service Criteria	Technical measures may relate to
Quality	Smoothness of formed footpath and cycleway surface
Quantity	Total length of formed footpath and cycleway network
Availability	The areas accessible and the ease of access to and from the formed footpath and cycleway network
Safety	Number of injury accidents

Council's current service levels are detailed in Table 3.3.

Table 3.3. Current Service Levels

COMMUNITY LEVELS OF SERVICE

Key Performance Measure	Level of Service	Performance Measure Process	Performance Target	Current Performance
Quality	Areas of importance and high pedestrian activity are provided with a quality paved footpath	Satisfaction Level of Council's Assets, (Relating to condition of Footpath surface) Scored out of 5, based on Community Survey Results.	**>3/5**	**3.13**
		Organisation measure of % of Footpath Assets in Excellent/Good (1,2) and poor/bad (4,5) Condition and Confidence Level	**75% Excellent/Good 10% Poor/Bad**	**79% Excellent/Good 13% Poor/Bad**
Function	Meets appropriate requirements for - width - accessibility	Customer service requests relating to the perceived Functionality of the Footpath Assets	**<100 p.a.**	**70* (2018/19)**
Safety	Provide formed footpath and cycleway network that is safe for the expected demographic	Slips, trips and fall incidents due to defects in footpath	**<5 claims p.a.**	**3 claims (2018/19)**

*Denotes number of service requests are only shown until the end of the January - March Quarter for the 2018/19 FY

TECHNICAL LEVELS OF SERVICE

Key Performance Measure	Level of Service	Performance Measure Process	Performance Target		Current Performance	
Condition	Trip hazards as assessed by Asset Inspector to be actioned.	Annual[3] Inspection regime to assess footpath defects. Defects prioritised.	**95% Footpath Complaints Resolved within Service Standards**		**100%**	
		Organisation measure of Maintenance and Operations Budget Expenditure	**Desired Budget for Optimum**		**2018/19 Budget**	
			Avg. Paved Footpath Maintenance	**$268,495 p.a.**	**Avg. Paved Footpath Maintenance**	**$250,000 p.a.**
			Avg. Unpaved Footpath Maintenance	**$89,498 p.a.**	**Avg. Unpaved Footpath Maintenance**	**$93,430 p.a.**
			Total	**$357,993 p.a.**	**Total**	**$343,430 p.a.**
	Overall Footpath Condition Rating 1-5	*Annual[4] Inspection regime to assess footpath condition.*	**Average Condition Rating ≤3.0**		**Average Condition Rating 2.3**	
		Organisation measure of Footpath Network Condition	**Network Condition** **75% Excellent/Good** **10% Poor/Bad**		**Network Condition** **79% Excellent/Good** **13% Poor/Bad**	
Accessibility	Residential areas and areas considered of community importance outlined within CSP[5] are linked with continuous footpath or footway (includes access roads)	Continuity of linkages can be shown	**85% continuity of network in accordance with** CSP[6]		**80% (Comparison with GIS and CSP)**	
Quantity	Metres footpath/cycleway network increased since 2014				**Footpaths: 14.3km** **Cycleways: 3.9km**	
Safety	Provide a footpath network free from trip hazards	Annual inspection regime and high priority reporting of high-rated trip hazards	**Inspection cycles are completed on time**		**Yes**	
Cost effectiveness	Maintenance will be provided in a cost-effective manner	Compliance with budget and area of work completed	**Maintenance is within ±10% of budget**		**28% Over Budget**	

**Desired for Optimum budget expenditure figures have been determined by projected maintenance figures using 2.6% PPI (Producer Price Index) Factor over a 20-year period and are indicative of potential future expenditure required to maintain assets at the desired level of service.

[3] Level 1 footpaths are inspected bi-annually
[4] Level 1 footpaths are inspected bi-annually
[5] CSP Denotes Adopted 2040 Community Strategic Plan
[6] CSP Denotes Adopted 2040 Community Strategic Plan

4. FUTURE DEMAND

4.1 Demand Forecast

Factors affecting demand include population change, changes in demographics, seasonal factors, vehicle ownership, consumer preferences and expectations, economic factors, agricultural practices, environmental awareness, etc.

Table 4.1. Demand Factors, Projections and Impact on Services

Demand factor	Present position	Projection	Impact on services
Population	42,389 (2016 census)	52,500 (2031)	**Increased population means increased infrastructure. In this case more formed footpath and cycleways will be built.**
Demographic (see Fig.3)	22.2% of population >60 yrs in 2016 26.9% of population <20 yrs in 2016	26.1% of population >60 yrs in 2031 25.6% of population <20 yrs in 2031	**Reduction in demand on facilities directed at younger people. Increased demand on facilities directed at retirees (travellers and users of recreation areas)**
Travel to work by walking	4.7%	5.5%*	**Minimal, within capacity of existing network***
Travel to work by bicycle	0.6%	0.9%*	**Minimal, within capacity of existing network***

* Fundamental changes in societal attitudes towards non-carbon emission transport options may cause a substantial change to these projections. However, an increase in, for example bicycle commuting can be catered for by the existing local road infrastructure (decrease in cars offset by increase in cyclists using on-road bike paths).

4.2 Changes in Technology

Increasing popularity of electric scooters for sections of the community with limited mobility has led to a new demand on the footpath network. The requirements of electric scooter users are generally met by those requirements that satisfy cyclists – that is a wider stronger pavement with no stairs, gradients in compliance with minimum standards and adequate signage.

Other technological changes are forecast to have little effect on the delivery of services provided by the footpath and cycle way networks.

4.3 Demand Management Plan

Demand for new services will be managed through a combination of managing existing assets, upgrading of existing assets and providing new assets to meet demand and demand management. Demand management practices include non-asset solutions, insuring against risks and managing failures.

The Bathurst Regional Council Strategic Access Plan seeks to address the future demand expected of the footpath and cycleway network. Further opportunities will be developed in future revisions of this asset management plan.

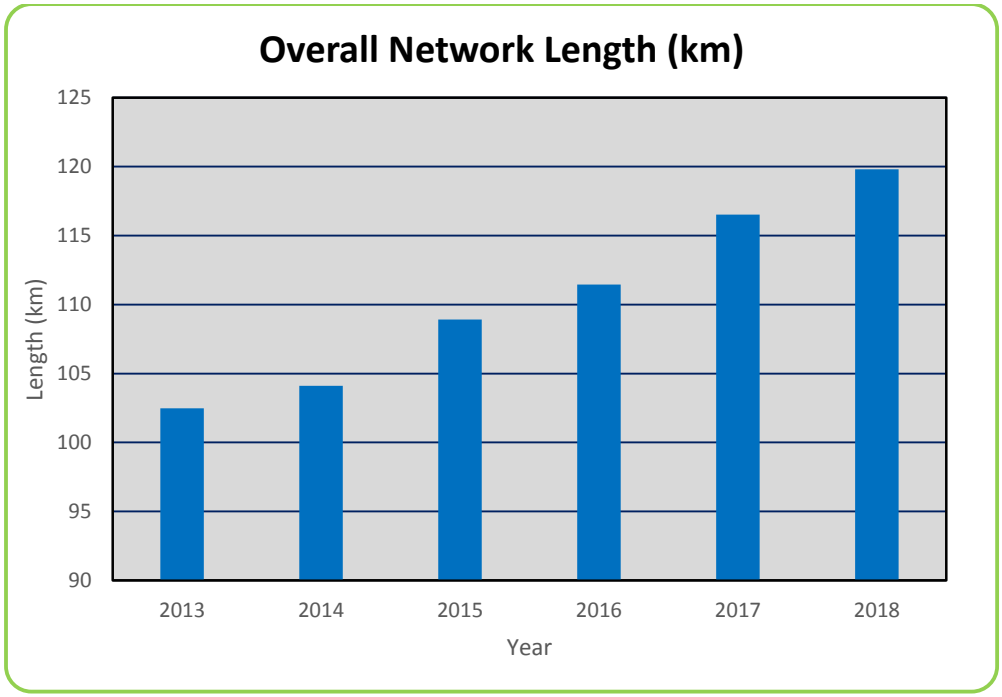
Commonwealth Street – March 2019

Table 4.3. Demand Management Plan Summary

Demand Driver	Impact on Services	Demand Management Plan
Increasing Popularity of cycling	Increased traffic on footpath assets which, may increase maintenance expenditure as well as the demand to construct new cycle routes.	Strategic Access Plan and Bathurst Bike Plan have been developed to specifically cater for the increased demand for serviceable and appropriate bike tracks. The Strategic Access Plan Details Council's policy for future demand management regarding cycle routes.
Ageing population	Reduction in demand on facilities directed at younger people. Increased demand on facilities directed at retirees (travellers and users of recreation areas)	Ensuring suitable access to places of community importance and linkages to major residential areas. That cycleways are adequate for the use of motorised scooters (mobility aids).
Further construction of residential subdivisions in outer suburbs	Increased population and residential development means increased infrastructure. In this case more formed footpath and cycleways will be built.	Major linkages of cycleways as outlined in the Strategic Access Plan
Increasing population		By using the roadway of local access roads as footways the need for dedicated residential footpaths in new developments can be somewhat reduced.

4.4 New Assets from Growth

The new assets required to meet growth will be acquired through installation of new footpaths and cycleways as part of the development of new land by Council and other developers. Obviously, the growth in the overall footpath network does not (and is not expected to) reflect population growth. The primary instrument to identify future growth is the Bathurst Community Access and Cycling Plan 2011.



The total length of the footpath network (Footpaths and Cycleways) has steadily increased over the last 5 years at an average of 0.97% each year. This equates to an increase of 14.3km Footpath, 3.9km Cycleways since the last asset management plan in 2014.

5. LIFECYCLE MANAGEMENT PLAN

The lifecycle management plan details how Council plans to manage and operate the assets at the agreed levels of service (defined in section 3) while optimising life cycle costs.

5.1 Background Data

5.1.1 Physical parameters

The assets covered by this asset management plan are shown below.

Asset category	Length (km)	Replacement Value ($)
Paved Formed Footpaths	96.75	$12,730,813
Paved Formed Cycleways	23.05	$4,482,034
Total	**119.80**	**$17,212,847**

Formed footpath and cycleway assets can be characterised by the following hierarchy structure:

Level 1 (CBD and other high-risk/traffic areas) –
The footpaths within the CBD have been upgraded in accordance with the CBD Beautification Scheme 1998. They are of a high standard and usually cover the area from top of kerb to the property boundary, in some cases as wide as four metres.
These footpaths can be characterised by:

- dark oxide cement and decorative dividers of paving bricks,
- some areas feature paving style footpaths,
- street trees may be present within the footpath (often resulting in higher maintenance costs),
- the footpath area is patrolled by the litter collection officer,
- perambulator ramps at kerb crossings
- bicycle riding is not permitted on CBD paths

Maintenance costs are low to medium and will consist of:

- daily patrol for litter, graffiti, chewing gum etc by litter collection officer (CBD area)
- bi-annual inspection for defects
- high priority reactive maintenance

Other high risk/traffic areas such as adjacent to schools, hospitals, aged care facilities are also included in the bi-annual defect inspection regime.

Level 2 (footpaths and cycleways not level 1 or 3) –
The footpaths outside the CBD are of various descriptions and ages. New footpaths are constructed in accordance with BRC Engineering Guidelines. Older footpaths do not comply with Council's guidelines. Standards vary but can be generally characterised by:

- 1.2 metres wide for footpath, 2 – 2.5 metres wide for combined cycleway/footpath
- 100 – 125mm thick uncoloured concrete, broomed finish
- Perambulator ramps at kerb crossings
- Maximum grade of 14%

Maintenance costs are low and consist of:

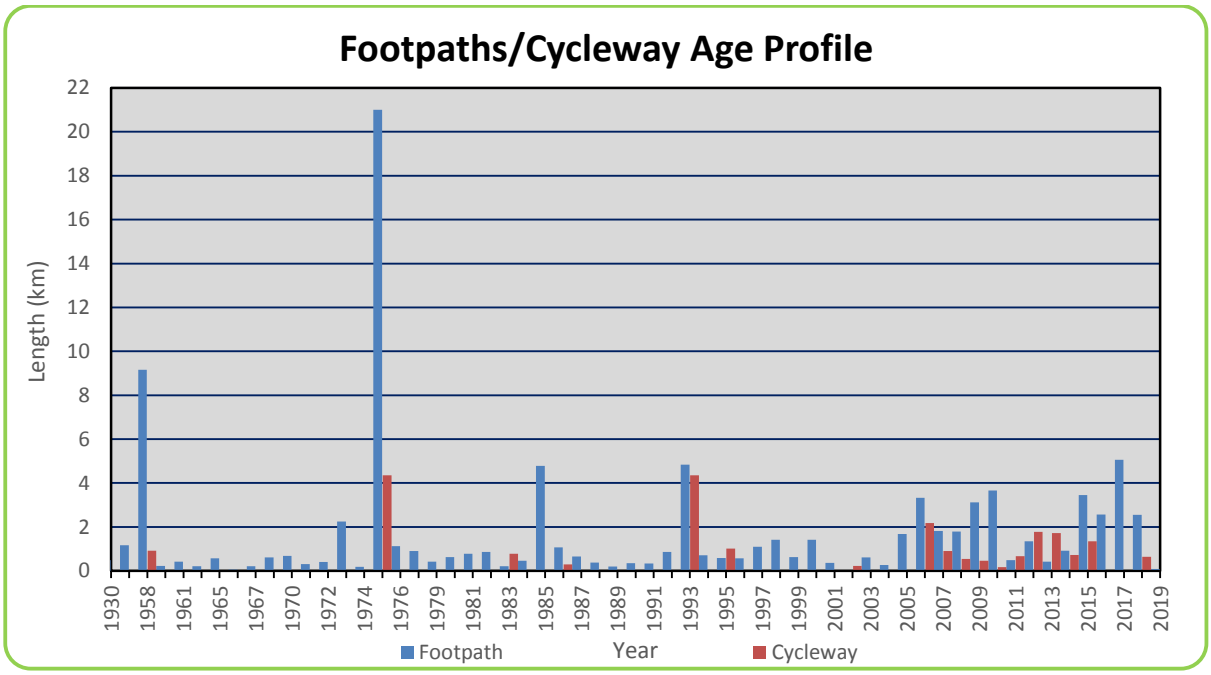
- Annual inspection for defects
- Reactive maintenance as necessary

Level 3 (footpaths and cycleways not level 1 or 2) –
Level 3 footpaths are essentially those in Village areas (currently only Perthville, Rockley and Trunkey Creek) and are characterised the same as level 2. Inspections for defects are carried out six-months after the level 2 footpaths/cycleways to the same service standards.

Council's current policy does not include funding for renewal of footpaths or cycleways. Renewal is generally undertaken by replacing only the segments of footpath that requires replacement as a result of defect repair/remediation. This results in some sections of the network having been renewed over a period of years without a corresponding update of asset register details.

The expected useful life of formed footpath and cycleway assets is 70 years as per Council's Asset Management Policy. As some of the assets are reaching this life, a reassessment is being carried out in line with an internal technical document and the useful life extended by 5 years. This reassessment will be repeated at the completion of this 5-year extension.

Fig 5.1.1. Asset Age Profile



The above graph shows large spikes for 1958 and 1975, these can be attributed to an estimated construction date of these paths and without accurate data or new footpath works will remain a close estimation. The average age of the formed footpath/cycleway network is **28.7 years.**

NOTE

- The age profile of Council's footpath assets is, for the majority of the network, indeterminate. In some cases, the footpath has been installed with the road construction or reconstruction in other cases the footpath has been installed some time after initial construction. The information above has been gathered from age based on adjacent road construction dates, aerial photographs, residential development, engineering work as executed drawings and some educated estimates.

5.1.2 Asset capacity and performance

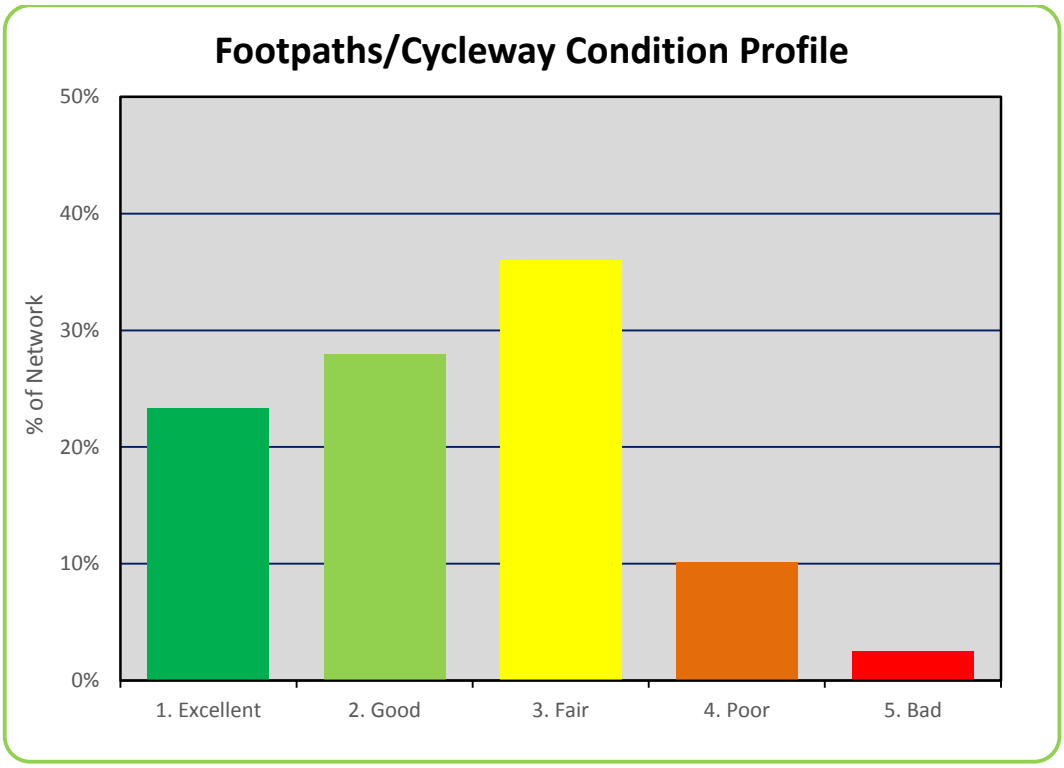
Council's services are generally provided to meet design standards where these are available.

Locations where deficiencies in service performance are known are detailed in Table 5.1.2.

Table 5.1.2. Known Service Performance Deficiencies

Location	Service Deficiency
Footpath network	No link in various areas as identified in Access Plan (See Appendices)
Cycleway network	
Open Spaces and Reserves	Footpaths and Cycleways in these areas are not designed/constructed for heavy traffic from large mowing operations. This leads to large defects, broken concrete slabs which increases maintenance costs.

Fig 5.1.2 Asset Condition Profile



The above graph shows 87% of Council's footpath network has a condition of Fair or better.

NOTE
The last condition inspection of the network was completed from December 2016 to April 2017.
The next condition rating inspections will commence in 2020.

Condition is measured using a 1 – 5 rating system, using an internal technical document to specify the criteria for each condition type.

5.1.3 Asset valuations

The value of assets as at 30 June 2018 covered by this asset management plan is summarised below.

Current Replacement Cost	**$17.213 million**
Depreciated Replacement Cost	**$11.335 million**
Annual Depreciation Expense	**$0.142 million**

5.2 Risk Management Plan

An assessment of risks associated with service delivery from infrastructure assets has identified critical risks to Council. The risk assessment process identifies credible risks, the likelihood of the risk event occurring, the consequences should the event occur, develops a risk rating, evaluates the risk and develops a risk treatment plan for non-acceptable risks.

Critical risks, being those assessed as 'Very High' - requiring immediate corrective action and 'High' – requiring prioritised corrective action identified in the infrastructure risk management plan are summarised in Table 5.2.

Table 5.2. Critical Risks and Treatment Plans

Asset at Risk	What can Happen	Risk Rating	Risk Treatment Plan	Residual Risk	Treatment Costs
Footpath/Cycleway	Displaced service lid	**EXTREME**	Immediate action to restrict access to the area effected. Replace lid and effect any necessary repairs within 24 hours.	Delay from service provider lengthening the period defect is present.	• Estimated Average cost of Materials = **$190/m** • Estimated Average cost of Operations = **$200/hr**
Footpath	Slab Displacement >15mm	**HIGH**	In the first instance mark with yellow paint to make defect obvious. Grind raised slab to same level as adjacent slab and/or level with asphalt cement. Maintenance will be programmed into the footpath gang schedule via CCS.	The defect, although made obvious by paint may still cause an accident or possible increase of deterioration, between inspection and commencement of works.	
	Cracked Pavement >15mm	**HIGH**	In the first instance mark effected areas with yellow paint to make defect obvious. Replace the effected slab or slabs and make level to adjacent slabs		
Footpath (pavers)	Cracked, worn, slippery or displaced pavers	**HIGH**	In the first instance mark effected areas with yellow paint to make defect obvious. Replace paving bricks as necessary.		
Footpath/Cycleway	Any defect reported by the public which, after appropriate inspection, results in H or VH risk rating	**EXTREME/ HIGH**	Maintenance is programmed through the CCS & Confirm Job system, with the appropriate response time being met.		

5.3 Routine Maintenance Plan

Routine maintenance is the regular on-going work that is necessary to keep assets operating, including instances where portions of the asset fail and need immediate repair to make the asset operational again.

5.3.1 Maintenance plan

Maintenance includes reactive, planned and cyclic maintenance work activities.

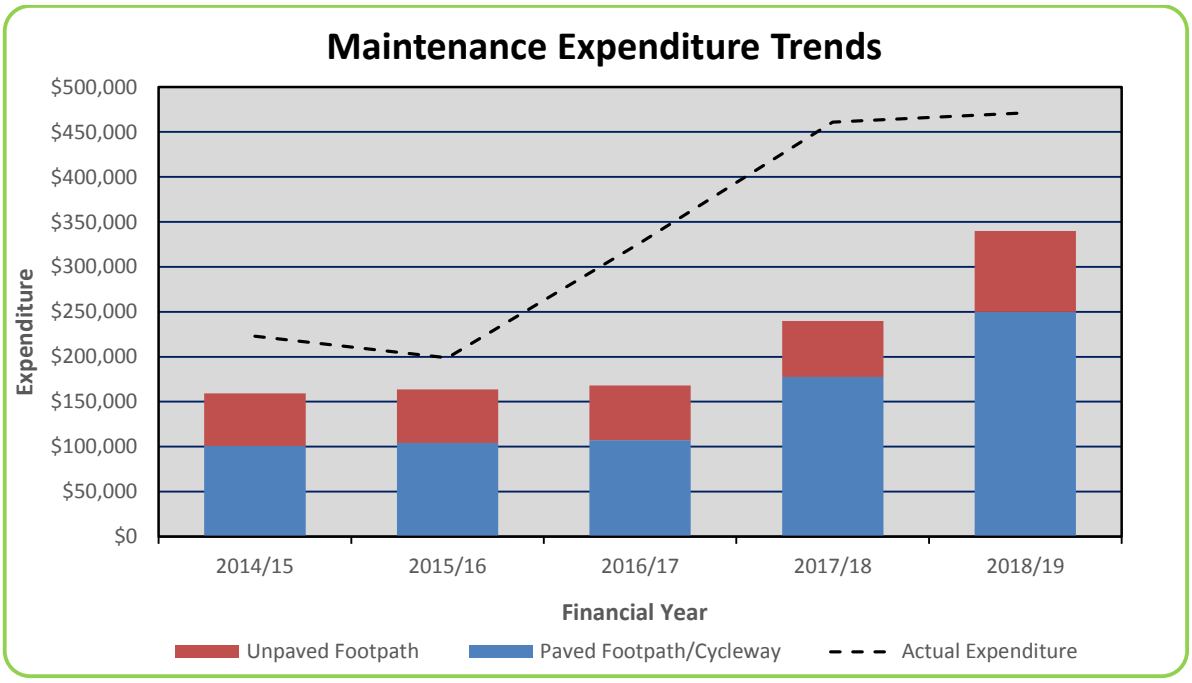
Reactive maintenance is unplanned repair work carried out in response to service requests (mostly through CCS) and management/supervisory directions. Reactive formed footpath and cycleway maintenance consists primarily of:

- Repair of surface defects considered by the appropriate officer to require urgent action
- Removal of any trip hazards considered by the appropriate officer to be dangerous.
- Removal of any obstructions

Assessment and prioritisation of reactive maintenance is undertaken by Council staff using experience and judgement.

Planned maintenance is repair work that is identified and managed through a maintenance management system (MMS). MMS activities include inspection, assessing the condition against failure/breakdown experience, prioritising, scheduling, actioning the work and reporting what was done to develop a maintenance history and improve maintenance and service delivery performance.

Table 5.3.1. Maintenance Expenditure Trends



The above graph shows the footpath maintenance budget and actual expenditure over the previous five financial years, showing an increase of $248,593 in expenditure from 2014/15 FY to Present and an average funding shortfall of -$121,933 p.a. (See 5.3.2).

5.3.2 Standards and specifications

Maintenance work is carried out in accordance with the Bathurst Regional Council Guidelines for Engineering Works, December 2004 *Section 2.3.6 Footpaths and Cycleways*.

5.4 Capital Renewal/Replacement Plan

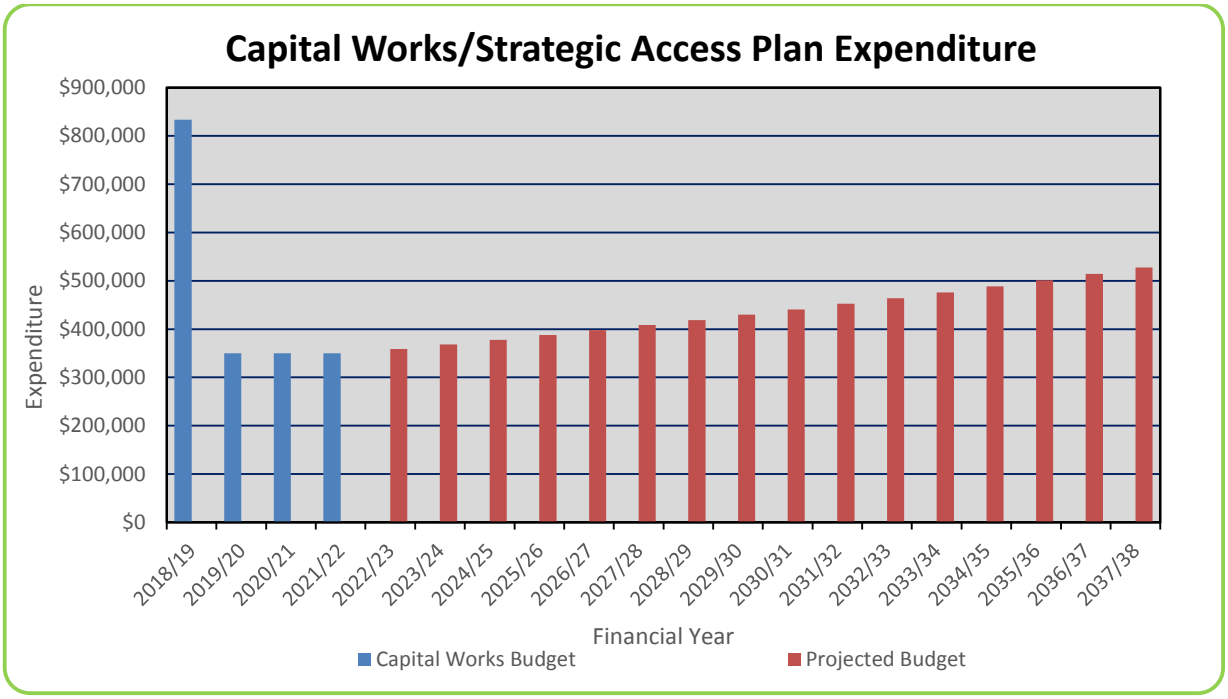
Council's current policy includes funding for renewal of footpaths or cycleways. Renewal is generally undertaken by replacing only the segments of footpath that requires replacement as identified by defect/condition inspections.

5.5 Creation/Acquisition/Upgrade Plan

New works are those works that create a new asset that did not previously exist or works which upgrade or improve an existing asset beyond its existing capacity. They may result from growth, social or environmental needs. Assets may also be acquired at no cost to the Council from land development.

5.5.1 Selection criteria

This is a function of the forward planning area of Council and as such the decisions involved in new formed footpath and cycleway construction are not part of this asset management plan.



The above graph shows a large expenditure for year 1 of the budget (this is due to works carried over from the previous plan) with the remaining years in the management plan showing consistently < $400,000. The budget figures are the combined totals of Footpath & Cycleways Capital Works and Strategic Access Plan sections of the 2018/19 management plan. Projected figures shown have been determined by a PPI (Producer Price Index) increase of 2.6% p.a. and extrapolated for the remaining financial years.

5.5.2 Standards and specifications

Standards and specifications for new assets and for upgrade/expansion of existing assets are the same as those for renewal. Formed footpath and cycleways constructed by Council as part of land development programs are constructed at no net cost to Council and are not considered in the new asset expenditure.

5.6 Disposal Plan

Formed footpath and cycleways are not subject to disposal as the following key assumptions costs are absorbed into renewal/upgrade expenditure;

- Cost per tonne to dispose of concrete
- Cost for removal (operations) e.g. Use of backhoe and labour

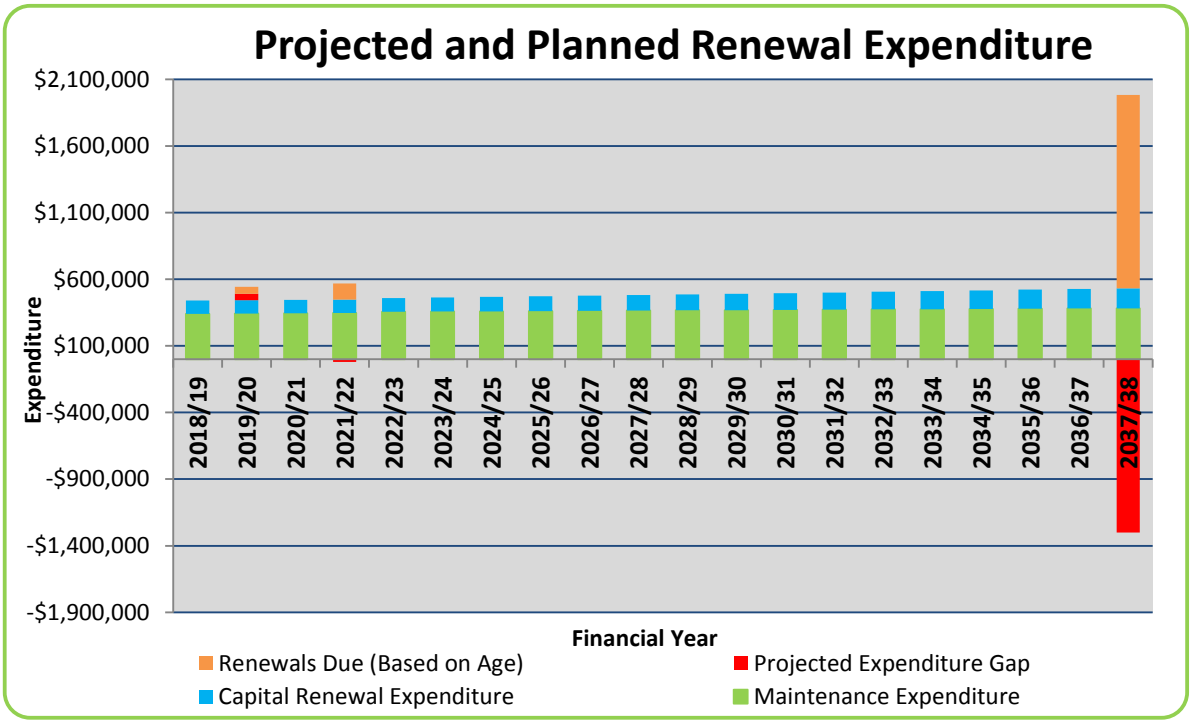
6. FINANCIAL SUMMARY

This section contains the financial requirements resulting from all the information presented in the previous sections of this asset management plan. The financial projections will be improved as further information becomes available on desired levels of service and current and projected future asset performance.

6.1 Financial Statements and Projections

The financial projections are shown in Fig 6.1 for planned operating (operations and maintenance) and capital renewal.

Fig 6.1. Projected and Planned Operating and Current Renewal Expenditure



The above graph shows maintenance expenditure remains consistently under $400,000p.a over the projected 20-year period with only three instances where capital renewals are due. Capital renewals shown for 2019/20 financial year, are footpaths in the Rockley area with an age of 89 years. Renewals shown for 2037/38 financial year, have reached their expected 80-year useful life. All Capital Renewals shown are based on Asset age and are subject to defect/condition inspections to determine if renewal is required.

6.1.1 Sustainability of service delivery

There are two key indicators for financial sustainability that have been considered in the analysis of the services provided by this asset category, these being long term life cycle costs and medium-term costs over the 10-year financial planning period.

Long term - Life Cycle Cost

Life cycle costs (or whole of life costs) are the average costs that are required to sustain the service levels over the longest asset life. Life cycle costs include maintenance and asset consumption (depreciation expense). The annual average life cycle cost for the services covered in this asset management plan is **$363,825 p.a.**

Life cycle costs can be compared to life cycle expenditure to give an indicator of sustainability in service provision. Life cycle expenditure includes maintenance plus capital renewal expenditure. Life cycle expenditure will vary depending on the timing of asset renewals. The life cycle expenditure at the start of the plan is **$340,000**. This gives a life cycle sustainability index of **0.93**.

A gap between life cycle costs and life cycle expenditure gives an indication as to whether present consumers are paying their share of the assets, they are consuming each year. The purpose of this formed footpath and cycleway network asset management plan is to identify levels of service that the community needs and can afford and develop the necessary long-term financial plans to provide the service in a sustainable manner.

Medium term – 10-year financial planning period

This asset management plan identifies the estimated maintenance and capital expenditures required to provide an agreed level of service to the community over a 10-year period for input into a 10-year financial plan and funding plan to provide the service in a sustainable manner.

This may be compared to existing or planned expenditures in the 10-year period to identify any gap. In a core asset management plan, a gap is generally due to increasing asset renewals.

Fig 6.1 shows the projected asset renewals in the 10-year planning period from the asset register. The projected asset renewals are compared to planned renewal expenditure in the capital works program and capital renewal expenditure in year 1 of the planning period.

Providing services in a sustainable manner will require matching of projected asset renewals to meet agreed service levels with planned capital works programs and available revenue.
A gap between projected asset renewals, planned asset renewals and funding indicates that further work is required to manage service levels and funding to eliminate any funding gap.

Council's long-term financial plan covers the first 10 years of the 20-year planning period. The total maintenance and capital renewal expenditure projected over the 10 years is **$5.078 million**.

This is an average expenditure of **$507,800 p.a**. Estimated maintenance and capital renewal expenditure in year 1 is **$440,000**. The 10-year sustainability index is **0.87**, resulting in a funding shortfall of -$678,377 over the medium term and this does not allow for upgrades only maintenance of pre-existing infrastructure.

6.2 Funding Strategy

Current funding levels seem to achieve this balance on a maintenance basis, however renewal funding will become an increasing impost on budgets in the future just beyond the scope of this plan (10+ years) as the network age requires renewal.

6.3 Valuation Forecasts

Asset values are forecast to increase as additional assets are added to the asset stock from construction and acquisition by Council and from assets constructed by land developers and others and donated to Council.

The depreciated replacement cost (current replacement cost less accumulated depreciation) will vary over the forecast period depending on the rates of addition of new assets, disposal of old assets and consumption and renewal of existing assets.

6.4 Key Assumptions made in Financial Forecasts

This section details the key assumptions made in presenting the information contained in this asset management plan and in preparing forecasts of required operating and capital expenditure and asset values, depreciation expense and carrying amount estimates. It is presented to enable readers to gain an understanding of the levels of confidence in the data behind the financial forecasts.

Key assumptions made in this asset management plan are:

- The Strategic Access Plan will be implemented in its entirety. This is unrealistic due to the long-term predictive nature of the plan. Revisions of the predictions in this plan will influence the Asset Management Plan.
- Kerb and gutter construction to engineering guidelines is approximately $82.8/m (150mm x 150mm Kerb)
- Maximum expected life is 80 years (subject to review)
- A continued annualised PPI (Producer Price Index) of 2.6% over the 20-year long term planning period.
- Depreciation is calculated on a straight-line method, with revaluation of entire network every 5 years.

Accuracy of future financial forecasts may be improved in future revisions of this asset management plan by the following actions.

- Appropriate allocation of maintenance costs between repairs and renewals
- Development of condition-based depreciation method that satisfies accounting standards

Stewart Street (Between Brilliant & Rocket) – April 2019

7. ASSET MANAGEMENT PRACTICES

7.1 Accounting/Financial Systems

Council currently uses Civica Authority as the primary Corporate Finance System

Administrator: IT manager

Actions required by the finance system resulting from the asset management plan:

- Obtaining new formed footpath and cycleway assets for take-up at the conclusion of the financial year from the asset section rather than from the financial system.

7.2 Asset Management Systems

Council uses CONFIRM asset management software. The current version is 19.00e.AM.12665.

CONFIRM team:

Team leader:	Administration Engineer
Administrator:	Asset Engineer
Data entry:	3 x Asset Technicians
Field inspections:	Asset Inspector

Confirm consists of:

- A comprehensive formed footpath and cycleway inventory;
- Condition rating for the formed footpath and cycleway network;
- Defect inspection and recording via the ConfirmConnect mobile solution;
- Data Management, with reporting procedure to present inventory and assessment information;
- Asset Accounting, AAS27 reporting capability and life cycle costing;
- MapInfo GIS system linked to CONFIRM;
- Valuation of footpaths and cycleways.

As a result of this plan it is intended to improve the Asset management system by:

- Linking of Confirm to Financial Software to gain more accurate costs of works.

7.3 Information Flow Requirements and Processes

The key information flows *into* this asset management plan are:

- The asset register data on size, age, value, remaining life of the network;
- The unit rates for categories of work/material;
- The adopted service levels;
- Projections of various factors affecting future demand for services;
- Correlations between maintenance and renewal, including decay models;
- Data on new assets acquired by council.

The key information flows *from* this asset management plan are:

- The assumed Works Program and trends;
- The resulting budget, valuation and depreciation projections;
- The useful life analysis.

These will impact the Long-Term Financial Plan, Strategic Business Plan, annual budget and departmental business plans and budgets. The current communication between financial and asset systems is limited to manually entering the relevant data.

8. CONCLUSION

Provision of the formed footpath and cycleway network is an integral part of Council's vision for Bathurst.

The total length of the network is **119.8km** and includes the formed footpath and cycleways in Urban and Rural areas of Bathurst Regional LGA. The average age of the pavement component of the network is **28.7** years (80+ expected). Approximately **13%** of the network is rated at condition poor or bad.

The current replacement cost is **$17.213 million.** The annual depreciation expense is **$141,761 p.a.**
Assets will be revalued in line with DLG requirements as at 30 June 2020.

The current capital renewal and maintenance budget for **2019/20 FY** is approximately **$440,000 p.a.** and the current renewal and maintenance budget required is **$608,164**, creating a shortfall of -$168,164 for year 1 of the planning period. The shortfall in funding does not allow for any upgrades of the footpath and cycleway network, only maintaining the pre-existing network.

In the medium term (10yrs) the average maintenance and capital renewal expenditure required is **$507,838 p.a.** and the current maintenance and capital renewal budget is **$440,000** for year 1. The is equates to a shortfall of -$678,377 over the medium term. The difference in the required budget when compared to the actual budget indicates that the overall age of the network will continue to increase, and the overall condition could be expected to deteriorate.

However, in technical terms the maintenance budget is proving adequate for the network in its current form. Individual defects identified as requiring repair are being actioned within a reasonable period of time. Council is implementing a new maintenance management tool (Confirm Workzone) to help with the programming of works to better deliver the necessary maintenance to areas which need it the most.

Future budgets have been estimated by adding a factor for PPI (Producer Price Index) at the time of budget preparation. The 'inputs' to formed footpath and cycleway maintenance (e.g. materials/fuel) have consistently increased at above CPI. Additionally, maintenance costs of a formed footpath and cycleway increases as the formed footpath and cycleway ages. Therefore, the maintenance load will increase as the network ages. If the current level of maintenance funding is not increased in above the traditional CPI figure and as the aging formed footpath and cycleway infrastructure requires, a real and measurable drop in the overall formed footpath and cycleway condition could be expected.

The formed footpath and cycleway network pavement component have a useful life of **80** years. This is being reviewed on a case-by-case basis as footpaths reach this age and is being extended in 5-year increments.

Browning Street Defect – November 2018

9. PLAN IMPROVEMENT AND MONITORING

9.1 Performance Measures

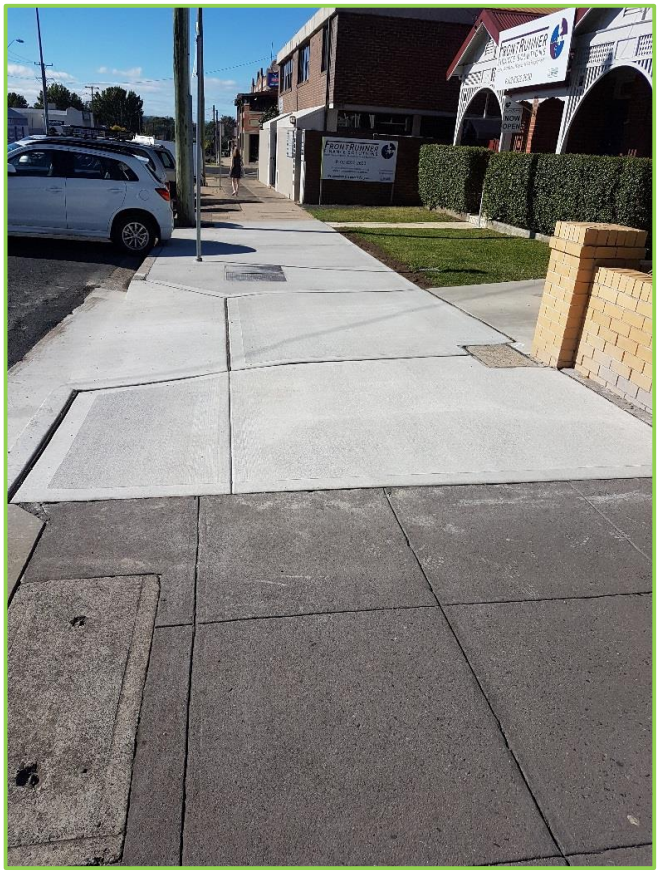
The effectiveness of the asset management plan can be measured in the following ways:

- The degree to which the required cashflows identified in this asset management plan are incorporated into council's long-term financial plan and Strategic Management Plan;
- The degree to which 1-5-year detailed works programs, budgets, business plans and organisational structures take into account the 'global' works program trends provided by the asset management plan;

9.2 Monitoring and Review Procedures

This asset management plan will be reviewed after each council election and amended to recognise any changes in service levels and/or resources available to provide those services as a result of the budget decision process.

The Plan has a life of 4 years and is due for revision and updating within 2 years of each Council election.



Russell Street– March 2018

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- Bathurst Regional Council Community Strategic Plan 2040
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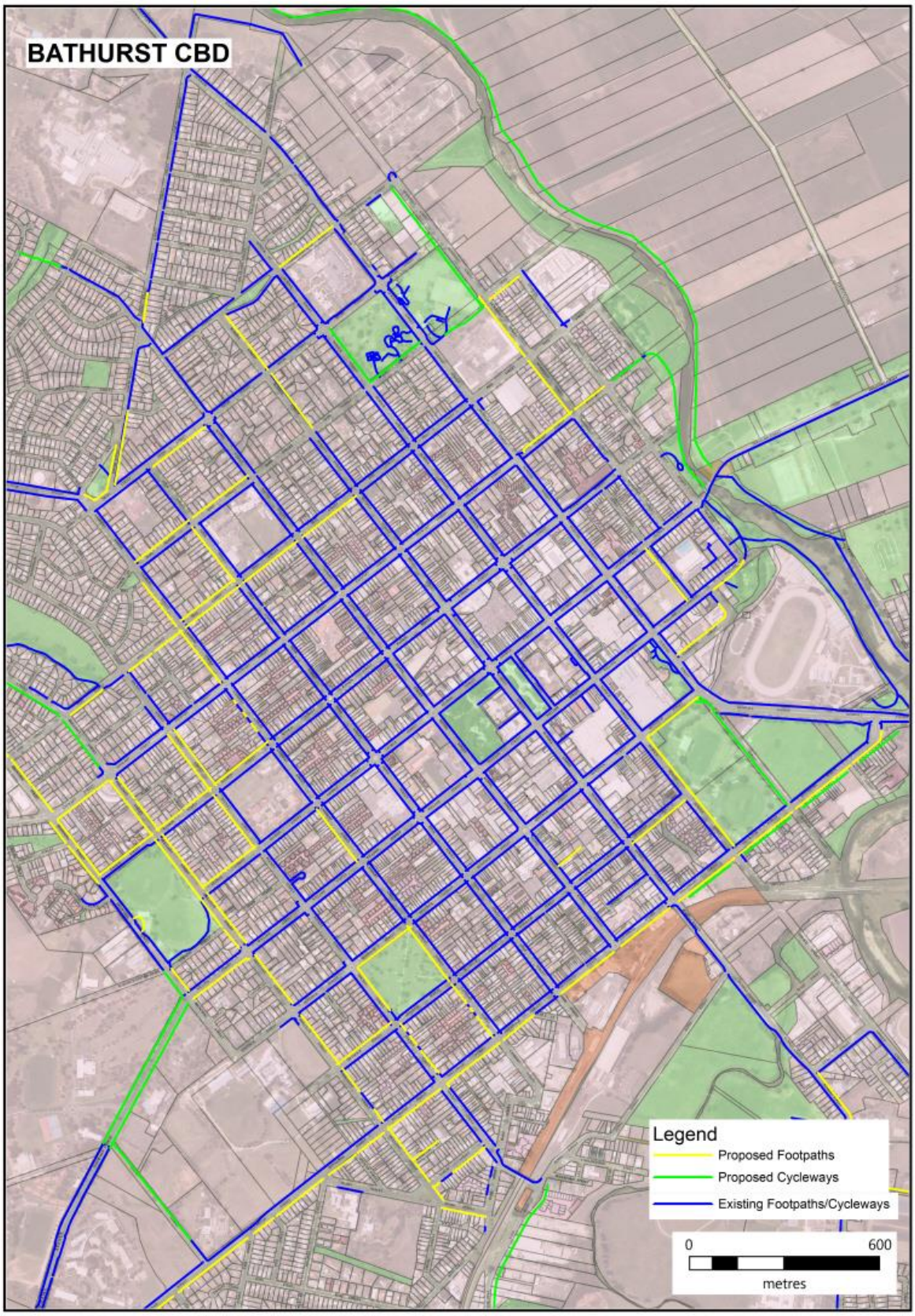
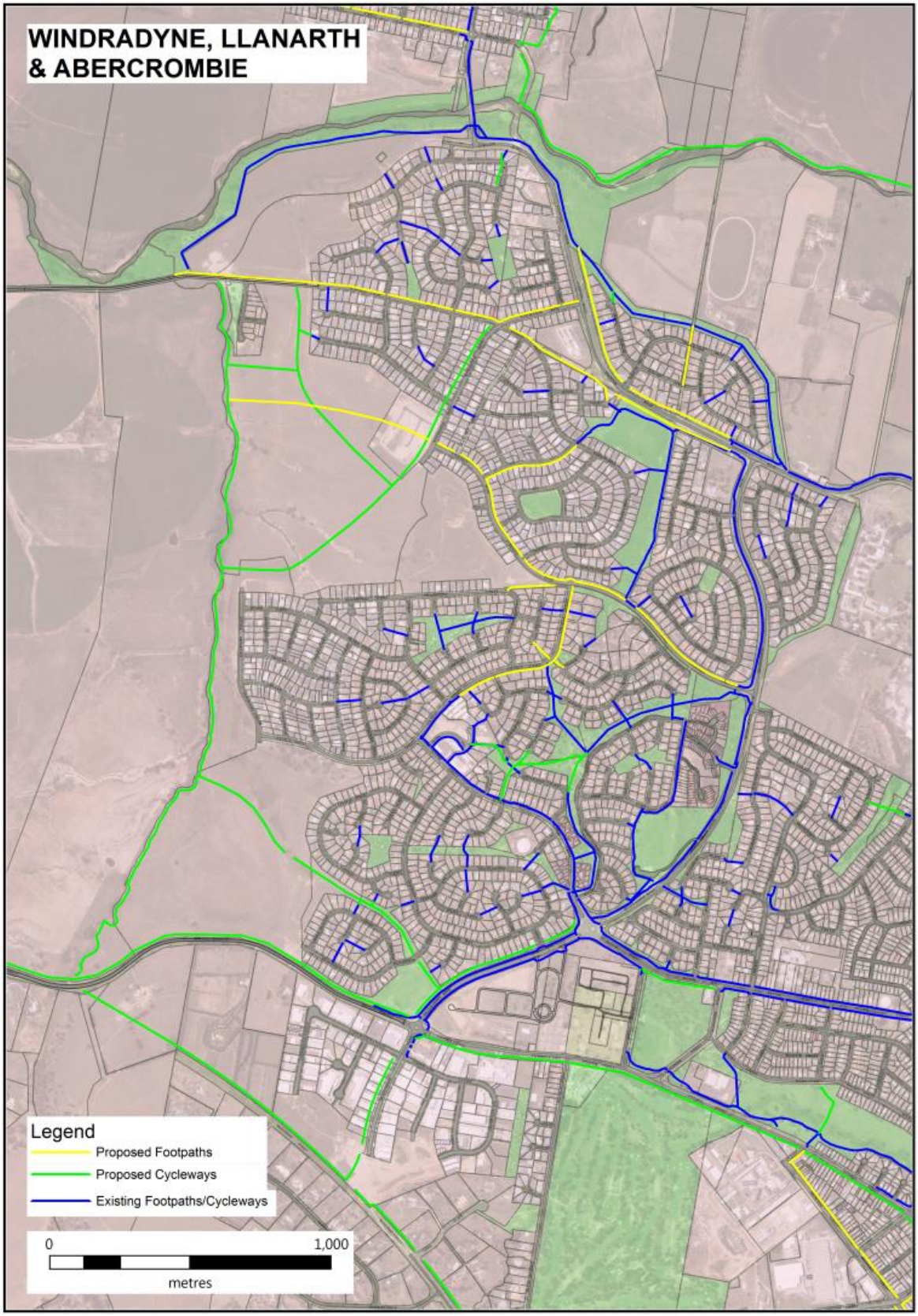
APPENDICES - Maps of Proposed & Existing Footpath/Cycleway Network

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& ABERCROMBIE
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Proposed Cycleways
Existing Footpaths/Cycleways
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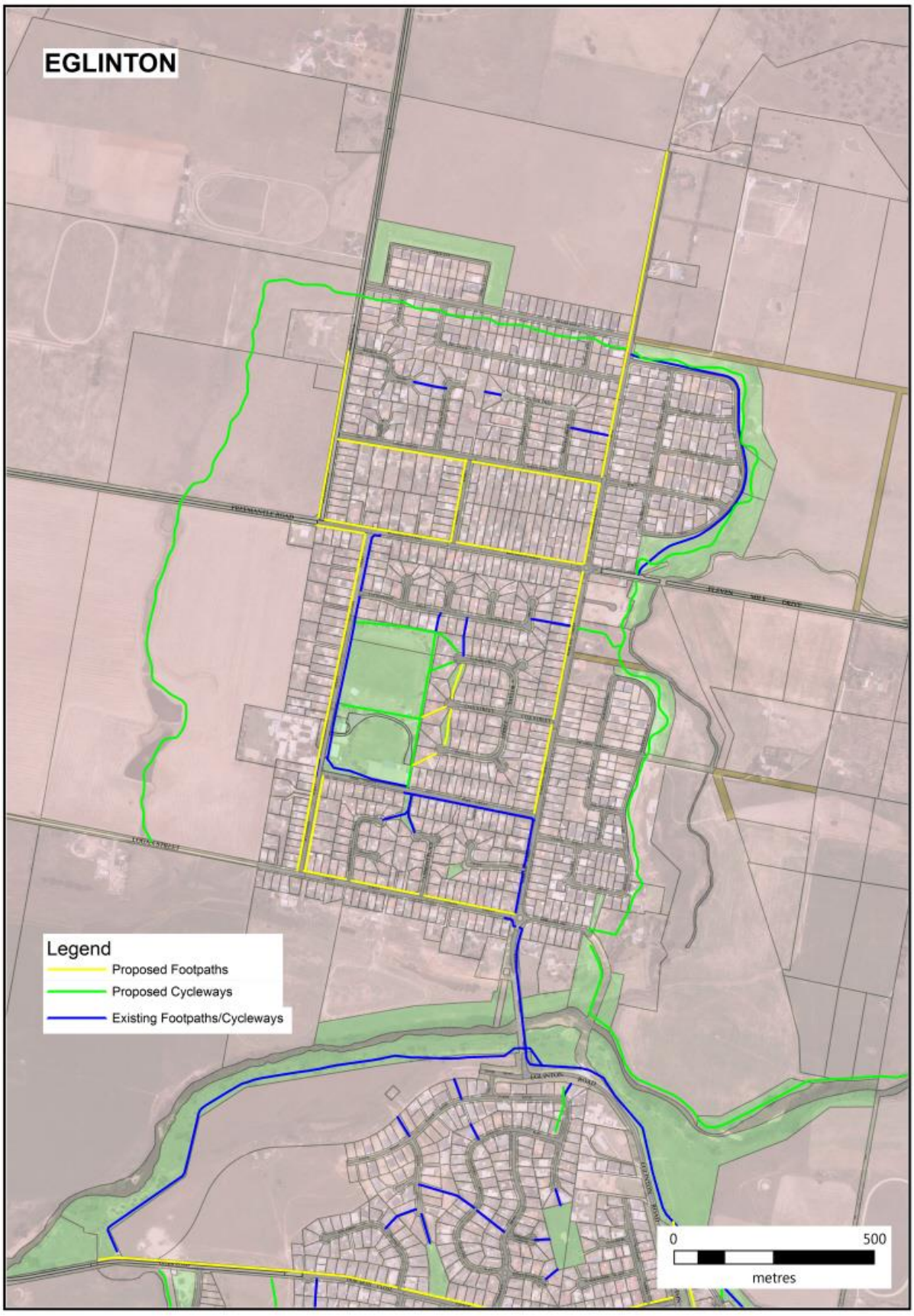
1,000
metres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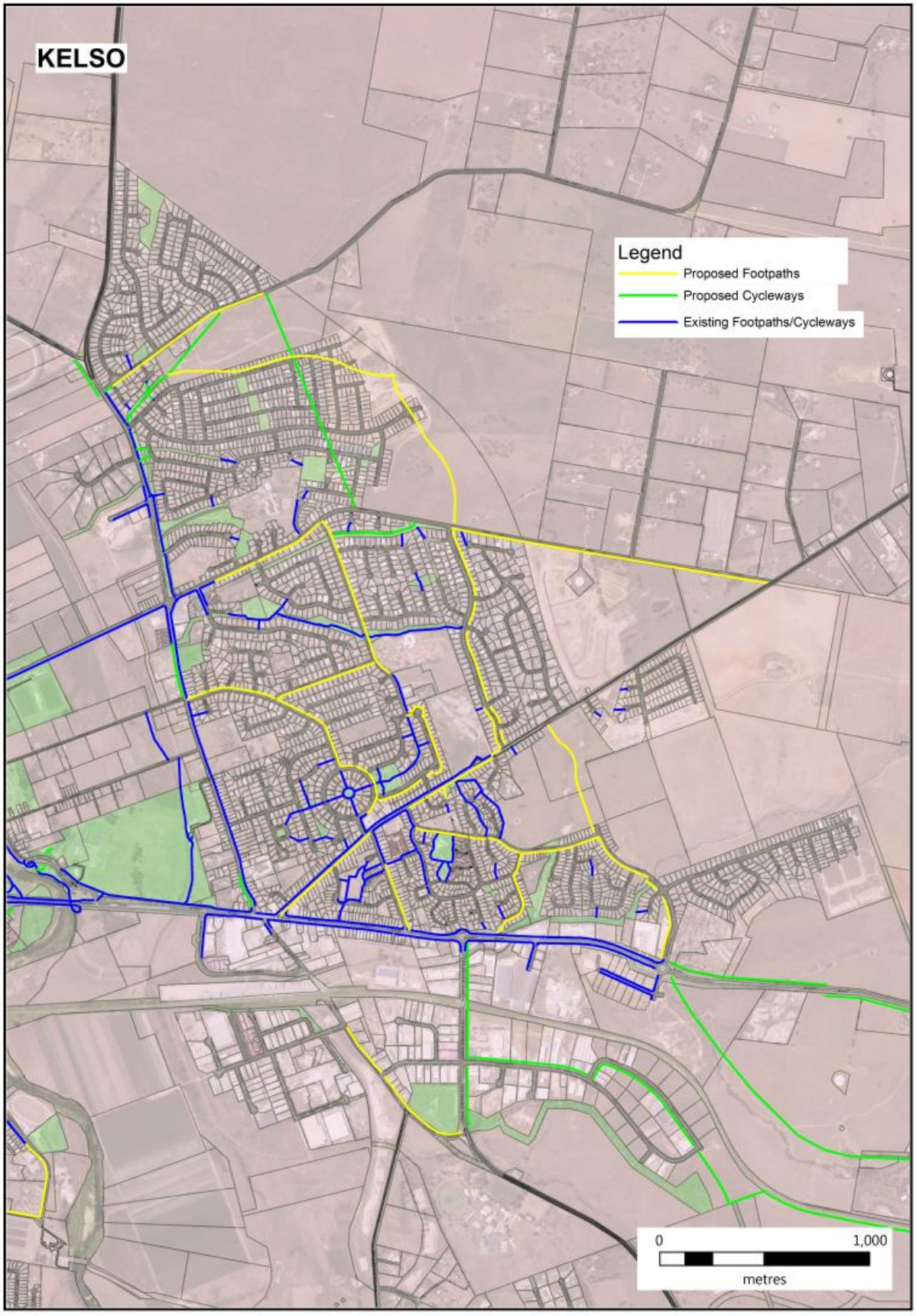
Legend
Proposed Footpaths
Proposed Cycleways
Existing Footpaths/Cycleways
0
500
metres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Proposed Footpaths
Proposed Cycleways
Existing Footpaths/Cycleways
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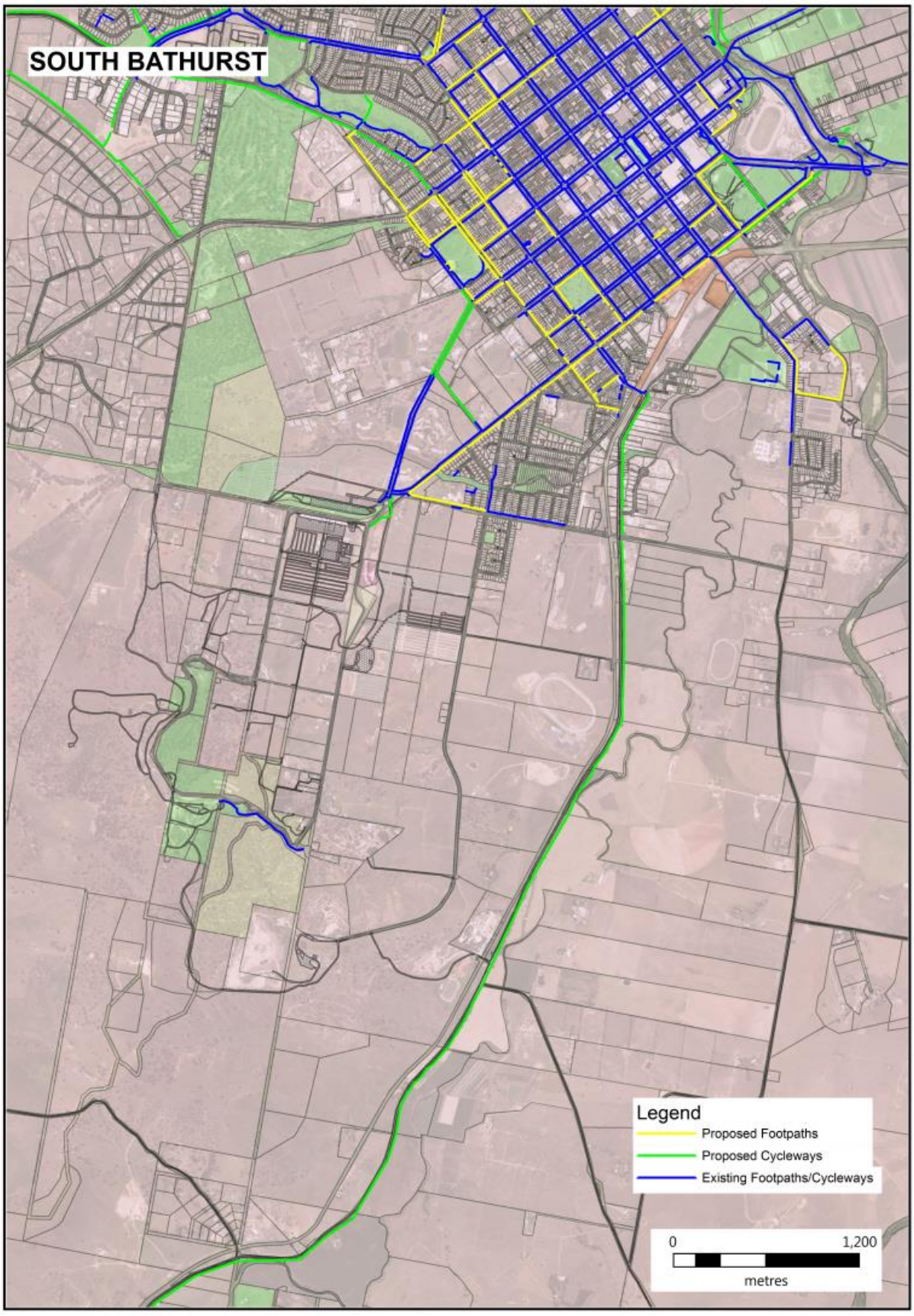
1,000
metres


RAGLAN
Legend
Proposed Footpaths
Proposed Cycleways
Existing Footpaths/Cycleways
0
500
metres


SOUTH BATHURST
Legend
Proposed Footpaths
Proposed Cycleways
Existing Footpaths/Cycleways
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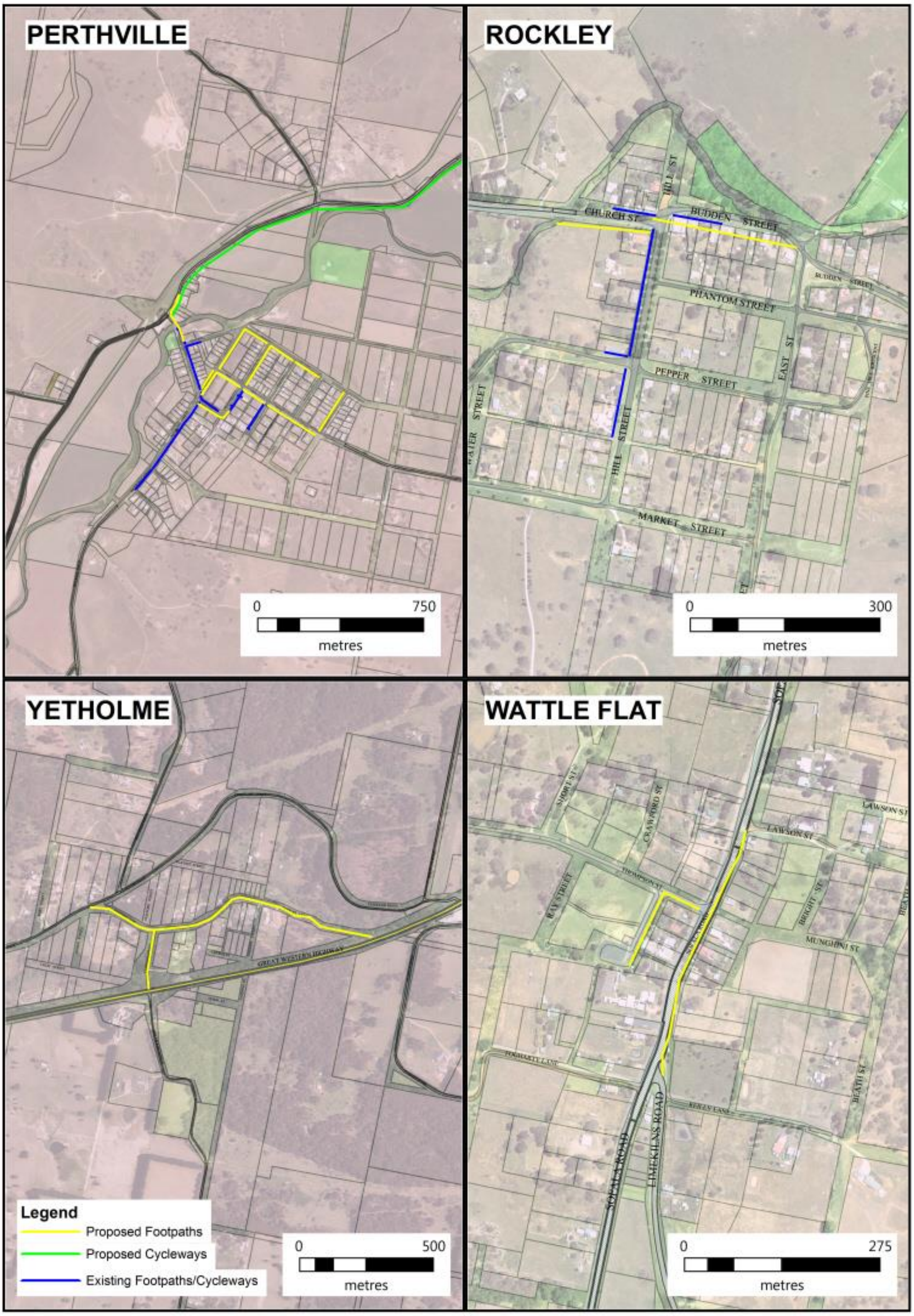
metres


PERTHVILLE
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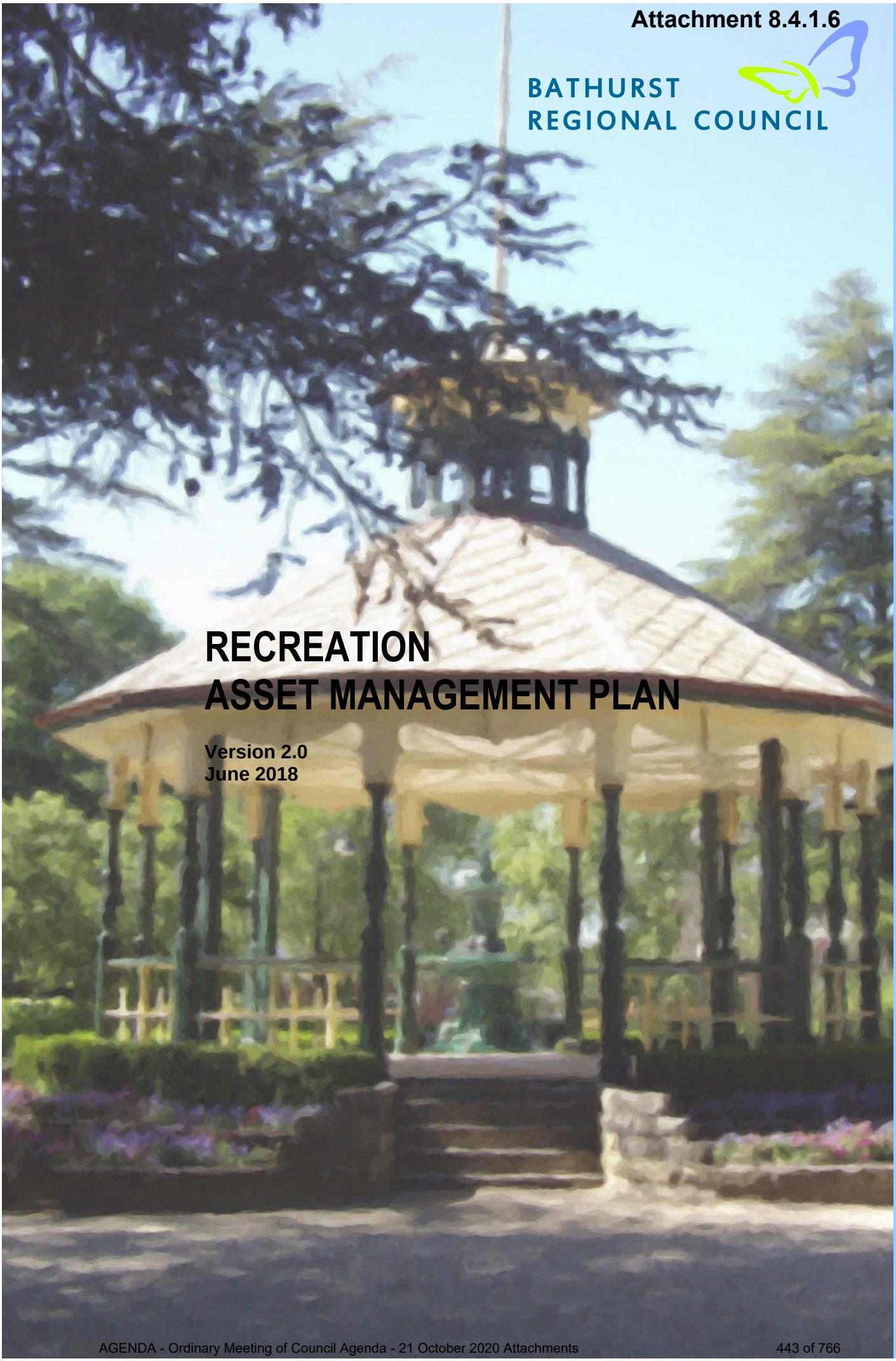
750
metres
ROCKLEY
CHURCH ST
BUDDEN STREET
HILL ST
PHANTOM STREET
PEPPER STREET
EAST ST
WATER STREET
HILL STREET
MARKET STREET
0
300
metres
YETHOLME
GREAT WESTERN HIGHWAY
0
500
metres
Legend
Proposed Footpaths
Proposed Cycleways
Existing Footpaths/Cycleways
WATTLE FLAT
SHORT ST
CRAWFORD ST
LAWSON ST
THOMPSON ST
BAY STREET
BRIGHT ST
MUNGHORN ST
BEATH ST
SOFALA ROAD
LIMEKILNS ROAD
0
275
metres

BATHURST
REGIONAL COUNCIL



RECREATION ASSET MANAGEMENT PLAN

Version 2.0
June 2018

Document Control	Bathurst Regional Council

Document ID: june 2018_parks_&_rec_amp_ver 2.0.doc

Version No.	Date	Version Details	Author	Reviewer	Approver
1.0	October 2009	Draft Version Completed	GF	PB	DP
1.1	December 2010	Adoption by Council	GF	PB	DP
2.0	June 2018	Draft Version Completed & Adopted by Council	BH	PB/AP/BO	DS

TABLE OF CONTENTS

ABBREVIATIONS

AAAC	Average annual asset consumption
AMP	Asset management plan
ARI	Average recurrence interval
BOD	Biochemical (biological) oxygen demand
CRC	Current replacement cost
CWMS	Community wastewater management systems
DA	Depreciable amount
DoH	Department of Health
EF	Earthworks/formation
IRMP	Infrastructure risk management plan
LCC	Life Cycle cost
LCE	Life cycle expenditure
MMS	Maintenance management system
PCI	Pavement condition index
RV	Residual value
SS	Suspended solids
vph	Vehicles per hour

GLOSSARY

Annual service cost (ASC)
An estimate of cost which would be tendered, per annum, if tenders were called for the supply of a service to a performance specification for a fixed term. The Annual Service Cost includes operating, maintenance, depreciation, finance/ opportunity and disposal costs, less revenue.

Asset class
Grouping of assets of a similar nature and use in an entity's operations (AASB 166.37).

Asset condition assessment
The process of continuous or periodic inspection, assessment, measurement and interpretation of the resultant data to indicate the condition of a specific asset so as to determine the need for some preventative or remedial action.

Asset management
The combination of management, financial, economic, and engineering and other practices applied to physical assets with the objective of providing the required level of service in the most cost effective manner.

Assets
Future economic benefits controlled by the entity as a result of past transactions or other past events (AAS27.12). Property, plant and equipment including infrastructure and other assets (such as furniture and fittings) with benefits expected to last more than 12 month.

Average annual asset consumption (AAAC)*
The amount of a local government's asset base consumed during a year. This may be calculated by dividing the Depreciable Amount (DA) by the Useful Life and totalled for each and every asset OR by dividing the Fair Value (Depreciated Replacement Cost) by the Remaining Life and totalled for each and every asset in an asset category or class.

Brownfield asset values**
Asset (re)valuation values based on the cost to replace the asset including demolition and restoration costs.

Capital expansion expenditure
Expenditure that extends an existing asset, at the same standard as is currently enjoyed by residents, to a new group of users. It is discretional expenditure, which increases future operating, and maintenance costs, because it increases council's asset base, but may be associated with additional revenue from the new user group, eg. Extending a drainage or road network, the provision of an oval or park in a new suburb for new residents.

Capital expenditure
Relatively large (material) expenditure, which has benefits, expected to last for more than 12 months. Capital expenditure includes renewal, expansion and upgrade. Where capital projects involve a combination of renewal, expansion and/or upgrade expenditures, the total project cost needs to be allocated accordingly.

Capital funding
Funding to pay for capital expenditure.

Capital grants
Monies received generally tied to the specific projects for which they are granted, which are often upgrade and/or expansion or new investment proposals.

Capital investment expenditure
See capital expenditure definition

Capital new expenditure
Expenditure which creates a new asset providing a new service to the community that did not exist beforehand. As it increases service potential it may impact revenue and will increase future operating and maintenance expenditure.

Capital renewal expenditure
Expenditure on an existing asset, which returns the service potential or the life of the asset up to that which it had originally. It is periodically required expenditure, relatively large (material) in value compared with the value of the components or sub-components of the asset being renewed. As it reinstates existing service potential, it has no impact on revenue, but may reduce future operating and maintenance expenditure if completed at the optimum time, eg. Resurfacing or re-sheeting a material part of a road network, replacing a material section of a drainage network with pipes of the same capacity, resurfacing an oval. Where capital projects involve a combination of renewal, expansion and/or upgrade expenditures, the total project cost needs to be allocated accordingly.

Capital upgrade expenditure
Expenditure, which enhances an existing asset to provide a higher level of service or expenditure that, will increase the life of the asset beyond that which it had originally. Upgrade expenditure is discretional and often does not result in additional revenue unless direct user charges apply. It will increase operating and maintenance expenditure in the future because of the increase in the council's asset base, eg. Widening the sealed area of an existing road, replacing drainage pipes with pipes of a greater capacity, enlarging a grandstand at a sporting facility. Where capital projects involve a combination of renewal, expansion and/or upgrade expenditures, the total project cost needs to be allocated accordingly.

Carrying amount
The amount at which an asset is recognised after deducting any accumulated depreciation / amortisation and accumulated impairment losses thereon.

Class of assets
See asset class definition

Component
An individual part of an asset which contributes to the composition of the whole and can be separated from or attached to an asset or a system.

Cost of an asset
The amount of cash or cash equivalents paid or the fair value of the consideration given to acquire an asset at the time of its acquisition or construction, plus any costs necessary to place the asset into service. This includes one-off design and project management costs.

Current replacement cost (CRC)
The cost the entity would incur to acquire the asset on the reporting date. The cost is measured by reference to the

lowest cost at which the gross future economic benefits could be obtained in the normal course of business or the minimum it would cost, to replace the existing asset with a technologically modern equivalent new asset (not a second hand one) with the same economic benefits (gross service potential) allowing for any differences in the quantity and quality of output and in operating costs.

Current replacement cost "As New" (CRC)
The current cost of replacing the original service potential of an existing asset, with a similar modern equivalent asset, i.e. the total cost of replacing an existing asset with an as NEW or similar asset expressed in current dollar values.

Cyclic Maintenance**
Replacement of higher value components/sub-components of assets that is undertaken on a regular cycle including repainting, building roof replacement, cycle, replacement of air conditioning equipment, etc. This work generally falls below the capital/ maintenance threshold and needs to be identified in a specific maintenance budget allocation.

Depreciable amount
The cost of an asset, or other amount substituted for its cost, less its residual value (AASB 116.6)

Depreciated replacement cost (DRC)
The current replacement cost (CRC) of an asset less, where applicable, accumulated depreciation calculated on the basis of such cost to reflect the already consumed or expired future economic benefits of the asset

Depreciation / amortisation
The systematic allocation of the depreciable amount (service potential) of an asset over its useful life.

Economic life
See useful life definition.

Expenditure
The spending of money on goods and services. Expenditure includes recurrent and capital.

Fair value
The amount for which an asset could be exchanged or a liability settled, between knowledgeable, willing parties, in an arms length transaction.

Greenfield asset values **
Asset (re)valuation values based on the cost to initially acquire the asset.

Heritage asset
An asset with historic, artistic, scientific, technological, geographical or environmental qualities that is held and maintained principally for its contribution to knowledge and culture and this purpose is central to the objectives of the entity holding it.

Impairment Loss
The amount by which the carrying amount of an asset exceeds its recoverable amount.

Infrastructure assets
Physical assets of the entity or of another entity that contribute to meeting the public's need for access to major economic and social facilities and services, eg. Roads, drainage, footpaths and cycleways. These are typically large, interconnected networks or portfolios of composite assets. The components of these assets may be separately maintained, renewed or replaced individually so that the required level and standard of service from the network of assets is continuously sustained. Generally the components and hence the assets have long lives. They are fixed in place and are often have no market value.

Investment property
Property held to earn rentals or for capital appreciation or both, rather than for:
(a) Use in the production or supply of goods or services or for administrative purposes; or
(b) Sale in the ordinary course of business (AASB 140.5)

Level of service
The defined service quality for a particular service against which service performance may be measured. Service levels usually relate to quality, quantity, reliability, responsiveness, environmental, acceptability and cost).

Life Cycle Cost **
The life cycle cost (LCC) is average cost to provide the service over the longest asset life cycle. It comprises annual maintenance and asset consumption expense, represented by depreciation expense. The Life Cycle Cost does not indicate the funds required to provide the service in a particular year.

Life Cycle Expenditure **
The Life Cycle Expenditure (LCE) is the actual or planned annual maintenance and capital renewal expenditure incurred in providing the service in a particular year. Life Cycle Expenditure may be compared to Life Cycle Expenditure to give an initial indicator of life cycle sustainability.

Loans / borrowings
Loans result in funds being received which are then repaid over a period of time with interest (an additional cost). Their primary benefit is in 'spreading the burden' of capital expenditure over time. Although loans enable works to be completed sooner, they are only ultimately cost effective where the capital works funded (generally renewals) result in operating and maintenance cost savings, which are greater than the cost of the loan (interest and charges).

Maintenance and renewal gap
Difference between estimated budgets and projected expenditures for maintenance and renewal of assets, totalled over a defined time (eg 5, 10 and 15 years).

Maintenance and renewal sustainability index
Ratio of estimated budget to projected expenditure for maintenance and renewal of assets over a defined time (eg 5, 10 and 15 years).

Maintenance expenditure
Recurrent expenditure, which is periodically or regularly required as part of the anticipated schedule of works required to ensure that the asset achieves its useful life and provides the required level of service. It is expenditure, which was anticipated in determining the asset's useful life.

Materiality
An item is material is its omission or misstatement could influence the economic decisions of users taken on the basis of the financial report. Materiality depends on the size and nature of the omission or misstatement judged in the surrounding circumstances.

Modern equivalent asset.
A structure similar to an existing structure and having the equivalent productive capacity, which could be built using modern materials, techniques and design. Replacement cost is the basis used to estimate the cost of constructing a modern equivalent asset.

Non-revenue generating investments
Investments for the provision of goods and services to sustain or improve services to the community that are not expected to generate any savings or revenue to the Council, eg. Parks and playgrounds, footpaths, roads and bridges, libraries, etc.

Operating expenditure
Recurrent expenditure, which is continuously required excluding maintenance and depreciation, eg power, fuel, staff, plant equipment, on-costs and overheads.

Pavement management system
A systematic process for measuring and predicting the condition of road pavements and wearing surfaces over time and recommending corrective actions.

Planned Maintenance**
Repair work that is identified and managed through a maintenance management system (MMS). MMS activities include inspection, assessing the condition against failure/breakdown criteria/experience, prioritising scheduling, actioning the work and reporting what was done to develop a maintenance history and improve maintenance and service delivery performance.

PMS Score
A measure of condition of a road segment determined from a Pavement Management System.

Rate of annual asset consumption*
A measure of average annual consumption of assets (AAAC) expressed as a percentage of the depreciable amount (AAAC/DA). Depreciation may be used for AAAC.

Rate of annual asset renewal*
A measure of the rate at which assets are being renewed per annum expressed as a percentage of depreciable amount (capital renewal expenditure/DA).

Rate of annual asset upgrade*
A measure of the rate at which assets are being upgraded and expanded per annum expressed as a percentage of depreciable amount (capital upgrade/expansion expenditure/DA).

Reactive maintenance
Unplanned repair work that carried out in response to service requests and management/supervisory directions.

Recoverable amount
The higher of an asset's fair value, less costs to sell and its value in use.

Recurrent expenditure
Relatively small (immaterial) expenditure or that which has benefits expected to last less than 12 months. Recurrent expenditure includes operating and maintenance expenditure.

Recurrent funding
Funding to pay for recurrent expenditure.

Rehabilitation
See capital renewal expenditure definition above.

Remaining life
The time remaining until an asset ceases to provide the required service level or economic usefulness. Age plus remaining life is economic life.

Renewal
See capital renewal expenditure definition above.

Residual value
The net amount which an entity expects to obtain for an asset at the end of its useful life after deducting the expected costs of disposal.

Revenue generating investments
Investments for the provision of goods and services to sustain or improve services to the community that are expected to generate some savings or revenue to offset operating costs, eg public halls and theatres, childcare centres, sporting and recreation facilities, tourist information centres, etc.

Risk management
The application of a formal process to the range of possible values relating to key factors associated with a risk in order to determine the resultant ranges of outcomes and their probability of occurrence.

Section or segment
A self-contained part or piece of an infrastructure asset.

Service potential
The capacity to provide goods and services in accordance with the entity's objectives, whether those objectives are the generation of net cash inflows or the provision of goods and services of a particular volume and quantity to the beneficiaries thereof.

Service potential remaining*
A measure of the remaining life of assets expressed as a percentage of economic life. It is also a measure of the percentage of the asset's potential to provide services that are still available for use in providing services (DRC/DA).

Strategic Management Plan (SA) **
Documents Council objectives for a specified period (3-5 yrs), the principle activities to achieve the objectives, the means by which that will be carried out, estimated income and expenditure, measures to assess performance and how rating policy relates to the Council's objectives and activities.

Sub-component
Smaller individual parts that make up a component part.

Useful life
Either:
(a) The period over which an asset is expected to be available for use by an entity, or
(b) The number of production or similar units expected to be obtained from the asset by the entity.

It is estimated or expected time between placing the asset into service and removing it from service, or the estimated period of time over which the future economic benefits embodied in a depreciable asset, are expected to be consumed by the council. It is the same as the economic life.

Value in Use
The present value of estimated future cash flows expected to arise from the continuing use of an asset and from its disposal at the end of its useful life. It is deemed to be depreciated replacement cost (DRC) for those assets whose future economic benefits are not primarily dependent on the asset's ability to generate new cash flows, where if deprived of the asset its future economic benefits would be replaced.

Source: DVC 2006, Glossary
Note: Items shown * modified to use DA instead of CRC
Additional glossary items shown **

1. EXECUTIVE SUMMARY

What Council Provides

Council provides recreation assets to enable leisure and sporting activities and to increase the aesthetic amenity of Bathurst. In accordance with the following Objectives; 1.4, 3.1, 3.3, 4.1, 4.3, 5.1, 5.4, 6.4 & 6.6 from Council's Adopted 2040 Community Strategic Plan.

The main recreation assets include:

- Approximately **3864** ha of open space
- Approximately **110** ha of playing fields
- **43** playgrounds
- Approximately **238** buildings and structures

What does it Cost?

There are two key indicators of cost to provide the recreation assets network.

- The life cycle cost being the average cost over the life cycle of the asset, and
- The total maintenance and capital renewal expenditure required to deliver existing service levels in the next 10 years covered by Council's long term financial plan.

The life cycle cost to provide the recreation assets is estimated at average **$5.02 million** per annum. Council's planned life cycle expenditure for year 1 of the asset management plan is **$2.51 million** which gives a life cycle sustainability index of **0.5.**

The total maintenance and capital renewal expenditure required to provide the recreation asset over the next 10 years is estimated at **$142.4 million**. This is an average of **$14.24 million** per annum.

Council's maintenance and capital renewal expenditure for year 1 of the asset management plan of **$14.24 million** giving a 10 year life cycle sustainability index of **1.0**.

Plans for the Future

Council plans to operate and maintain the recreation assets to achieve the following strategic objectives.

1. To identify and document the extent of the asset portfolio managed by the recreation section of Council.
2. Ensure the recreation assets are maintained at a safe and functional standard as set out in this infrastructure asset management plan.
3. Ensure that future expansion of the recreation asset portfolio is planned appropriately to cater for growth.
4. Maximise an assets useful life whilst minimising lifecycle expenditure.
5. Maintain a high level of community satisfaction in the provision of recreation assets.

Measuring our Performance

Quality

Recreation assets will be maintained in a reasonably usable condition. Defects found or reported that are outside the stated standard will be repaired.

Function

It is intended recreation assets will be maintained in partnership with other levels of government and stakeholders to ensure community satisfaction is maintained and safety is not compromised.

The following key functional objectives are met:

- Safe and efficient transport of stormwater.
- Maintenance and renewal of the network is within budget.

Safety

Council will react to complaints and requests regarding recreation assets according to response times. These are prioritised according to the perceived risk each complaint presents.

The Next Steps

The actions resulting from this asset management plan are:

- Undertake an asset survey to identify all assets managed in the recreation section;
- Collect condition information on major assets.
- Improve the collection of physical data relevant to the maintenance of recreation assets;
- Improve valuation and depreciation projections; and
- Improve the Council's customer request system to more accurately record the nature, extent, severity and location of defects.

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2. INTRODUCTION

2.1 Background

This asset management plan is to demonstrate responsive management of assets (and the services provided from assets), compliance with regulatory requirements, and to highlight the funding that is required to provide the required levels of service.

Recreation assets provide a number of functions integral to the quality of Bathurst as a place to live: they complement the built environment, contribute to the identity of place, safe guard biodiversity and provide recreational opportunity. The value provided to the community is a combination of social, economic and environmental factors. In accordance with the following Objectives; 1.4, 3.1, 3.3, 4.1, 4.3, 5.1, 5.4, 6.4 and 6.6 from Council's Adopted 2040 Community Strategic Plan.

Recreation assets include areas such as parks, reserves, playgrounds and sporting fields. These areas play an important role in creating a 'sense of place' and providing opportunities for:

- Leisure and Recreation - with growing recognition of the benefits of leisure and recreation to people's well-being and 'quality of life';
- Conservation and Biodiversity which includes the protection of natural features and cultural sites, and development of natural habitats;
- Amenity - which involves greening of the urban environment and providing increased aesthetic value and a balanced mix of land uses;
- Utility - e.g. stormwater management;
- Transport and Access -including the development of pedestrian and cycle linkages and networks; and
- Tourism - providing tourist destinations and attractions

Ownership of open space land is shared between Council and the Crown.

Each open space contains specific assets providing for operational requirements and amenity for public users. These include playgrounds, sporting fields, seats, picnic tables, rubbish bins, BBQs, footpaths, vegetation, monuments and fencing.

Currently Bathurst Regional Council is responsible for **916ha** of open space within the Bathurst City area and a further **2730ha** in the rural areas of the Bathurst Regional LGA.

Open spaces are classified according to their primary purpose, location and access and the character and extent of the development. There are two current classification systems; information held within the parks management plans and asset management system. The classifications will be consolidated in future asset management plans.

Table 2.1a Open space assets in the Bathurst LGA

Open space category	Urban area (ha)	Rural Area (ha)	Total (ha)
Active parks/sportsground	131.3	81.7	213.0
Landscaped Building surrounds	12.3	0.0	12.3
Natural Areas	230.6	2,395.0	2,625.7
Passive parks/Reserves	245.2	451.0	696.2
Road reserves	26.7	0.1	26.8
Cemeteries	10.2	16.4	26.6
Parks/Playgrounds	1.62	0.1	1.63
General Community	263.1	0.1	263.2
TOTAL	**921.0**	**2,944.4**	**3,865.4**

The increasing popularity of sport and recreational outdoor activity[2] and the growing awareness of the destruction of natural areas of habitat which, means the community is more aware of the amenity offered by the open spaces managed by the Council. This is in accordance with Objectives 1.4, 3.1, 3.3, 4.1, 4.3, 5.1, 5.4, 6.1, 6.4 and 6.6 within Council's Adopted 2040 Community Strategic Plan.

This asset management plan covers the following infrastructure assets:

Table 2.1b Value of assets covered by this plan

Asset category	Dimension (Approximate)	Replacement Value ($)
Land improvements	**73 Systems, Facilities & Fixtures** **Various Asset Dimensions:** **(100,000m^3, 46.4km, 3.6ha)**	**$13,133,940**
Garden Beds **(Landscaping, Gardens & Plantings)**	**30 Areas (>10ha)**	**$1,358,820**
Playing Surfaces **(Cricket Nets/Pitches, Rugby/Soccer Fields, Tennis/Basketball Courts)**	**39 Playing Surfaces** **(>110ha)**	**$8,262,640**
Irrigation Assets	**16 Irrigation Systems** **(>2,000 sprinklers, >20km Pipe)**	**$776,310**
Playgrounds and shade structures **(Includes Adventure playground)**	**43 Playgrounds &** **14 Shade Structures**	**$2,072,100**
Building and structure assets	**126 Buildings & 112 Structures**	**$90,157,960**
Sporting assets **(Assets at Sportsgrounds; Fencing, Lights etc.)**	**>100 Assets**	**$1,511,760**
Other assets **(Monuments Not Included)**	**>1000 Assets**	**$2,367,530**
TOTAL		**$119,641,060**

The information shown in Table 2.1b been assembled from Council's Asset Management System as well as Council's Recreation Sections Registers. The replacement values shown are based on the assets Current replacement cost (CRC) from Council's Asset Management System.

[2] Australian Sports Commission 2008 *Exercise, Recreation and Sport Survey* (ERASS)

Recreation assets not included in this plan:

- Street trees of Bathurst, although part of the recreation asset portfolio are not examined in any detail in this plan. Costs associated with the management of the street trees are not included in financial analysis and the trees themselves are not included in valuations. The management techniques of 'alive' assets are somewhat different to those assigned to inanimate assets. Bathurst Regional Council has developed and adopted a Heritage street tree audit report that covers the management and maintenance of the street trees within heritage conservation area of Bathurst. A separate asset management plan covering tree assets in general will be produced at a later date.

- Cemeteries are not covered in this version of the AMP as the nature of managing Council's cemeteries is solely maintenance/operational expenditure which, is covered in the adopted 2017 – 2021 Detailed Budget.

- The Bathurst Aquatic Centre is owned by Council, however the daily operational management of the Centre is contracted out. The aquatic centre will not be considered in this asset management plan.

Key stakeholders in the preparation and implementation of this asset management plan are:

The Councillors	**Formulate policy for the allocation of resources to maximise benefit to the community whilst minimising the Council's exposure to risk.**
The Council	**To manage the implementation of policy in a timely and cost effective manner. To ensure resources are effectively utilised**
General Public	**Users of sporting and recreational facilities**
Sporting clubs and bodies	**Users of sporting facilities. Often sporting clubs receive grants from Council to assist in their operation.**
Community groups	**Volunteer organisations such as land care groups are involved in bushland regeneration and waterway maintenance of Council maintained lands.**

2.2 Goals and Objectives of Asset Management

Council's core business activities include the provision of services to the community. Some of these services are provided by infrastructure assets. Council has acquired infrastructure assets by 'purchase', by contract, construction by council staff and by donation of assets constructed by developers and others to meet increased levels of service.
Council's goal in managing infrastructure assets is to meet the required level of service in the most cost effective manner for present and future consumers. The key elements of infrastructure asset management are:

- Taking a life cycle approach,
- Developing cost-effective management strategies for the long term,
- Providing a defined level of service and monitoring performance,
- Understanding and meeting the demands of growth through demand management and infrastructure investment,
- Managing risks associated with asset failures,
- Sustainable use of physical resources,
- Continuous improvement in asset management practices.

This asset management plan is prepared under the direction of Council's vision, goals and objectives as reflected with the following Objectives; 1.4, 3.1, 3.3, 4.1, 4.3, 5.1, 5.4, 6.4 and 6.6 from Council's Adopted 2040 Community Strategic Plan.

Council's vision:

"Bathurst: A vibrant and innovative region that values our heritage, culture, diversity and strong economy."

Kings Parade

Relevant Council goals and objectives and how these are addressed in this asset management plan are detailed in Table 2.2 and are in line with Objectives;

Table 2.2. Council Goals and how these are addressed in this Plan

Goal	Objective	How Goal and Objectives are addressed in IAMP
Adequate infrastructure for projected population 80,000 by 2050	**To have in place quality infrastructure that meets the needs of the community by providing adequate facilities for a population of 80,000 by the year 2050.**	**Ensure the provision of open space is in all cases compliant with Bathurst Regional (Interim) Local Environment Plan Zoning controls for Zone No 6(a) and Zone No 6(b).**
To ensure effective, efficient operations in providing parks, gardens and reserves in the Bathurst Region		**Implementing programs for compliance with the Department of Water and Energy Best Practice Guidelines**
To provide and maintain safe and interesting recreational areas to accommodate a range of activities	**To provide facilities and services in response to the active and passive recreational and sporting needs of Bathurst Region residents and visitors**	**Principles of water sensitive design are being implemented in current and future plans of development.**
To liaise with the community in the management of the Region's parks and reserves		**Through public consultation and question time at monthly Council meeting and annual village consultations. By considering written requests regarding the management of Bathurst's recreation assets and providing an appropriate response.**

The key issues of the Recreation asset management plan are:

- Relevance of provided facilities
- Adapting to sporting trends
- Loss of amenity
- Regulatory control
- Community concern

2.3 Plan Framework

The key elements contained within the Recreation Asset Management plan are:

- Levels of service – specifies the services and levels of service to be provided by council.
- Future demand – how this will impact on future service delivery and how this is to be met.
- Life cycle management – how Council will manage its existing and future assets to provide the required services
- Financial summary – what funds are required to provide the required services.
- Asset management practices
- Monitoring – how the plan will be monitored to ensure it is meeting Council's objectives.
- Asset management improvement plan

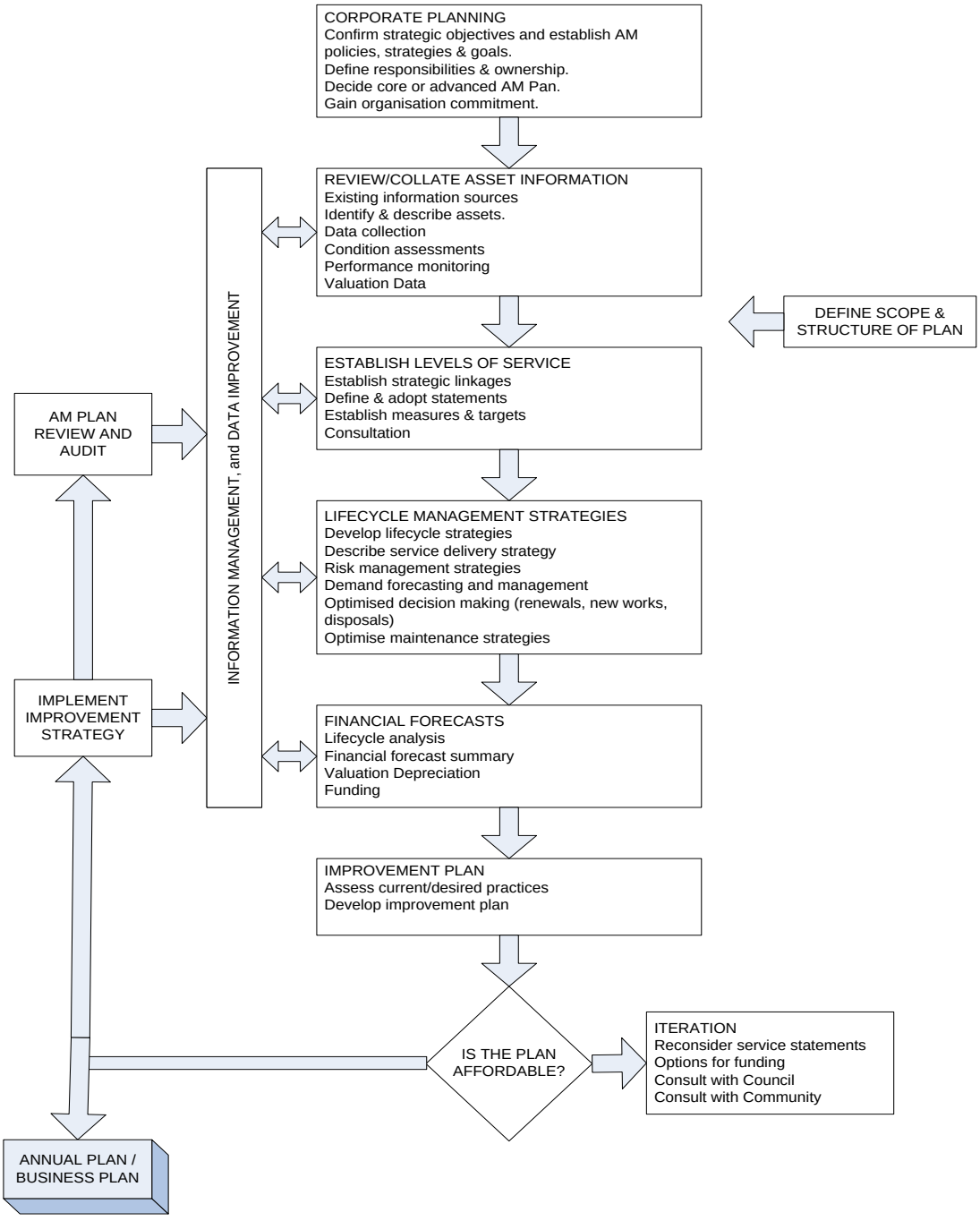
A road map for preparing an asset management plan is shown on page 8.

2.4 Core and Advanced Asset Management

This asset management plan is prepared as a 'core' asset management plan in accordance with the International Infrastructure Management Manual. It is prepared to meet minimum legislative and organisational requirements for sustainable service delivery and long term financial planning and reporting. Core asset management is a 'top down' approach where analysis is applied at the 'system' or 'network' level.

Future revisions of this asset management plan will move towards 'advanced' asset management using a 'bottom up' approach for gathering asset information for individual assets to support the optimisation of activities and programs in order to meet agreed service levels.

Road Map for preparing an Asset Management Plan
Source: IIMM Fig 1.5.1, p 1.11



3. LEVELS OF SERVICE

3.1 Customer Research and Expectations

The Council undertakes community surveys on an annual basis to gauge community expectations and satisfaction with the service Council provides. A series of questions are put to a broad cross section of the community including residents from rural and urban areas each year. The survey for 2009 has changed the method of data collection from telephone survey to a mailed written survey.

As there is no clearly defined standards on the form and functions of open space and the fact they offer a non-essential service, the Council relies heavily on feedback from the community to gauge the level of satisfaction and demand for open space assets.

Since 2004 there have been three questions aimed specifically to identify the importance placed by the community on recreational infrastructure. These are:

- Parks and gardens;
- Sport fields and amenities; and
- Recreational areas along the Macquarie River.

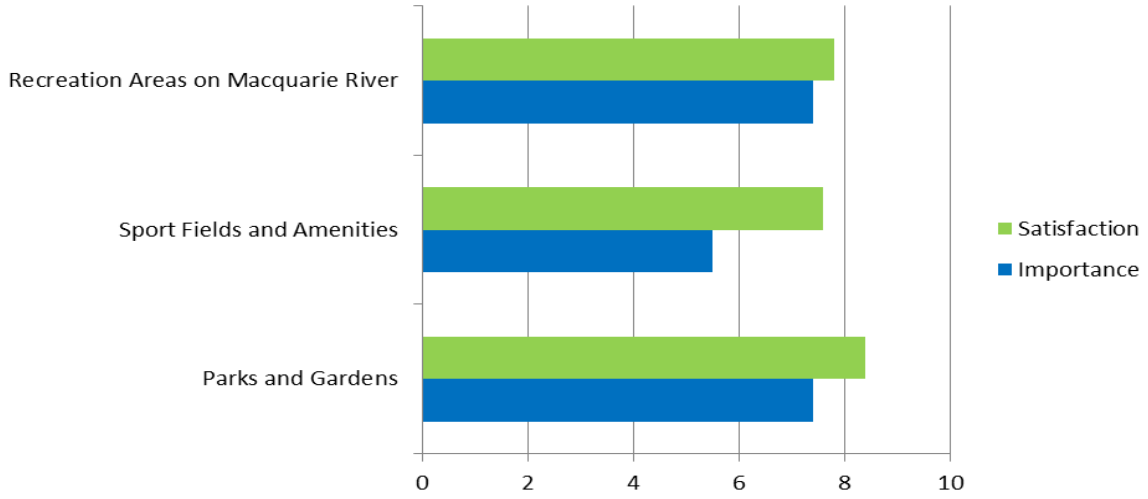
In addition, there are other survey responses that provide insight into the community expectation on the Council maintained open spaces. These include:

- Survey responses from the Community Involvement section: sense of community and the quality of life experience in Bathurst; and
- Survey responses from Planning and Development section: improving the local environment and development of community facilities.

The results from the community surveys are used to assess the success and effectiveness of Council's management practices relating to the open spaces.

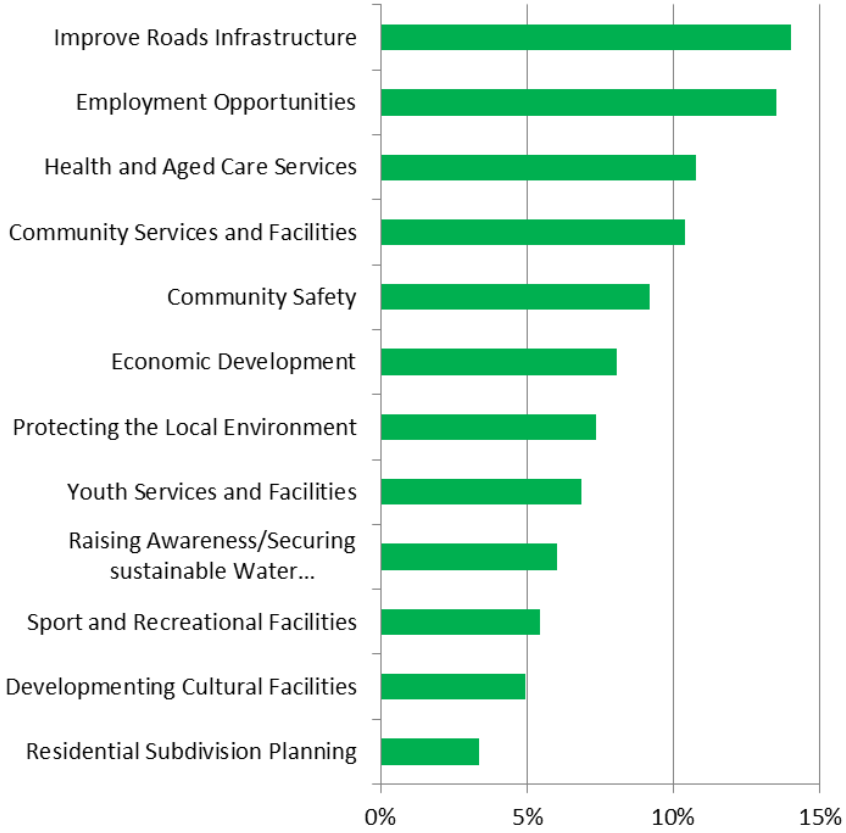
Customer survey results

Fig 1 shows the average response to the three questions posed specifically on recreational infrastructure.



	Importance	*Satisfaction*	*Gap*
Parks and Gardens	*7.4*	*8.4*	*+1.0*
Sports fields and amenities	*5.5*	*7.6*	*+2.1*
Recreation areas on Macquarie River	*7.4*	*7.8*	*+0.4*

Fig 2 Nominated number 1 priority for Council



In the previous AMP recreational facilities and cultural facilities were ranked tenth in the list of responses. However, using the nominated priorities from the 2016 Community Survey, sport and recreational facilities has been ranked 10th and developing cultural facilities has been ranked 11th out of the 12 Categories covered in the survey.

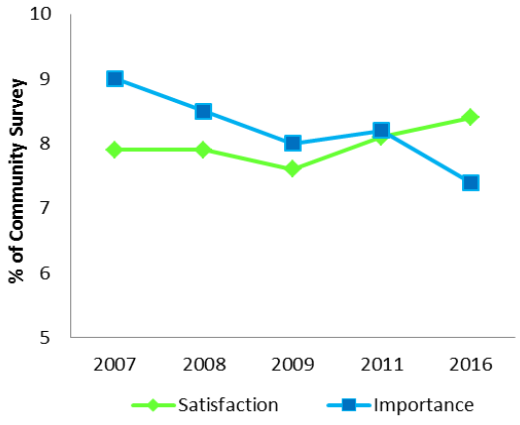
3.1.1 Analysis of parks and gardens responses

In contrast to previous community surveys, the level of importance of parks and gardens maintenance has become less of a priority to the community.

While the level of importance of parks and gardens has reduced steadily since 2007, the levels of satisfaction have been increasing by approximately 1% p.a. since 2009.

The gap between importance and satisfaction levels is minimal at +1.0. This indicates the level of service offered by the parks and gardens are well matched to the level of maintenance that Council provides.

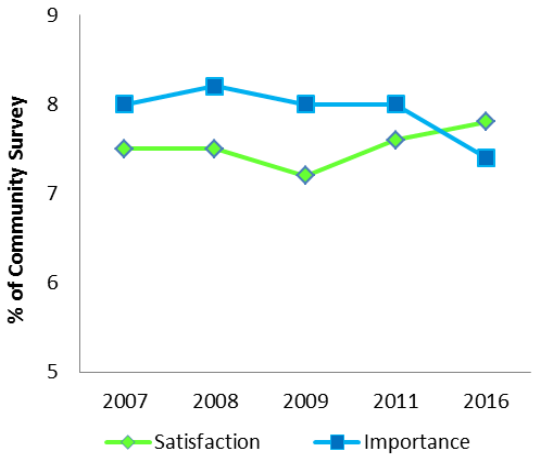
The levels of importance and satisfaction are based upon responses within 2007, 2008, 2009, 2011 and 2016 Community Surveys.



3.1.2 Analysis of sport fields and amenities responses

In contrast to previous community surveys, the level of importance of sport fields and amenities has become less of a priority to the community, showing a dramatic drop in level of importance from the 2011 Community Survey. Levels of satisfaction however, have remained steady with only a slight decrease from 2011.
The gap between importance and satisfaction levels is substantial at +2.1. This indicates the level of service offered by the sports fields and amenities are well matched to the level of maintenance that Council provides.
The levels of importance and satisfaction are based upon responses within 2007, 2008, 2009, 2011 and 2016 Community Surveys.

3.1.3 Analysis of recreational facilities along the Macquarie River responses

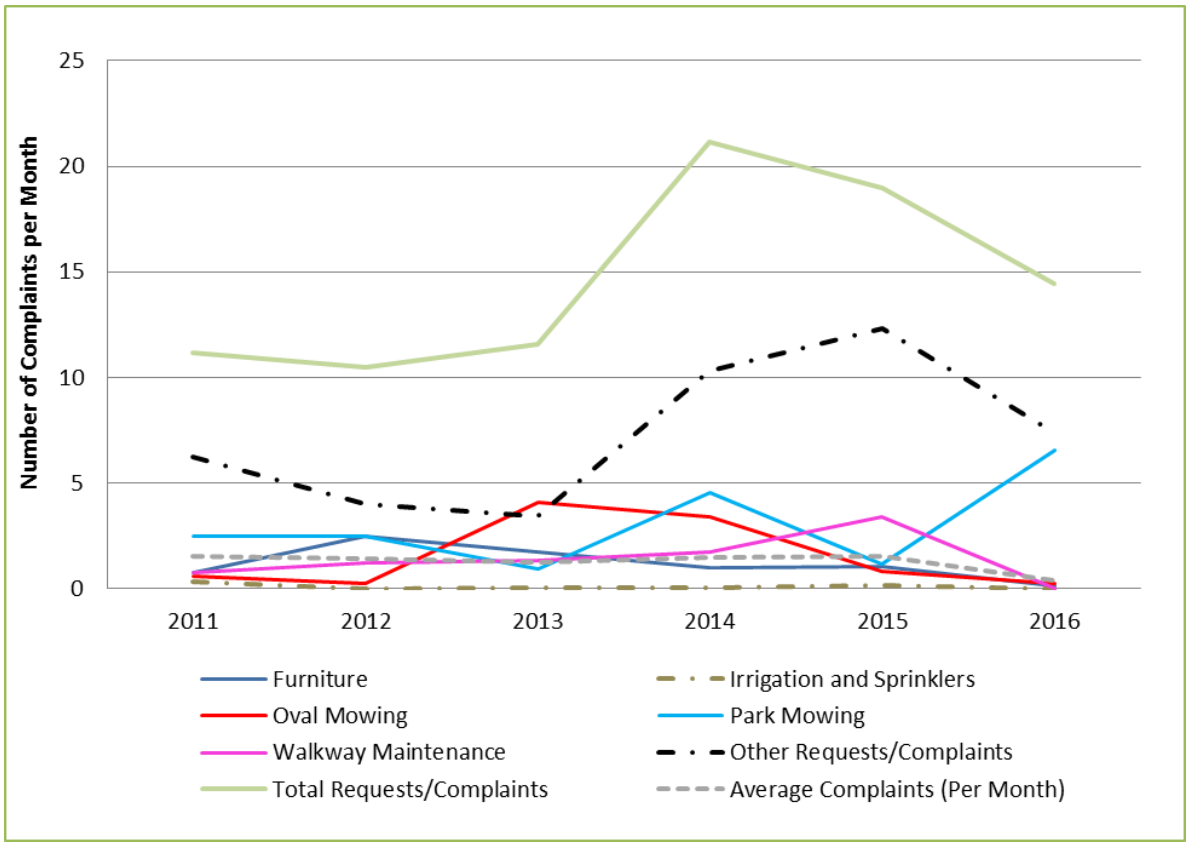


The community have rated the importance of recreational facilities along the Macquarie River has been maintained at a high level over the previous 2 years with a slight reduction from 2011 to 2016 levels. Levels of satisfaction however, have steadily increased since 2009 Community Survey.
The gap between importance and satisfaction ratings is small at +0.4.
This indicates the facilities along the Macquarie River are maintained to an appropriate level of service.
The levels of importance and satisfaction are based upon responses within 2007, 2008, 2009, 2011 and 2016 Community Surveys.

Macquarie Riverbank Park

3.1.4 Customer service requests and complaints

Fig 2. Customer requests relating to recreation



Note on Fig 2:

The number of Total Requests/Complaints from 2014 to 2016 has reduced steadily from 21 per month to 14. Majority of requests/complaints have reduced from 2015 to 2016 with Park mowing being the only area to increase in this time from 1 per month to 7.

3.2 Legislative Requirements

In accordance with Objective 6.4 within Council's Adopted 2040 Community Strategic Plan as well as meeting the many legislative requirements including, Australian and State legislation and State regulations. The primary acts and regulations relating to the recreation assets are:

Table 3.2. Legislative Requirements

Legislation	Requirement
Local Government Act	**Sets out role, purpose, responsibilities and powers of local governments including the preparation of a long term financial plan supported by asset management plans for sustainable service delivery.**
Environmental Planning and Assessment Act 1979	**The principal planning instrument in NSW – specifies environmental considerations required for all development activities.**
Civil Liabilities Act 2002	**Sets out the provisions that give protection from civil liability and the responsibilities of Council and public alike.**
Protection of the Environment Act 1997	**To protect, restore and enhance the quality of the environment having regard to the need to maintain ecologically sustainable development.**
Rural Fires Act 1997	**Aims for the prevention, mitigation and suppression of bush and other fires in local government areas** **Ensures co-ordination of bush fire fighting and bush fire prevention throughout the State**
Noxious Weeds Act 1993	**Defines the roles of government, councils, private landholders and public authorities in the management of noxious weeds. The Act sets up categorisation and control actions for the various noxious weeds, according to their potential to cause harm to our local environment.**
Native Vegetation Conservation Act 1997	**Provides overriding control of tree and other vegetation destruction in NSW.**
Heritage Act 1977	
Occupational Health and Safety Act 2000 and Occupational Health and Safety Regulation 2001	

3.3 Current Levels of Service

Service levels can be defined by two terms.

Community Levels of Service relate to how the community receives the service in terms of safety, quality, quantity, reliability, responsiveness, cost/efficiency and legislative compliance. As well as meeting the following Objectives; 6.1, 6.4 and 6.6 within Council's Adopted 2040 Community Strategic Plan.

Supporting the community service levels are operational or technical measures of performance developed to ensure that the minimum community levels of service are met. These technical measures relate to service criteria such as:

Service Criteria	Technical measures may relate to
Quality	**The level of amenity offered by a particular park and the facilities it contains**
Quantity	**The number of individual parks and the open space per capita**
Safety	**The management of safety risks associated with open spaces**

Table 3.3. Current Service Levels

Community Levels of Service

Key Performance Measure	Level of Service	Performance Measure Process	Performance Target	Current Performance
Quality	Parks and facilities within the park provide a quality experience for all users	Public comment and requests for improved playground facilities, sporting facilities and other facilities	Community Survey Satisfaction Level ≥ 5.5	**Community Survey Satisfaction Level 7.6**
Accessibility and Quantity	Parks and facilities are easy to get to with sufficient areas for parking	Number of car parking spaces at regional and district facilities are adequate		
		Complaints regarding footpaths to park areas is complete and maintained	Community Survey Satisfaction Level ≥ 7.4	**Community Survey Satisfaction Level 8.4**
	There is sufficient park space and sufficient facilities for the population	Public comments and requests for increased public spaces	Community Survey Satisfaction Level ≥ 7.4	**Community Survey Satisfaction Level 7.8**
Maintenance	Public open spaces and facilities are well maintained	Complaints relating to the upkeep of parks	Average 10.0 per month	**Average 10 per month, 2016**
	Scheduled mowing of public spaces is maintained	Complaints and requests for mowing of open spaces	Average 4.0 per month	**4.0 per month**
Safety	**Parks and facilities within them are safe**	**Insurance claims for injury received on park assets**	**0 per month**	**##**

Technical Level of Service

Key Performance Measure	Level of Service	Performance Measure Process	Performance Target	Current Performance
Quality	Parks at classification level 2 or above for population level	Area (ha) of parks at classification level 1 per 1000 population	0.70ha per 1000	**0.67ha per 1000**
	Maintenance of park facilities	% of maintenance expenditure per class of park	Passive = 43% Open Space = 22% Active = 35%	**Passive = 32%** **Open Space = 25.5%** **Active = 42.5%**
Condition	Majority of parks assets are in reasonable condition	Playground condition	Average playground condition > 3	**Average playground condition > 2**
	Open spaces are mown to an adequate standard	cost/hectare of maintenance in Category 2 Open Space	$800/ha	**$2970/ha**
Expenditure	Recreation expenditure is within budget	Annual maintenance expenditure is within the budget allocated	Annual expenditure is within ± 10% of annual budget	**Period from 2015-2017 within ± 10% of annual budget.**
Safety	**Parks and facilities within them are safe**	**Insurance claims for injury received on park assets**	**0 p.a.**	**##**

Netball at the John Matthews Centre

4. FUTURE DEMAND

4.1 Demand Forecast

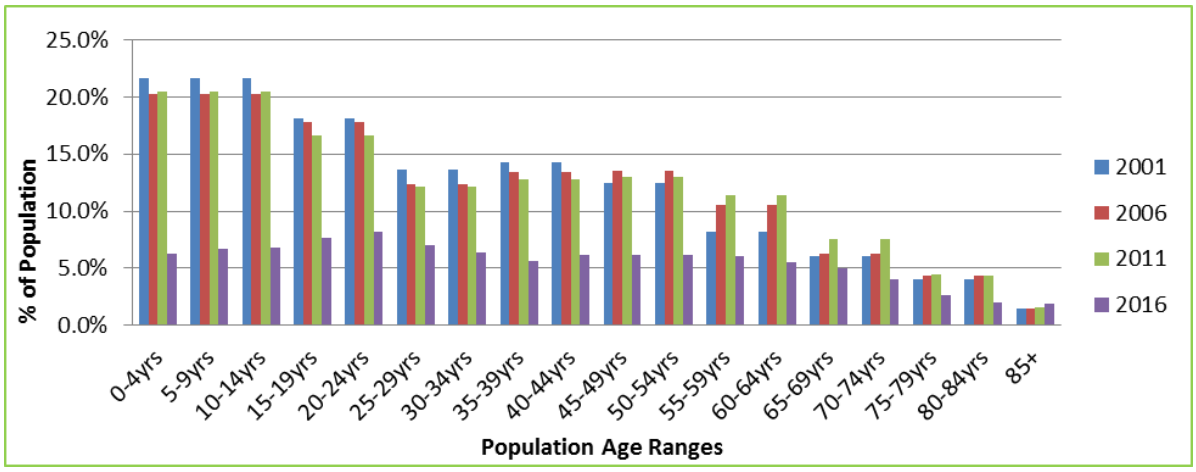
The major factor affecting demand is overall average rainfall and the intensity of rainfall events.

The primary factor affecting the extent of the open space is the development of residential land within the Bathurst City boundary. This in turn is influenced directly by population change. The Bathurst Region growth rate between the 2011 and 2016 censuses has increased by 32% approximately. Meeting the needs of the changing population demographic is outlined by Objectives 4.1 and 4.3 within Council's Adopted 2040 Community Strategic Plan.

Table 4.1 Demand Factors, Projections and Impact on Services

Demand factor	Present position	Projection	Impact on services
Population	42,389 (2016 census)	52,500 (2031)	**Increased population and area of development will lead to increasing areas of maintained open space**
Demographic (see Fig.3)	22.2% of population >60 yrs in 2016 26.9% of population <20 yrs in 2016	26.1% of population >60 yrs in 2031 25.6% of population <20 yrs in 2031	**Reduction in demand on facilities directed at younger people.** **Increased demand on facilities directed at retirees**
Sporting trends	Traditional team sports: soccer, netball, hockey, cricket, football, etc	New sports: Skating, cycling	**More capital intensive sports mean a higher per capita cost to provide facilities in demand**
Quality of sporting facilities	The trend in sporting facilities is towards more advanced, higher standard facilities		**Initial capital cost of construction is high (maintenance is generally carried out by sporting clubs)**
Town planning trends	An increasing awareness of the role of public space plays in a town's character.		**Public space utilisation is increasing with the public demanding a higher level of amenity**
Urban consolidation	Increasing popularity of multiple dwelling allotments		**Increased population density will lead to greater demand on CBD open spaces.**
Tree change	**Number of people moving from high population areas with high levels of community amenity.**		**Expectations of similar facilities within the Bathurst Region.**

Fig. 3 Population Demographics of Bathurst.



Notes on Fig. 3
The most notable demographic changes for the period of 2011 to 2016, has been the significant decrease in the proportion of population for age ranges from 2011 to 2016 by an average of 6.6%.The only exception to this is with the 85+ age range being the only portion to increase in this time by 0.2%.

4.3 Demand Management Plan

Opportunities identified to date for demand management are shown in Table 4.3. Further opportunities will be developed in future revisions of this asset management plan.

Table 4.3 Demand Management Plan Summary

Service Activity	Demand Management Plan
Planning for future open space	Undertake a community consultation to assess the demand for various types of open space. Supplement this with available demographic data to develop a profile of required open spaces for the future.
Multi-use areas	By developing open space to cater for multiple uses the demand for any particular use can be reduced. For example, grassed hockey areas may be also used for cricket and touch football.
Regional co-ordination of facilities	Adjacent councils can share the load of providing regional and state level sporting facilities.
Changing level of amenity to suit changing demographics of an area	Undertake usage survey on playgrounds that are suspected of having low patronage
Managed open space	Passive parks and reserves and general community land will be a minimum of 0.25ha to ensure some civic value Sporting grounds and active parks will be a minimum of 2.0ha to allow adequate space for activity and to lower maintenance costs
Maintenance of open spaces	Where community lands are regularly used by the community such as sports grounds, the community may manage these lands on behalf of the Bathurst Regional Council.
Maintenance of nature strip	The responsibility of nature strip maintenance is with the adjacent land holder. Council will not undertake maintenance of nature strips.
Reduction in the demand for play equipment	As demographics change in an area, usage rates of recreation assets may also change. Identifying possibly redundant playgrounds and then assessing the use and removing them if deemed appropriate will reduce the risk exposure and maintenance load of the recreation section of Council.

4.4 New Assets from Growth

New open space assets are usually acquired as a result of new development. The open space is usually in the form of general community land or road reserves with a small area of passive parks/reserves as stipulated by the planning department regulations.
Other public open space assets such as sports grounds and natural bushland areas are not acquired proportionately with development.
The additions of new open space assets will include other associated assets including (where relevant) play grounds, picnic shelters, fencing and sporting facilities.
Acquiring these new assets will commit Council to fund ongoing operations and maintenance costs for the period that the service provided from the assets is required. These future costs are identified and considered in developing forecasts of future operating and maintenance costs. These measurements are line with Objectives 4.1 and 4.3 within Council's Adopted 2040 Community Strategic Plan.

4.4.1 Urban Open Space Assets

Table 4.4a Area of urban recreational land

Year	Area (ha)
2001	**301.6**
2009	**678.2**
2017	**922.5**

The **36%** increase is partly due to improvements in record keeping and clarification of land ownership and responsibility and reclassification of some land areas. There has, however been a large increase in the land area being managed by the Council's Recreation Section.

Table 4.4b Urban areas of additional maintenance since 2001
(Areas >5ha Shown Only – 226.04ha additional area in total)

Location	Activities	Approximate Area
Police Paddock Extension	Mowing and Whipper Snipper	5.54ha
Bathurst Cycle Park	" "	79.0ha
Bathurst Cycle Park BMX Section (Additional)	" "	11.0ha
Kefford Street Levee	" "	4.0ha
Mount Panorama - Inside track	" "	16.0ha
Mount Panorama Camp Grounds (Old drive inn and chase campgrounds)	" "	29.0ha
Gilmour Street Levee	" "	6.0ha
Raglan Creek Overflow Channel	" "	10.5ha
Bradwardine Road Living legends Additional	" "	4.0ha

4.4.2 Rural Open Space Assets

In 2004 Bathurst City Council amalgamated with Evans Shire Council and Bathurst Regional Council was formed. Evans Shire Council had an inventory of rural open space maintained by the Council. This inventory has since been updated and confirmed by Bathurst Regional Council. The total area of additional managed rural lands is **2944ha**

Sofala Showground

5. LIFECYCLE MANAGEMENT PLAN

The lifecycle management plan details how Council plans to manage and operate the assets at the agreed levels of service (defined in section 3) while optimising life cycle costs. Taking into account Objectives; 1.4, 3.1, 3.3, 4.1, 4.3, 5.1, 5.4, 6.1, 6.4 and 6.6 within Council's Adopted 2040 Community Strategic Plan.

5.1 Background Data

5.1.1 Physical parameters

Table 5.1a – Open space areas

Asset type	Area (ha)
Active parks/sportsground	213.0
Landscaped Building surrounds	12.3
Natural Areas	2,625.7
Passive parks/Reserves	696.2
Road reserves	26.8
Cemeteries	26.6
Parks/Playgrounds	1.63
General Community	263.2
TOTAL	**3,865.4**

The information within ***Table 5.1b*** has been compiled from both records within Council's Asset Management System and information from the Recreation Sections registers. Assets with the quantity/No. of denoted with ***** are an approximate estimation and are only an indication as more detailed recording of these assets is required to accurately quantify them.

Table 5.1b Park assets

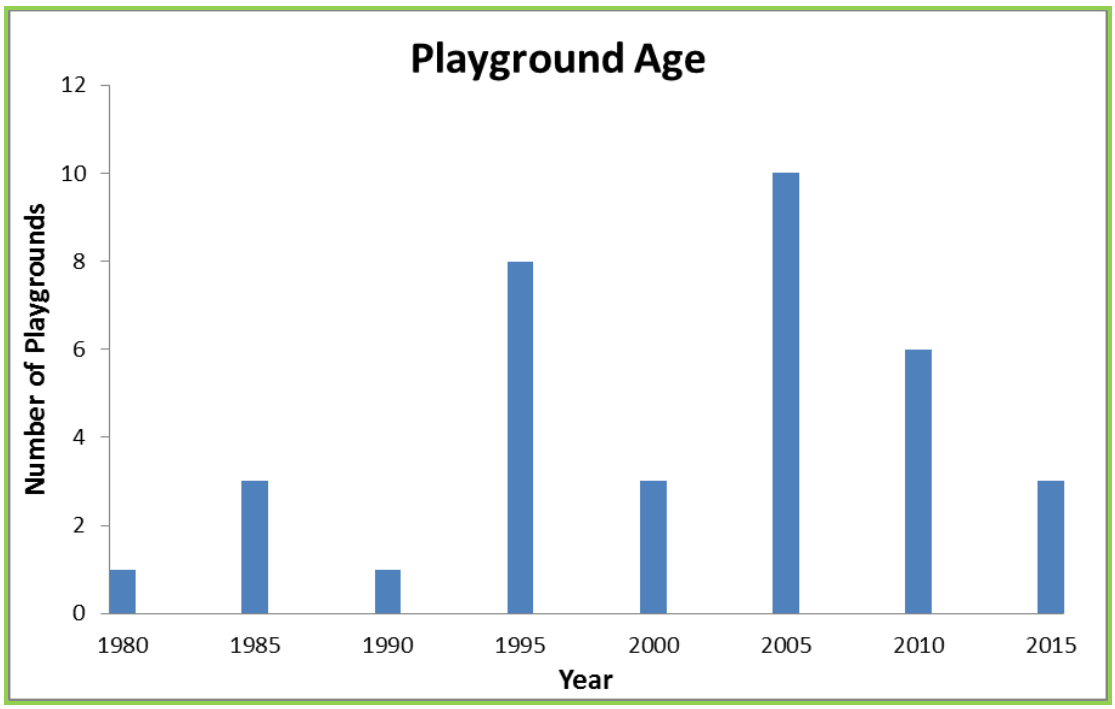
Asset Type	Useful Life (years)	Quantity/No. of
Soft fall - Impact Attenuating Surfaces	Multiple	16,178m^2
Shade sails	5	14
Bicycle racks	5	50
Signs	5	>100*
Sporting facilities	10	39
Playgrounds	10	43
Garbage bins	10	60
Seats	10	135
Picnic tables	10	50
Irrigation systems	10	16
Artificial playing surfaces	10	58
Scoreboards	10	4
BBQ's	10	19
Turfed Areas	10	22

Asset Type	Useful Life (years)	Quantity/No. of
Fencing	20	60.2km
Picnic Shelters	20	47
Flagpoles	20	100*
Electrical reticulation	25	>20 Systems*
Lighting	25	44 Systems
Public toilets and change rooms	40	58
Clubhouses	40	18
Storage and machinery sheds	40	4
Grandstands	40	9
Other buildings and structures	40	23
Fountains	50	3
Ponds	50	4
Car parking facilities	50	10
Footpaths (Maintained by Recreation Section)	60	5km (Crushed Granite)
Monuments	100	51
Trees (Street & Park Trees)	100	6,580
Drainage	100	<5km of Sub-soil Drainage*
Gardens and Landscaped Areas	100	30
Earthworks and land improvements	Indefinite	>100,000m^3*

5.1.1 Age of open space assets

Since the previous version of the AMP Council's Asset Management System and the Recreation Section Registers have much more reliable data regarding asset age. Open space assets such as playgrounds have a high importance level to council and the community, not only due to the importance of risk management of playgrounds but also meeting - Objectives; 1.4, 3.1, 3.3, 4.1, 4.3, 5.1, 5.4, 6.4 and 6.6 laid out in Council's Adopted 2040 Community Strategic Plan.

Fig 5. Playground Age



Approximate year of construction

Playgrounds may not be a homogenous collection of equally aged equipment. For example Bi-Centennial Park contains some equipment approaching 10 years of age supplemented by a climbing frame structure installed in 2006. Shade sails are installed independently of play equipment and will be generally be more modern.

Other major assets within the recreation asset register with known ages include -

Table 5.1.2 Major recreation asset ages

Asset	Year of Construction
Carrington Park Grandstand	1988
Anne Ashwood Park Rugby Complex	2007
Cooke Hockey Complex Water field	2001
Sportsground Facilities	2002
Bathurst Indoor sports Stadium	1988
Machattie Park buildings	1890
Hereford Street Rugby Complex (Field 1 & 2)	2008 & 2017

5.1.2 Asset capacity and performance

Council's services are generally provided to meet design standards where these are available. Locations where deficiencies in service performance are known are detailed in Table 5.1.2. Meeting, Objectives; 1.4, 3.1, 3.3, 4.1, 4.3, 5.1, 5.4, 6.1, 6.4 and 6.6 within Council's Adopted 2040 Community Strategic Plan.

Table 5.1.2 Known Service Performance Deficiencies

Location	Service Deficiency
Various playgrounds	**Playground equipment is outdated and aesthetically below standard.**

5.1.3 Asset condition

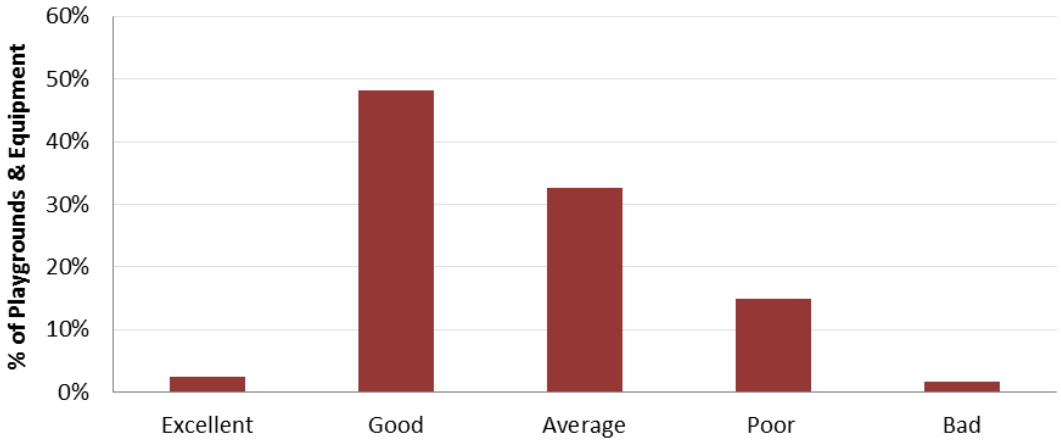
As there are a large number of assets spread over a variety of asset classes, the condition profile for the entire recreation asset portfolio can not be easily summarised.

Condition summaries are provided for 2 major asset classes - playgrounds and buildings associated with recreation. Many of the other assets within the register are of lower value, <$10,000.

5.1.3a Playgrounds

Due to the high risk nature of playgrounds, they are subject to tight regulatory conditions and are inspected at regular intervals to ensure they are free from defects that may pose risks to the children using them. As well as inspecting for defects, the playgrounds condition is also recorded at the time of inspection. The condition is based upon visual inspection of the playground components, the number of defects found and the age of the playground (useful life). As well as adhering to the many regulatory conditions Council also follows the Objectives 1.4, 3.1, 3.3, 4.1, 4.3, 5.1, 5.4, 6.1, 6.4 and 6.6 within Council's Adopted 2040 Community Strategic Plan.

Fig 6 Playground asset condition



Rating	Description of Condition

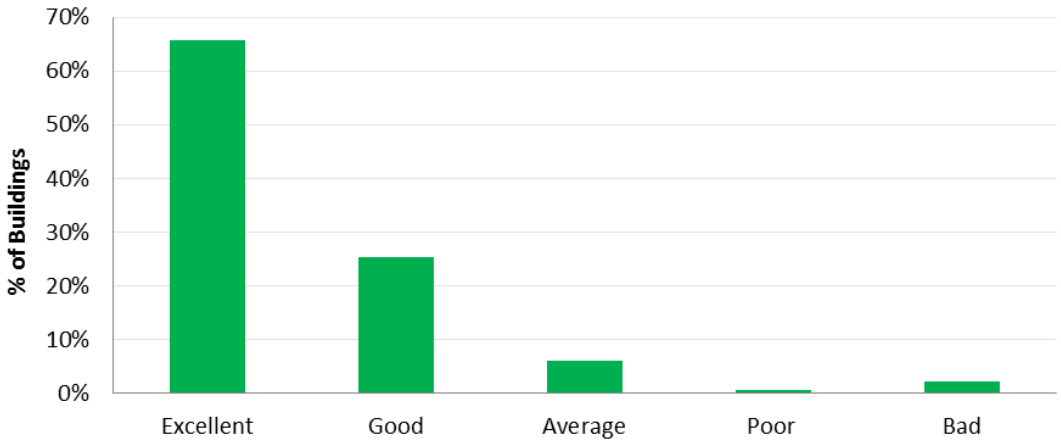
1. Excellent condition: Only planned maintenance required.
2. Good: Minor maintenance required & planned maintenance.
3. Average: Significant maintenance required.
4. Poor: Significant renewal/upgrade required.
5. Bad: Playground should be removed or replaced.

Chifley Dam Playground

5.1.3b Buildings

At the time of this version of the AMP, there is no formal, regular inspection regime implemented for any class of building owned or maintained by council. With the exception of Asbestos management inspections conducted annually, by qualified contractors. Condition of Council buildings maintained by the Recreation Section has been based upon brief visual inspections and the age (useful life) of each building/structure. The resulting condition ratings are an indication only as they are assessed off building aesthetics qualities rather than a statement of structural soundness, as no structural testing has been conducted.

Fig 7 Buildings



Rating	Description of Condition

1. Excellent condition: Only planned maintenance required.
2. Good: Minor maintenance required & planned maintenance.
3. Average: Significant maintenance required.
4. Poor: Significant renewal/upgrade required.
5. Bad: Building should be demolished.

5.1.4 Asset inspections

Currently, Council carries out defect and condition inspections on playgrounds, parks, open spaces and street trees (which are not included in this plan). Defect and condition inspections give a more accurate indication of an asset's useful life as well as identifying tasks for long term maintenance plans.

In future, council may develop a program of defect and condition inspections for Council's buildings, where buildings/structures maintained by the Recreation section become routinely inspected. However at the time of this version of the AMP, no such program has been implemented.

5.1.5 Asset valuations

There has been no valuation carried on the recreation asset register. The valuation data assembled below has been based on estimation gathered from various sources. As there are many different asset classes an overall depreciated replacement cost and the annual depreciation expense are difficult to estimate without an accurate asset register. See Section 6.4 for details on valuation assumptions.

Current Replacement Cost	**$65,403,455 million**
Depreciable Amount	**$11,775,723 million**
Depreciated Replacement cost	**$53,627,731 million**
Annual depreciation expense	**$880,388 thousand**

Sustainability reporting reports the rate of annual asset consumption and compares this to asset renewal and asset upgrade and expansion.

Asset consumption	**2.3%**
Asset renewal	**5.1%**
Annual upgrade/expansion	**37.1%**

Asset renewal and upgrade and expansion figures have been calculated using the CPI adjusted average from 2003 to 2008. The annual upgrade figure of **39.20%** includes several major projects - the construction of the Anne Ashwood Rugby complex, the upgrade of Haymarket Reserve, the construction of the Bathurst Skate Park and several lighting installation projects. Future projects not included but are likely to continue the trend of resurfacing one of the Cooke Hockey complex synthetic fields and the Bathurst Regional Adventure Playground. Feasibility studies are currently being conducted into a possible regional cycling facilities and a regional soccer facility. This is also in accordance with Objectives 1.4, 3.1, 3.3, 4.1, 4.3, 5.1, 5.4, 6.1, 6.4 and 6.6 within Council's Adopted 2040 Community Strategic Plan.

5.2 Risk Management Plan

An assessment of risks associated with service delivery from infrastructure assets has identified critical risks to Council. The risk assessment process identifies credible risks, the likelihood of the risk event occurring, the consequences should the event occur, develops a risk rating, evaluates the risk and develops a risk treatment plan for non-acceptable risks.

Critical risks, being those assessed as 'Very High' - requiring immediate corrective action and 'High' – requiring prioritised corrective action identified in the infrastructure risk management plan are summarised in Table 5.2.

Recreation assets exposure to risk is somewhat different to the risk exposures for essential services. The public accept a certain degree of risk when the decision to utilise the particular asset is made. There is however a reasonable expectation that Council has assessed and controlled risks associated with the provision of the recreation assets.

Table 5.2 Critical Risks and Treatment Plans

Risk	What can Happen	Risk Rating	Risk Treatment Plan
Injury from Playground equipment	Through accident or misuse children can be injured on	**VH**	**Regular inspection of playground equipment Maintaining soft-fall to the Australian Standards specification**
Injury sustained on Council maintained open space	**Unfrequented and unsupervised open spaces are open to misuse from members of the public**	**VH**	**The use of signage to inform the public of acceptable uses of open space**

5.3 Routine Maintenance Plan

Routine maintenance is the regular on-going work that is necessary to keep assets operating, including instances where portions of the asset fail and need immediate repair to make the asset operational again and meeting Objectives; 1.4, 3.1, 3.3, 4.1, 4.3, 5.1, 5.4, 6.1, 6.4 and 6.6 within Council's Adopted 2040 Community Strategic Plan.

5.3.1 Maintenance plan

Maintenance includes reactive, planned and cyclic maintenance work activities.

Reactive maintenance is unplanned repair work carried out in response to service requests and management/supervisory directions. Reactive maintenance to the recreation assets includes:

- Repair of park furniture
- Maintenance of vegetation
- Repair of recreation buildings
- Repair to sporting facilities

Planned maintenance is repair work that is identified and managed through a maintenance management system (MMS). MMS activities include inspection, assessing the condition against failure/breakdown experience, prioritising, scheduling, actioning the work and reporting what was done to develop a maintenance history and improve maintenance and service delivery performance. Additionally upgrades and renewals of recreation assets are also covered within Council's adopted Detail Budget management plans.

- Building and structure maintenance
- Rehabilitation of playing fields

Cyclic maintenance is work carried out on a periodic basis, not prompted by inspection or complaints. This can include:

- Mowing of open spaces
- Painting of structures
- Cleaning of ponds and fountains
- Replanting of garden beds

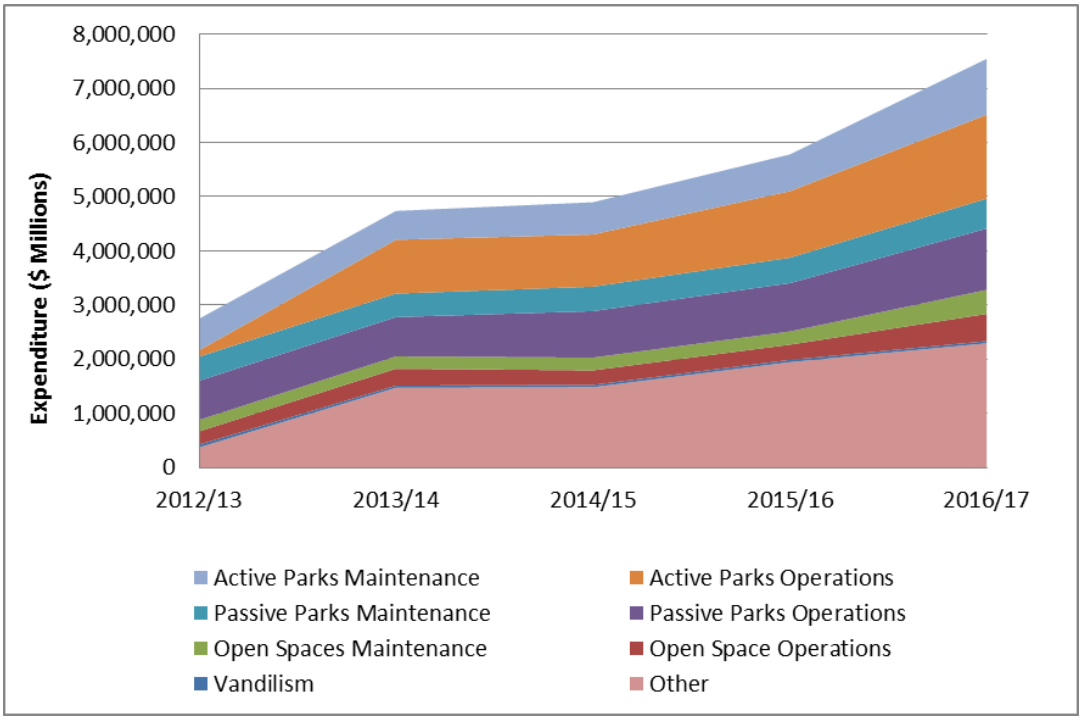
Maintenance expenditure trends are shown in Table 5.3.1

Table 5.3.1 Maintenance Expenditure Trends

Year	Operations & Maintenance Expenditure
2013/14	**$ 2,239,122**
2014/15	**$ 3,463,064**
2015/16	**$ 3,326,604**
2016/17	**$ 2,239,122**
2017/18	**$ 1,474,935**

Mowing Proctor Park

Fig 7. Summary of maintenance and operations expenditure since 2012/13



Assessment and prioritisation of reactive maintenance is undertaken by Council staff using experience, training and judgement.

A major part of the recreation budget is allocated to the mowing of open spaces. In 2008 (adjusted for CPI) Council spent approximately **$2970** per hectare on the maintenance of community land. In 2008 the figure was approximately **$2500** per hectare. This represents a drop in spending of 15.7%. The community land area has increased from 224.2ha in 2008 to 259.4ha, an increase of 15.7%.

The increasing number of complaints received by the recreation section of council suggests that asset maintenance levels are declining.

5.3.2 Standards and specifications

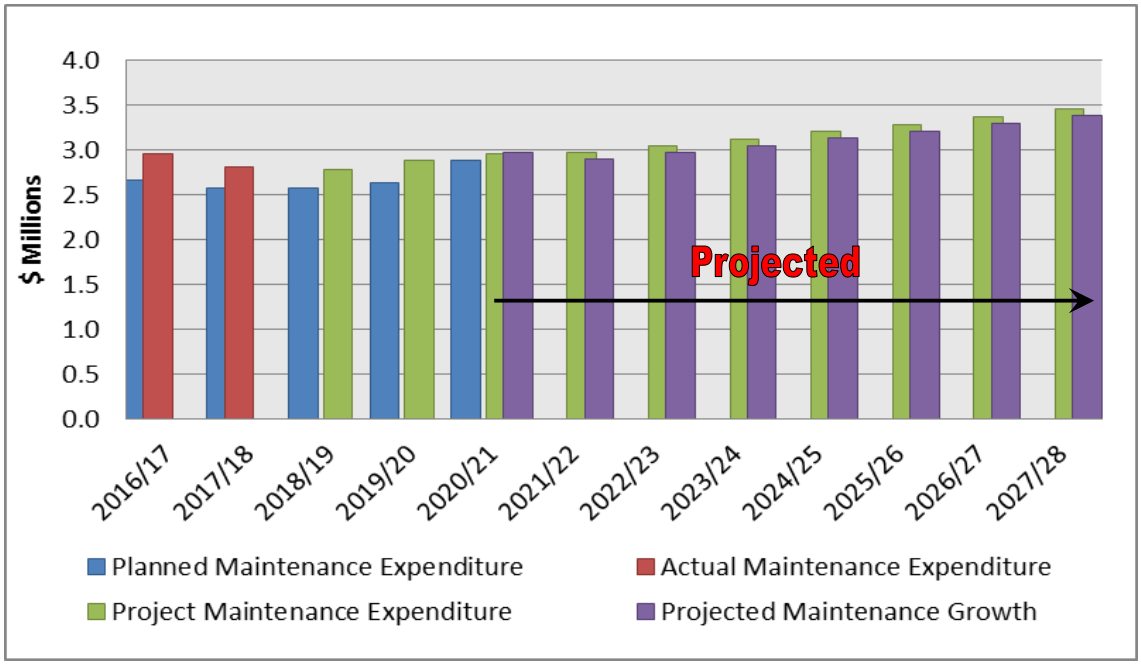
Due to the Maintenance work is carried out in accordance with the following Standards and Specifications and appropriate Australian Standards.

5.3.3 Summary of future maintenance expenditures

It is difficult to forecast maintenance expenditure required for the recreation assets as the growth in the asset register is unable to be clearly defined. The minimum expenditure on maintenance will be current expenditure plus inflation variations. However with additional assets to maintain added each year this will not be sufficient. Often additional land added to the recreation register is added at short notice and predictions of such additions can only be based on historical trends.

Additional capital expenditure such as the Skate Park, adventure playground and Haymarket reserve upgrade will require maintenance funding over and above a simple increase on previous years adjusted for CPI. Future maintenance expenditure is forecast to trend in line with the value of the asset stock as shown in Fig 6. Note that all costs are shown in current 2009 dollar values.

Fig 6. Planned Maintenance Expenditure



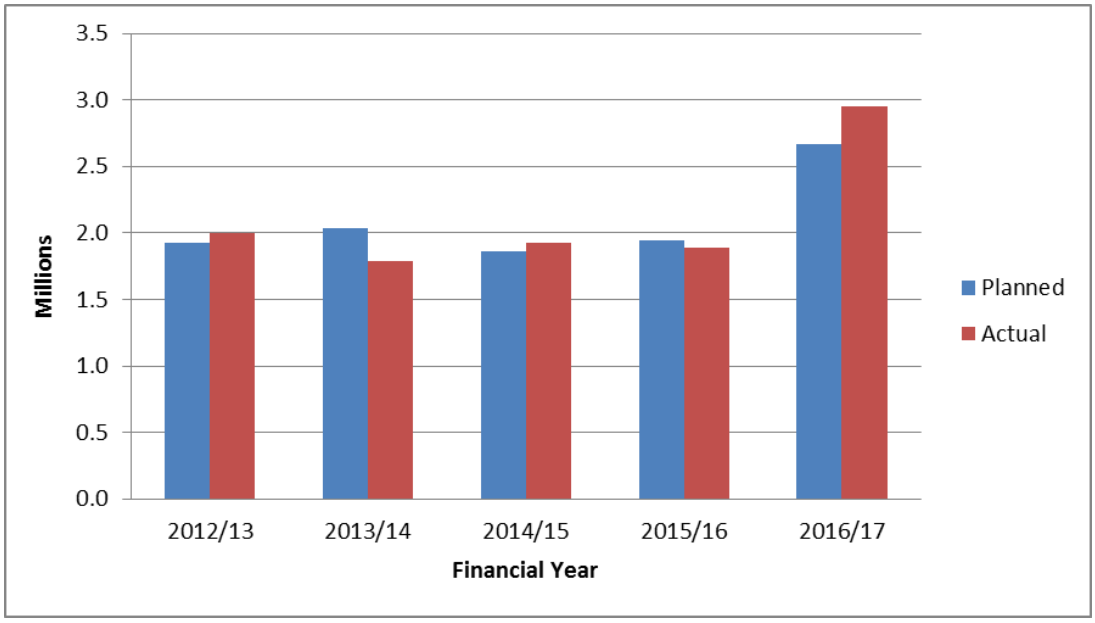
Notes on Fig 6

- Assumed CPI of approximately 2.6% p.a. (CPI for year to September 2017 2.6%)
- Budget forecasting is reviewed annually and adjusted for CPI variations.
- Projected maintenance expenditure is based on trends from 2013/14 to 2017/18 - see Table 5.3.1 for comments.
- Planned maintenance expenditure is slightly above projected maintenance for the period 2021/22 to 2027/28.

Deferred maintenance, i.e. works that are identified for maintenance and unable to be funded is to be included in the risk assessment process in the infrastructure risk management plan.

Maintenance is funded from Council's operating budget and grants where available. This is further discussed in Section 6.2.

Fig 7. Historical: Planned Maintenance Expenditure & Actual Maintenance Expenditure



Recreation maintenance budget has been within ±15 for the period 2012/13 to 2015/16. This indicates that in previous years maintenance expenditure has been well matched to the current level of service offered by Council in relation to recreation assets. However 2016/17 and current projections have been showing a significant increase in maintenance expenditure. The primary reason for the increase in maintenance expenditure is newly donated/acquired drainage reserves or parkland areas through subdivisions and/or zoning.

5.3.4 Special Maintenance programs

Council engages and supports a number of different groups from the community and organisations for maintenance of recreation assets. Organisations used include:

- Glenray Industries - employed for roadside mowing and maintenance
- Correctional Services - rural village maintenance
- Various local volunteer land care groups - bushland and waterways maintenance

By using other organisations and groups from the community vegetation planting to supplement internal maintenance programs, Council provides valuable input into the local Bathurst community.

5.4 Renewal/Replacement Plan

Renewal expenditure is major work which does not increase the asset's design capacity but restores, rehabilitates, replaces or renews an existing asset to its original service potential. Work over and above restoring an asset to original service potential is upgrade/expansion or new works expenditure. There is often a poorly defined line between renewal and upgrade. The process involved with asset renewal and expansion works are in accordance Objectives; 1.4, 3.1, 3.3, 4.1, 4.3, 5.1, 5.4, 6.1, 6.4 and 6.6 within Council's Adopted 2040 Community Strategic Plan.

5.4.1 Renewal plan

The cost of renewal or replacement of many recreation assets fall below the capitalisation threshold. These are funded through the maintenance and operations budgets. For example, an annual budget of approximately $10,000 has been set aside for park furniture replacement. Expectations are for the current asset replacement and renewal of smaller value assets will continue as necessary.

Larger assets that are made up of many individual components may also be renewed at the component level over a period of time. The implication of this method of maintenance is that records don't show a renewed asset, which over a period of time has been renewed.

Playgrounds are often subject to vandalism. Costs associated with playground components that are replaced or renewed (repaired) due to vandalism are sourced from vandalism allocations and as such will not be recorded as new assets.

Other assets such as recreation buildings, sporting fields, sports courts, lighting and irrigation will be renewed or replaced as necessary at the end of their useful life and as the budget allows and subject to the conditions outlined in table 5.4.1.

There is no specific long term plan or budgetary allocation for periodic renewal or replacement of assets. Rather, assets requiring renewal or replacement are identified during the compilation of Council's annual management plan.

An asset register recording asset ages and conditions would assist in forward programming of asset renewal and replacement and the associated budget implication.

Table 5.4.1 outlines a basic scoring system that may be used to prioritise renewal candidate proposals.

Table 5.4.1. Renewal Priority Ranking Criteria

Criteria	Weighting
Condition of asset	40%
Aesthetic value of asset	20%
Population serviced by asset	20%
Projected capital cost	10%
Proximity to similar asset/s	10%
Total	**100%**

5.4.2 Renewal standards

Renewal work is carried out in accordance with the Bathurst Regional Council's engineering guidelines and appropriate Australian Standards.

5.4.3 Summary of future renewal expenditure

Some major expenses occurring in the next three years identified from the management plan are summarised in Table 5.4.3

Table 5.4.3. Capital Renewal Summary

Asset	Year	Cost
Hereford Street Sports Complex	2016-2019	$1,900,000
Carrington Park Upgrade	2016-2018	$900,000
Proctor Park Upgrade	2017-2018	$2,000,000
Adventure Playground Stage 2	2016-2018	$4,519,454
	Total	**$9,319,454**

5.5 Creation/Acquisition/Upgrade Plan

New works are those works that create a new asset that did not previously exist, or works which upgrade or improve an existing asset beyond its existing capacity. They may result from growth, social or environmental needs. Assets may also be acquired at no cost to the Council from land development. These assets from growth are considered in Section 4.4 and are in accordance with Objectives; 1.4, 3.1, 3.3, 4.1, 4.3, 5.1, 5.4, 6.1, 6.4 and 6.6 within Council's Adopted 2040 Community Strategic Plan.

New recreation assets are not necessarily added to the asset register in direct proportion to population growth. New open spaces are usually a 'no cost' addition to the register and as such do not appear as an increase in the asset portfolio value.

New areas may be:

- passive parks added as part of a development;
- operational open spaces such as drainage reserves and road reserves;
- garden planting (e.g. roundabout plantings); or
- Active sportsgrounds developed to cater for demand.

Upgraded assets can be the result of a number of circumstances:

- playground upgrades (e.g. 2009 upgrade of Macquarie View playground)
- passive park upgrades (e.g. 2007 upgrade of the Haymarket Reserve)
- sporting facility upgrades (e.g. 2002 addition of water based synthetic field at Cooke Hockey complex)

Council budgets an annual amount specifically for the upgrade of playgrounds.

5.5.1 Upgrade selection criteria

Table 5.5.1 outlines a basic scoring system that may be used to prioritise upgrade candidate proposals.

Table 5.5.1 Upgrade Priority Ranking Criteria

Criteria	Weighting
Condition of current asset	25%
Usage rate of current asset	25%
Population serviced by asset	25%
Proximity to similar asset/s	25%
Total	**100%**

5.5.2 Standards and specifications

New work is carried out in accordance with the Bathurst Regional Council's engineering guidelines and appropriate Australian Standards.

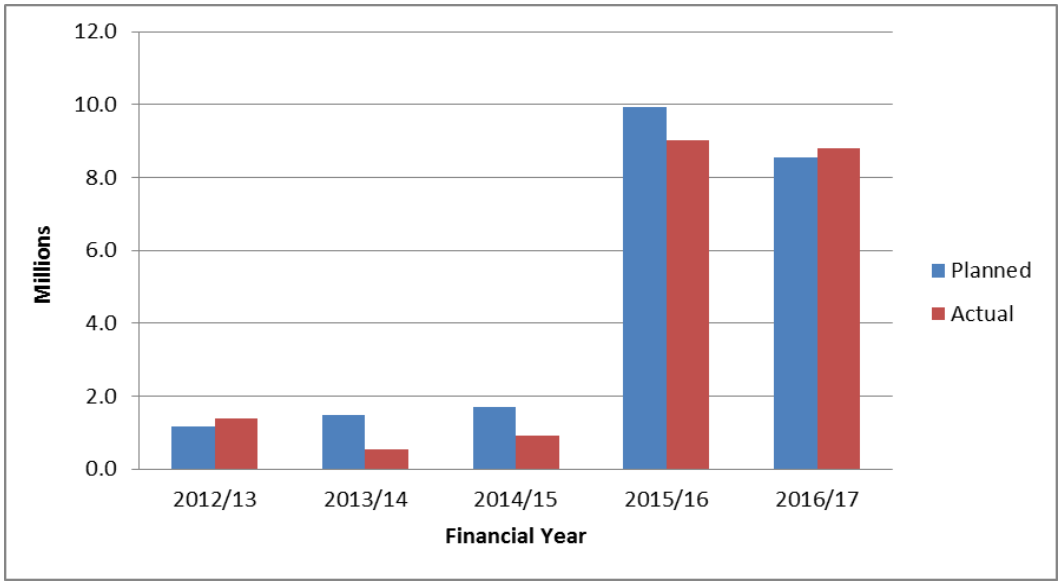
5.5.3 Summary of future upgrade/new assets expenditure

Expenditure identified from the current (2017/18 – 2020/21) management plan is:

Asset	Year	Cost
John Matthews Complex (Replacement of synthetic court surfaces)	2017-2021	$240,000
Carrington Park Upgrade	2009-2011	$7,850,000
Hereford Street Sports Complex	2016-2019	$1,900,000
Proctor Park Upgrade	2017-2018	$2,000,000
Playground upgrades	Annually	Approx.$77,000 p.a.
Playground shade structures	Annually	Approx.$55,000 p.a.
	Total	**$12,122,000**

There are other possible projects that may be added to the above list as feasibility studies are completed and community consultation is finalised. These include a regional cycle facility and an upgrade of the Proctor Park soccer complex to regional significance.

Fig 8. Historical: Planned Capital Expenditure & Actual Capital Expenditure



Notes on Fig 8;
For the 5 years (2012/13 to 2016/17) Planned & Actual Capital Expenditure figures have been within ±20% of budget. The reason for the large increase in expenditure for years 2015/16 & 2016/17 are due to major capital works projects.

5.6 Disposal Plan

There are no current plans for asset disposal from the recreation asset register. In the future, it may be necessary through planning processes to change the usage of land that currently forms part of the recreation asset register. This, however, is will not be a frequent occurrence and will be considered on a case by case basis.
Similarly from time to time a building within the recreation asset portfolio may no longer be relevant and require disposal. Again, consideration to disposal will be on a case by case basis.

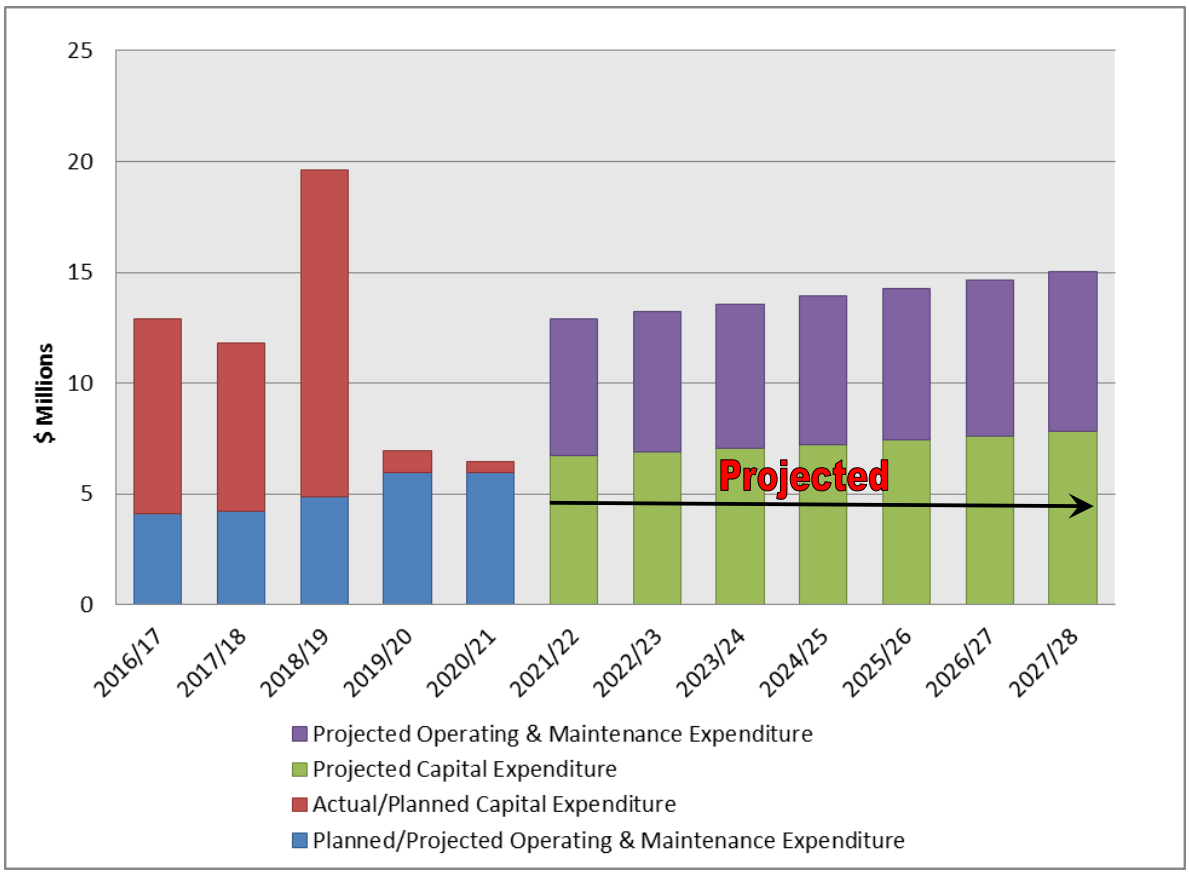
6. FINANCIAL SUMMARY

This section contains the financial requirements resulting from all the information presented in the previous sections of this asset management plan. The financial projections will be improved as further information becomes available on desired levels of service and current and projected future asset performance and are in accordance with Objectives; 1.4, 3.1, 3.3, 4.1, 4.3, 5.1, 5.4, 6.1, 6.4 and 6.6 within Council's Adopted 2040 Community Strategic Plan.

6.1 Financial Statements and Projections

The financial projections are shown in Fig 9 for planned operating (operations and maintenance) and capital expenditure (renewal and upgrade/expansion/new assets).

Fig 9. Planned Operating and Capital Expenditure



NOTE

- It is unlikely that growth will continue at the projected rate for 10 years
- Budget forecasting is reviewed annually and adjusted for CPI variations.
- Projected data has been extrapolated from average Capital Expenditure, budgeted Operating expenditure figures and have been multiplied by CPI factor (September 2017 2.6%)
- Note that all costs are shown in 2017/18 dollar values.
- Planned maintenance costs are forecast to increase proportionally with planned capital expenditure.
- The projection is for 10 years only as the available data is not sufficient to provide a useful long term prediction.

6.1.1 Sustainability of service delivery

There are two key indicators for financial sustainability that have been considered in the analysis of the services provided by this asset category, these being long term life cycle costs and medium term costs over the 10 year financial planning period, as well as aligning with Objectives; 1.4, 3.1, 3.3, 4.1, 4.3, 5.1, 5.4, 6.1, 6.4 and 6.6 within Council's Adopted 2040 Community Strategic Plan.

Long term - Life Cycle Cost

Life cycle costs (or whole of life costs) are the average costs that are required to sustain the service levels over the longest asset life. Life cycle costs include maintenance and asset consumption (depreciation expense). The annual average life cycle cost for the services covered in this asset management plan is **$5.02 million**.

Life cycle costs can be compared to life cycle expenditure to give an indicator of sustainability in service provision. Life cycle expenditure includes maintenance plus capital renewal expenditure. Life cycle expenditure will vary depending on the timing of asset renewals. The life cycle expenditure at the start of the plan is **$6.53 million**.

A gap between life cycle costs and life cycle expenditure gives an indication as to whether present consumers are paying their share of the assets they are consuming each year. The purpose of this asset management plan is to identify levels of service that the community needs and can afford and develop the necessary long term financial plans to provide the service in a sustainable manner.

The life cycle gap for services covered by this asset management plan is **$1.51 million** per annum. The life cycle sustainability index is **0.46.**

Medium term – 10 year financial planning period

This asset management plan identifies the estimated maintenance and capital expenditures required to provide an agreed level of service to the community over a 20 year period for input into a 10 year financial plan and funding plan to provide the service in a sustainable manner. This may be compared to existing or planned expenditures in the 20 year period to identify any gap. In a core asset management plan, a gap is generally due to increasing asset renewals.

The lack of an up to date comprehensive asset register for the entire recreation asset portfolio makes prediction of required expenditure impossible. The current budget compilation method of short term programming of asset renewal does not allow for long term future predictions.

Using the valuation and remaining useful life estimations of Section 6.4 the following assumptions can be made -

- Within the next 20 years approximately buildings to the value of approximately $5.8 million will require renewal;
- Within the next 5 - 10 years assets to the value of approximately $5.4 million dollars will require renewal; and
- Within 5 years approximately assets to the value of approximately $3.1 million dollars will require renewal.

This is an over simplification. The actual renewal/replacement required will require a program of inspections to accurately ascertain candidates.

Using the valuation estimations and remaining useful life the estimated capital renewal and maintenance expenditure required over the next 10 years is estimated at $**98.1 million**.

This is an average expenditure of **$9.81 million pa.** Estimated maintenance and capital renewal expenditure in year 1 is **$7.63 million.** The 10 year sustainability index is **0.87.** In the medium term the funding of recreation assets is low.
It should be noted that the majority of the parks maintenance budget as defined by the management plan could be termed operational expenditure as it is mainly for lawn and garden bed maintenance and as such is not a good indication of the level of maintenance on large capital value assets such as buildings.

6.2 Funding Strategy

The entire recreation budget for 2017/18 financial year is approximately **$7.24 million**. Income for the same period is estimated at **$6.44million** as per the projected figures from the Council management plan. The process for determining budget expenditure is in line with Objectives; 1.4, 3.1, 3.3, 4.1, 4.3, 5.1, 5.4, 6.1, 6.4 and 6.6 within Council's Adopted 2040 Community Strategic Plan.

Much of the funding for large capital projects within the recreation section of Council is reliant on further funding from grants from other levels of government and/or contributions from sporting bodies. For the 2017/18 financial year an amount of **$375,000** has been identified as being available through government grants. With the current economic stimulus plan of the federal government funding is being made available for local government projects through the Regional and Local Community Infrastructure Program (RLCIP). This may result in further additions to the total amount of funding received from the government.

Internal reserve accounts for **$799,859**, including **$21,000** transferred from the previous year's budget.

The final major income components are Parks Garden Capital Plant: **$91,000**.

The break up of the recreation budget will continue to be made up of the same components. The ratios will change, perhaps most notably the quantity of government funding received. Shortfalls in budgets have been filled in the past through funds secured through loans. This practice will continue.

Council's current management practices are resulting in a level of service that appears to be decreasing as indicated by the increasing number of complaints received. A decline in level of service suggests there are some issues that may require consideration:

- Many of the complaints relate to vegetation management.
- Will a (relatively) small increase in maintenance funding provide a measurable decrease in the rate of deterioration in the network? This may include funding of an inspection and flushing program.
- Is the level of service offered to the customer appropriate? The public may be prepared to accept a lower level of service once the consequences have been clearly explained.

If, however, the current level of service is to be maintained an increase in the funding applied to the renewal and maintenance of the recreation assets is required.

6.3 Valuation Forecasts

Asset values are forecast to increase as additional assets are added to the asset stock from construction and acquisition by Council and from assets constructed by land developers and others and donated to Council.

As there is no definitive asset register and no firm long term capital works plan it is not possible to provide a meaningful valuation forecast.

6.4 Key Assumptions made in Financial Forecasts

This section details the key assumptions made in presenting the information contained in this asset management plan and in preparing forecasts of required operating and capital expenditure and asset values, depreciation expense and carrying amount estimates. It is presented to enable readers to gain an understanding of the levels of confidence in the data behind the financial forecasts.

Key assumptions made in this asset management plan are:

- Assets group ages and remaining lives have been classified as follows:

Asset Group	Replacement Value	Useful life	Remaining life (years)	Depreciated replacement cost
Land improvements	$13,133,940			$9,633,840
Gardens and plantings and landscaping	$1,358,820	5	3.7	$1,005,520
Playing surfaces	$8,262,640	10	6.8	$5,597,440
Irrigation assets	$776,310	10	6.2	$477,570
Playgrounds and shade structures	$2,072,100	15	8.7	$1,205,900
Building and structure assets	$90,157,960	40	31.6	$71,150,260
Sporting and Other assets	$3,879,290	5	2.3	$1,765,670
TOTAL	**$119,641,060**		**TOTAL**	**$90,836,200**

- Useful lives have been estimated through experience and by using published lives from the *Local Government Asset Accounting Manual* published by the NSW DLG.

- Annualised CPI/PPI has been calculated using the figures published by the Australian Bureau of Statistics *Table 17. Output of the Construction industries, subdivision and class index numbers.*
- Depreciation is calculated using the straight line method.

Accuracy of future financial forecasts may be improved in future revisions of this asset management plan by the following actions.

- A full and comprehensive audit of recreation assets
- Development of condition based depreciation method that satisfies accounting standards.
- Collection of condition data through an asset network survey.

7. ASSET MANAGEMENT PRACTICES

Council has implemented Civica Authority in 2010 as the financial management.
Administrator: IT manager

Relevant accounting standards are:

- AASB 136 *Impairment of Assets*
- AASB 1021 *Depreciation of Non-Current Assets*
- AASB 1041 *Accounting for the reduction of Non-Current Assets*
- AAS 1015 *Accounting for acquisition of assets*
- AAS 27 *Financial reporting by Local Government*

7.2 Asset Management Systems

Council uses CONFIRM asset management software. The current version is 8.00zq.AM
CONFIRM team:

Team leader:	Administration Engineer
Administrator:	Asset Engineer
Data entry:	Asset Technician
Mobile inspections:	Asset Inspector

Confirm consists of:

- A comprehensive recreation asset inventory;
- Data Management, with functional reporting procedure to present inventory and assessment information;
- Asset Accounting, AAS27 reporting capability and life cycle costing; and

Council uses MapInfo GIS system linked to CONFIRM.

A number of handheld devices using Trimble GPS units are used to collect data.

As a result of this plan it is intended to improve the Asset management system by:

- Ascertaining more accurate unit rates for work performed in the recreation assets;
- Linking of Confirm to Financial Software to gain more accurate costs of works.

7.3 Information Flow Requirements and Processes

The key information flows *into* this asset management plan are:

- The asset register data on size, age, value, remaining life of the network;
- The unit rates for categories of work/material;
- The adopted service levels;
- Projections of various factors affecting future demand for services;
- Correlations between maintenance and renewal, including decay models;
- Data on new assets acquired by council.

The key information flows *from* this asset management plan are:

- The assumed Works Program and trends;
- The resulting budget, valuation and depreciation projections;
- The useful life analysis.

These will impact the Long Term Financial Plan, Strategic Business Plan, annual budget and departmental business plans and budgets.

The current communication between financial and asset systems is limited to manually entering the relevant data. It is expected that CONFIRM will provide asset valuations and capitalisations from 2008 onwards. These figures will be supplied to the finance system for reporting purposes.

8. CONCLUSIONS

8.1 Current position statement

The provision of recreation assets is one of Council's Principal Activities. Council maintains the recreation open spaces and assets throughout the Bathurst Region local government area.

The current recreation asset register contains approximately of **3863.7ha** of open space. Within the open space are **238** buildings and structures, **39** playing fields and courts, **43** playgrounds, approximately **30** areas of plantings and gardens and an extensive irrigation network.

Over the last 10 years the network has increased in area by about at an average of **2.3%**p.a.This rate has slowed in the previous 2 years. Since 2008 there has been the addition of **17** playgrounds with a number of others being upgraded

The first major park within the Bathurst city area, Machattie Park was dedicated in 1890. There are some original buildings and structures within the park making them 120+ years old. Various elements of the recreation asset portfolio have been considered in this plan with **<5%** of those assets assessed as being in poor or bad condition.

The current replacement cost of the recreation asset portfolio is estimated at **$35,942,860 million**. The annual depreciation expense is estimated at **$22,430,488 million.** A detailed asset valuation has not been performed on the recreation assets. The outcomes of this plan will be improved as detailed valuations are performed and a more accurate picture of the current status of the assets is formed. The estimations that have been performed are at Greenfield rates and are based on rates published by Rawlinsons Australian Construction Handbook (2009) and actual financial information collected from the financial records of Council.

The current operations and maintenance budget for the recreation asset portfolio is approximately **$4,111,406p.a.** (Adjusted, for CPI and PPI)

The number of customer requests/complaints regarding recreation assets (Fig.2, Pg.12) has reduced steadily from 2014 - Present with the exception of open space and reserve mowing. This suggests that the level of service provided by the Council through the recreation assets is being maintained at a level which meets customer satisfaction, despite maintenance funding not increasing at the same rate as the increase of area requiring maintenance (e.g. Drainage Reserves, Open Spaces, Play grounds). Customer satisfaction has also been reflected in the Community Survey results, showing a high level of satisfaction with the areas covered in the 2016 Community Survey.

In regards to the current maintenance budget, it appears to be satisfactory for the recreation assets, with the exception of open space and reserve mowing. The asset deterioration rate appears to be inline with or slower than the useful life used to calculate remaining asset life. Since the adoption of the last AMP in 2010, Council's recreation section has implemented a thorough maintenance management system, including a program of inspection which allows Council to assign appropriate expenditure to areas which require funding to maintain level of service for the community. Using this system, Council are better able to identify areas which require funding and provides more accurate expenditure information.

Funding of major regular maintenance required less frequently than annually is applied for when preparing the management plan. There is no guarantee that the application will be successful. Tasks in this category include painting of Machattie Park buildings, painting of Carrington Park grand stand and levelling of the cricket wickets. This maintenance is required to ensure the assets remain in good condition and meet or exceed the expected useful life of the asset.

The budget for maintenance and repair is currently forecast by adding an additional amount due to CPI on the previous year's budget. As the recreation assets age and the portfolio expands to meet the growth in areas of Bathurst, the expenditure required to meet maintenance needs will increase at a rate higher than the CPI - for example as more playgrounds are constructed an increase in the maintenance budget will be required to maintain them to an acceptable level of service. If the current level of maintenance is not increased inline with the increasing maintenance requirements of the recreation assets, a drop in safety, amenity and aesthetics could reasonably be expected.

The recreation assets have varied useful lives. The useful life will vary from asset to asset depending on the level of maintenance performed. From the estimations of useful life (Section 6.4) most asset groups have greater than **50%** of useful life remaining, with the notable exception being buildings. As an asset group the recreation building have been assessed as having approximately **50%** remaining life.

Although the final assessment on capital renewal of recreation assets will be based on the criteria in 5.4.1, asset age is the best indicator available to predict the future expenditure required to replace recreation assets that have deteriorated to a point where it is no longer serviceable. There are currently no significant areas within the recreation requiring widespread renewal.

The information contained within the asset management plan sets a benchmark for the recreation asset portfolio at the close of the 2018 calendar year. By continuing to collect information on the condition of the recreation asset portfolio and monitoring the expenditure on maintenance and renewal of recreation assets the performance of the Council's recreation strategies can be measured, reported on and improved in the future.

8.2 Recommendations

Council aims to ensure recreation assets are sustainable and appropriate. The key outcomes of this asset management plan are to keep the recreation assets in good condition, and ensure that current and future recreation assets are relevant to the needs of the community, as laid out in Objectives; 1.4, 3.1, 3.3, 4.1, 4.3, 5.1, 5.4, 6.1, 6.4 and 6.6 within Council's Adopted 2040 Community Strategic Plan.
To ensure that Council can achieve this, the following actions have been identified:

8.2.1 Asset management recommendations

Since the previous version of the AMP Council's Recreation Section has adopted the following Asset management recommendations;

- *A dedicated asset management 'team' is created as part of the parks section. This may consist of a position in the outdoor staff responsible for inspections of existing assets for condition and defects, collection of new asset details and coordination and prioritisation of asset maintenance. An indoor member of staff to administer the recreation parts of the asset management software, to update asset management plans and to assist in formulation of asset management policy creation.*
- *A full and comprehensive audit of recreation assets should be carried out as soon as possible;*
- *A complete recreation asset condition inspection should be carried out to allow long term estimates of renewal requirements to be calculated;*
- *Identifying marginal playgrounds and undertaking a usage study of each. Pending the results of the survey some playgrounds may be removed or relocated. This can reduce the risk exposure and maintenance load on the recreation section of Council.*
- *Asset inspection results and condition information should be recorded on the Council's asset management system; and*
- *Maintenance and renewal costs should be closely monitored using the asset management system's maintenance management capabilities. This will provide more accurate unit rates and better valuation figures.*

8.2.2 Maintenance recommendations

- The level of maintenance carried out on Category 2 parks (open spaces), predominantly mowing, should be reviewed and reconciled with levels of service expected by the community.
- The maintenance budget for Category 2 parks (open spaces) is increased each year proportionately with the area of land being maintained by the Recreation Section of Council.
- As new assets are added to the recreation asset register a corresponding increase (over and above CPI increments) in the maintenance budget to cover the upkeep of the new assets.

8.2.3 Renewal Recommendations

- Since the previous version of the AMP Council's recreation section have since developed a program for playground renewal which includes an assessment of playground condition and a request for funding within the management plan to undertake playground upgrades as required.

8.2.4 Upgrade and new asset recommendations

- When considering new or upgraded assets the whole of life costs are to be considered extra to capital costs, including maintenance, operations, depreciation and any disposal costs. Maintenance and operations budgets **will** be altered to reflect increased or decreased budgetary requirements OR
- The community will be consulted on the reduced level of service that may be experienced if budgets are not increased with increased maintenance loads.

8.2.5 Budgetary recommendations

- An increase in the maintenance budget in proportion to the extra open space acquired and maintained by Council - to sustain current levels of maintenance an amount of approximately $800/ha should be added to the budget allocation;
- An increase in the maintenance budget in real terms to maintain the current asset stock plus additional new and upgraded assets.

9. PLAN IMPROVEMENT AND MONITORING

9.1 Performance Measures

The effectiveness of the asset management plan can be measured in the following ways:

- The degree to which the required cash flows identified in this asset management plan are incorporated into council's long term financial plan and Strategic Management Plan;
- The degree to which 1-5 year detailed works programs, budgets, business plans and organisational structures take into account the 'global' works program trends provided by the asset management plan;

9.2 Improvement Plan

The asset management improvement plan generated from this asset management plan is shown in Table 8.2

Table 8.2 Improvement Plan

Task No	Task	Responsibility	Resources Required	Timeline
1.				
2.				
3.				
4.				
5.				
6.				
7.				
8.				
9.				
10.				

9.3 Monitoring and Review Procedures

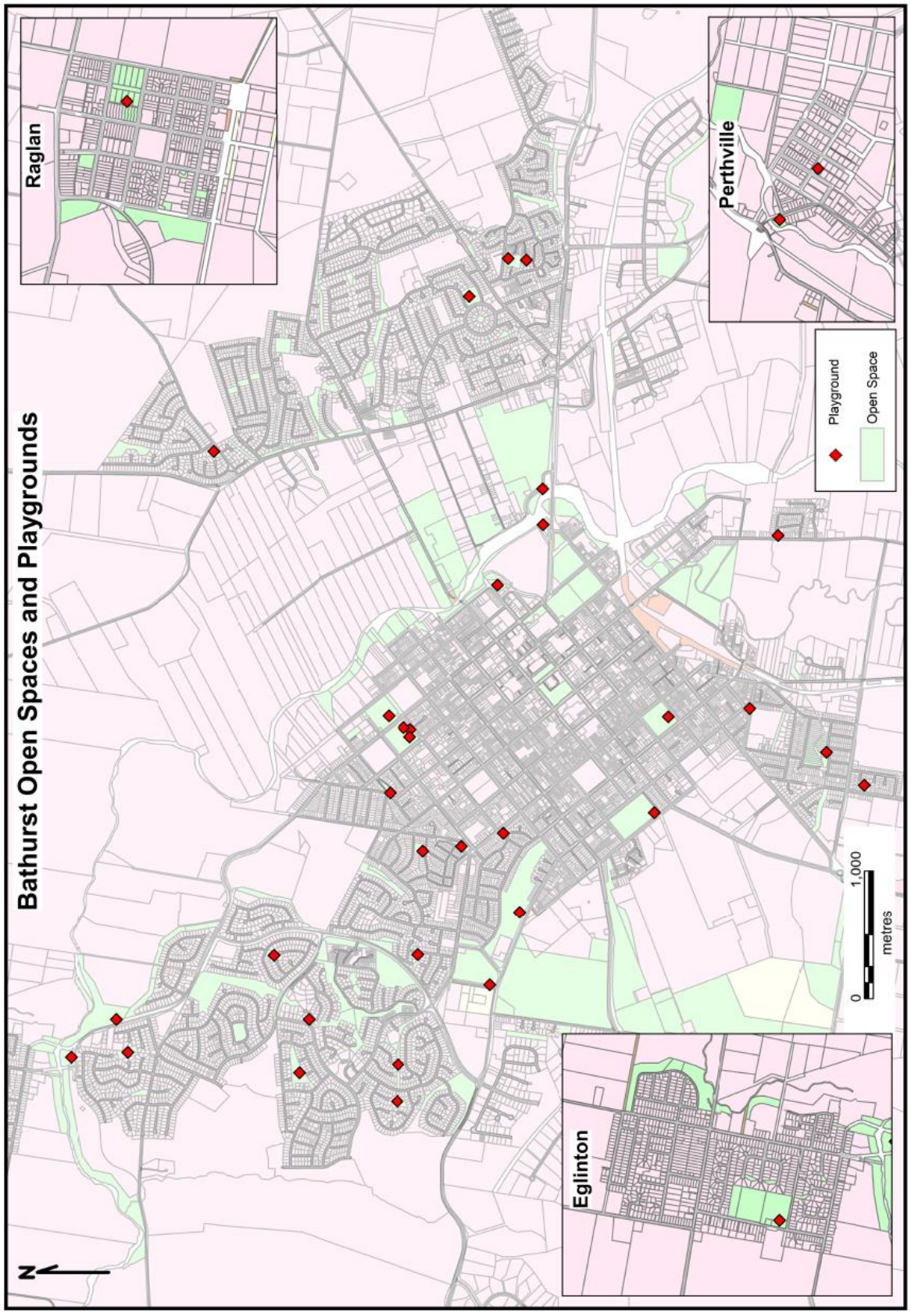
This asset management plan will be reviewed during annual budget preparation and amended to recognise any changes in service levels and/or resources available to provide those services as a result of the budget decision process.

The Plan has a life of 4 years and is due for revision and updating within 2 years of each Council election.

REFERENCES

- Bathurst Regional Council, 'Detailed Financial Budgets 2011-2015, 2012/13-2015/16, 2013/14-2016/17, 2016-2020 & 2017-2021'
- Bathurst Regional Council, 'Delivery Plan 2014-2018'
- IPWEA, 2006 'International Infrastructure Management Manual', Institute of Public Works Engineering Australia, Sydney
- IPWEA, 2009 First Ed 'Australian Infrastructure Financial Management Guidelines' , Institute of Public Works Engineering Australia, Sydney
- Rawlinsons, 2009 'Australian Construction Handbook', Rawlinsons Publishing, Perth.
- NSW Department of Local Government, 1999 *Local Government Asset Accounting Manual - update 4* NSW DLG, Nowra
- Asset management system – Recreation Section
- Adopted 2040 Community Strategic Plan

APPENDICES - Open Spaces and Playgrounds



APPENDICES - List of Playgrounds

Playground Description	Year of Construction
Ashelford Apex Park Playground	1985
Berry Park Playground	1990
Bonner Street Park playground	2002
Booth Street Reserve Playground	2017
Bridge Street Reserve Playground	
Brooke Moore Oval Playground	1985
Bunora Park Playground	2008
Centennial Park Playground	1995
Ben Chifley Dam, Aquatic Site Playground. Adjacent to cabins.	2007
Ben Chifley Playground	2007
College Rd Park Playground	1980
Colville St Park-playground	1985
Cousens Park Fitness Station	
Eglinton Oval Playground	1995
George Park Playground	1995
Gormans Hill Park Playground	1995
Hawkins St Park Playground	1990
Scallywags Play equipment	
Hector Park Playground	2006
Jacques Park Playground	2010
Jarrah Court Park Playground	2017
John Matthews Complex Playground	2000
Laffing Waters Park Playground, Halfpenny Drive	2007
Lavelle Street Playground	2003
Macquarie Playground	2007
Macquarie View Park Playground	1995
Max Kingston Park Playground	2009
Miller Park Playground	1990
Milltown Park Playground	1995
McPhillamy Park playground	2005
National Motor Racing Museum Playground	1995
Abercrombie Fitness Station	2004
Perthville Hall Playground	2009
Ralph Cameron Oval Raglan Playground	1995
Rankens Bridge Park Playground	2011
River View Estate Park Playground	2000
Sofala Community Park - 21 Denison Street, Sofala	
Stephens Park Playground	2003
Tom Howard Memorial Park Playground	2006
Victoria Park Playground	2005
Adventure Playground	2009
White Street Park Playground	2006
Windradyne Reserve Playground	2012

APPENDICES - Passive Parks/Reserves

Passive Parks/Reserve Description	Area (ha)
Ashelford Apex Park	0.17
Bell Park	8.86
Berry Park	1.52
Bimbil Park, Kelso	0.67
Bona Vista Park	0.48
Bressington Park	0.06
Bridge Street Park, Perthville	0.42
Bunora Park	1.84
Carramar Park	0.15
Centennial Park	4.01
Chifley Park	0.38
College Road Park	0.5
Colville St Park	0.29
Cousins Park	0.49
Elizabeth Park, Elizabeth Street	0.1
Freeman Circuit Open Space	1.27
Frome Street Park	0.97
Gormans Hill Park	0.06
Harris Park	6.43
Hawkins St Park	41
Haymarket Reserve	0.87
Hector Park	13.7
Hinton Road Reserve Open Space	7.32
Hinxman Vista	0.38
Jaques Park	3.56
Jarrah Park	0.54
Joyce Pearce Memorial Park	0.3
Kings Parade	1.01
Laffing Waters Park, Halfpenny Drive	0.43
Lavelle Street Park	0.11
Limekilns Road War Memorial Park	0.14
Machattie Park	2.7
Macquarie Park	0.83
Macquarie River Bicentennial Park	64.27
Macquarie View Park	0.57
Max Kingston Park	0.51
Miller Park	2.53
Milltown Park	0.18
McPhillamy Park	15.22
Ohkuma Garden	0.21
O'Keefe Park (includes Abercrombie Fitness Station Playground)	8.35

Passive Parks/Reserves Description	Area (ha)
Quota Park	0.17
Rankens Bridge Park (Includes Rankens Bridge Playground)	11.9
Reid Park	13.41
River Road Park	2.5
River View Estate Park	1.17
Sofala Community Park,21 Denison Street	214.6
Sofala Pioneer Park, 15 Denison Street	214.6
Sofala Showground,	13.48
Stevens Park, Hill Street, Rockley	0.48
Sulman Park	13.96
Suttor Street Open Space Buffer	0.49
Turondale Recreation Ground	3.21
Victoria Park	4.02
Vietnam Veterans Park	2.9
Wattle Flat Recreation Ground, Braes Lane	4.53
White Street Park	0.71
Windradyne Reserve Park	0.71
TOTAL	**696.24**

APPENDICES – Natural Areas

Natural Area Description	Area (ha)
Albens Reserve, Barry Gurdon Drive, Mount Panorama	24.56
Lot 800 DP 1197375 Ashworth Drive Drainage Reserve	0.61
Bathurst Bicycle Park (formerly College Road Open Space), between College Rd and railway	79.42
Boundary Road Reserve	66.4
Eric Sargent Drive Reserve Open Space	2.2
Mulgunnia Recreation Reserve	5.66
Hill End Common	2,105
Hobson Close Open Space	2.03
Mount Panorama Track Reserve	29.51
The Cutting Outer Track Reserve	1.72
The Cutting Inner Track Reserve	0.55
Oakley Creek(/Green Point) Camping Area	29.47
Macquarie River Environs (near O'Keefe Park)	1.06
Ophir Rd Reserve	6.98
Peel Common	148.87
Rankens Bridge Reserve	3.57
Ray Morcom Reserve, Vale Road, South Bathurst	0.82
Saltram Creek Open Space	18.17
Sofala Open Space	0.2
Trunkey Creek Resting Area, Trunkey/Grovedale Road intersection	1.98
Hillview Reserve, Walang	6.3
Wattle Flat Common	90.58
TOTAL	**2625.66**

APPENDICES – Active Parks/Sportsgrounds

Active Park/Sportsground Description	Area (ha)
Alan Morse Park	6.64
Ashwood Park, Hereford St Kelso	7.99
Bathurst Skate Park	0.49
Bathurst Sportsground	4.1
Bonnor Street Community Park	1.62
Brian Booth Recreational Ground	4.48
Brooke Moore Oval Sportsground	7.53
Carrington Park	4.56
Cubis Park, Eglinton	4.67
Eglinton Oval Sportsground	3.76
George Park	6.62
Hereford Street Rugby League Complex	9.75
Hill End/Tambaroora Racecourse, Andersons Road, Hill End	24.95
John Matthews Complex	5.63
Learmonth Park	30.95
Police Paddock Sportsground	4.46
Proctor Park	9.89
Ralph Cameron Oval Raglan	5.42
River Road BMX Park	5.18
Rockley Sportsground, East Street, Rockley	2.4
Trunkey Recreation Ground	2.48
Walmer Park	7.54
Wattle Flat Racecourse	51.84
TOTAL	**212.95**

APPENDICES – General Community Areas

General Community Area Description	Area (ha)
Abercrombie Estate Open Space	7.04
Adrienne Street Open Spaces	0.5
Alexander Street Reserve	0.68
Apex Jubilee Reserve	3.16
Baillie Street Open Space	2.75
Blayney Road Common	15.1
Bonnor Street Drainage Reserve	1.99
Booth Street Reserve Open Space	6.85
Boyd Park Reserve	0.09
Boyd Street Reserve Open Space	0.5
Bradwardine Road Buffer,	47
Brilliant Street Drainage Reserve	0.09
Carbine Close Open Space	0.47
Carlingford Street Open Space	1.8
Christie Street Drainage Reserve	0.94
Church Lane Open Space	9.18
Coates Drive Reserve	0.4
Collins Close Reserve	0.78
Colonial Circuit Reserve Open Space	2.23
PCYC Surrounds Open Space	4.46
Commonwealth Street Drainage Reserve	0.23
Coral Way Open Space	0.06
Corporation Avenue Buffer Open Space	1.42
Cox Place Reserve/Walkways	0.38
Darwin Drive Open Space Reserve	8.83
Edgell Street Drainage Reserve	2.1
Eglinton Road Reserve Open Space	0.84
Eltham Drive Drainage Reserve	0.57
Evernden Road Open Space Reserve	1.04
Gell Place Drainage Reserve	0.85
Gilmour St Buffer	2.71
Gowrie Walk Walkway	0.02
Graham Drive	0.39
Hawthornden Creek Drainage Reserve	1.63
Hereford St Open Space	7.13
Lot 433 DP1225030 Drainage Reserve	0.14
Illumba Way Drainage Reserve	4.68
Keane Drive Reserve	0.4
Kefford Street Nursery Open Space	4.38
Lamont Place Open Space Reserve	0.24
Landseer St Reserve	0.41
Leo Grant Drive Drainage Reserve	0.8
Links Place Open Space	1.03
Llanarth Drainage Reserve	47.16
Locke Street Reserve	1.01

General Community Area Description	Area (ha)
Marsden Lane Drainage Reserves	2.07
Maxwell Drive Open Space	0.16
McDiarmid Street Open Space	1.12
Mendel Drive Drainage Reserve	0.08
Mendel Drive Reserve	0.11
Mooney Valley Place Reserve	0.03
Elmo Lavis Park	2.93
Napoleon Street Open Space	6.7
Napoleon St Drainage Reserve, Raglan	2.6
Nelson St Drainage Reserve	0.19
Oates Place Open Space Reserve	0.21
O'Connell Road Drainage Basin	3.9
O'Farrell Place Drainage Reserve	1.69
Osborne Avenue Open Space Reserve	0.81
Panorama Ave Open Space	0.5
Pellion Place Open Space Reserve	0.1
Perrier Place Open Space Reserve	0.2
Prospect Street Drainage Reserve	0.66
Raglan Creek Diversion Channel	9.91
Raglan Laneways	1.15
Read Street Open Space	0.08
Richardson Street Detention Basin	4.74
Richardson Street Drainage Reserve	0.97
Rosemont Avenue Drainage Reserves	4.05
Ross Place Drainage Reserve	0.05
Russell Street Open Space Reserve	1.71
Rutherford Place Reserve Open Space	0.48
Saltram Circuit Reserve	6.47
Former No2 Schofield Way	0.06
Sheffield Place Open Space Reserve	6.44
Snudden Open Space	0.79
Swanbrooke Street Road Reserve Open Space	0.3
Sydney Road Open Space Reserve	0.48
Tom Howard Memorial Park	0.1
Trumper Place Open Space	0.1
Muldoon Open Space Reserve	0.27
Upfold Street Open Space	0.89
Vine St Open Space	0.06
Wentworth Drive Drainage Reserve	0.47
Lot 128 DP 1195774 Wentworth Drive Drainage Reserve	0.07
West Street Drainage Reserve	0.23
Wilkinson/Stack Street Open Space Reserve	0.99
Willow Drive Drainage Reserve	0.73

General Community Area Description	Area (ha)
Windradyne Open Space	3.13
TOTAL	**263.24**

APPENDICES – Road Reserve Areas

Road Reserve Area Description	Area (m^2)
Alcherina Road Median Island	200
Alpugi Place Median Island	200
Ashworth Drive Roundabout	200
Barina Parkway Median Island	700
Bell Place Median Island	100
Bentinck/Brilliant Streets Roundabout	100
Bentinck/Keppel Streets Roundabout and Blisters	100
Bentinck/Rocket Streets Roundabout	100
Bentinck/Russell Streets Roundabout	100
Booth Street Median, South	400
Booth Street Median, North	100
Bradwardine Road Reserve Open Space	4.94ha
Bradwardine/Mitchell Highway Roundabout	200
Bradwardine Road, verges	2.57
Bullock Place Median Island	100
Churinga Close Median Island	300
College Road Median Islands	2200
Culnane Place Median Island	200
Durham Street Median Islands	1800
Eglinton Road, verges	3.27ha
Eleven Mile Drive Road Reserve	1600
Elizabeth Street Car Park	4600
Eltham Drive Median Islands	600
Evernden Road, verges	3200
Farmgate Drive Roundabout	100
Freemantle Road, verges	7900
George/Keppel Streets Roundabout	200
George/Piper Streets Roundabout	200
George/Russell Streets Roundabout	100
George Street Car Park	300
Gilmour Street, verges	4900
Gormans Hill Road, verges	600
Great Western Highway Road Reserves	2.21ha
Havannah/Keppel Streets Roundabout	200
Havannah/Rocket Streets Roundabout	100
Havannah/Russell Streets Roundabout	100
Hereford/Gilmour Streets Roundabout	200
Holterman Place Median Island	100
Hope Street Median Island	400
Howick Street Median Islands	200
Howick Street Verge Planter Beds	500

Road Reserve Area Description	Area (m^2)
Jarrah Court Median Island	100
Kendall Avenue Garden Beds	1000
Keppel Street Median Islands	400
Keppel/Bentinck Street Verge Planter Beds	500
Kirkaldy Street Median Island	1000
Kohlhoff Way Car Park	3700
Larkin St Median	300
Library Carpark	800
Limekilns Road, verges	1400
Marsden Lane, verges	7800
McBrien/Tweed Drive Roundabout	200
McDiarmid Street (unconstructed road part)	9000
McMenamin Place Median Island	100
Mid-Western Highway Road Reserves	1.94ha
Mid-Western Highway Landscape Entrance Feature	100
Miriyan Drive Median Island	100
Mitchell Highway Road Reserves	6300
Mitchell Highway Landscape Entrance Feature	1500
Mitre Street Median Islands	1300
Mitre/Durham Streets Roundabout	100
Mitre/Howick Streets Roundabout	100
Mitre/Keppel Streets Roundabout	100
O'Connell Road, verges	7100
Ophir Road, verges	100
Panorama Avenue Roundabout	800
Rankin/Howick Streets Roundabout	100
Rankin/Keppel Streets Roundabout	200
Rankin/Russell Streets Roundabout	100
Rivett Place Median Island	100
RSL Carpark	100
Sheffield Place, verges	1600
Stack Street Road Reserve, east	100
Stack Street Road Reserve, west	100
Stewart/Vittoria Streets Roundabout	100
Stewart Street median islands	5000
Suttor Street, verges	7200
Suttor Street Median Islands	4500
The Domain (was Stanley Street) Car Park	3300
Vale Road - Road Reserves	1.29ha
Vale Road Saleyards Car Parking Area	1600
Vincent Crescent Median Island	100
Vista Place Drainage Reserve	1200
Wellington/Hamilton Street Roundabout Eglinton	100
William Street Median Islands	1200
William Street Median Islands CBD	600
William Street Verge Planter Beds	300
William/Brilliant Streets Roundabout	100
William/Keppel Streets Roundabout	100

Road Reserve Area Description	Area (m^2)
William/Piper Streets Roundabout	100
William/Rocket Streets Roundabout	100
Zagreb Street Median Islands	700
TOTAL	**24.23ha**

APPENDICES – Landscaped Building Surrounds Areas

Landscaped Building Surrounds Area Description	Area (ha)
Bathurst Indoor Sports Stadium Surrounds, Mitchell Highway	1.86
Bathurst Visitor Information Centre Surrounds, 1 Durham Street Bathurst	0.4
Civic Centre Surrounds, 158 Russell Street	0.05
PJ Moodie Courtyard (Civic Centre)	0.02
Lee Street Depot surrounds, 7 Lee Street. Kelso	0.08
Peel Street Depot Surrounds, Bathurst	3.39
Library - Art Gallery Surrounds, 70-78 Keppel Street. Bathurst	0.42
Bathurst Bridge Club Building Surrounds, Lot 1 Mitre Street West Bathurst	0.77
National Motor Racing Museum Surrounds	3.47
Old Raglan School Surrounds, Christie Street	1.48
Senior Citizens Centre Grounds	0.32
TOTAL	**12.26**

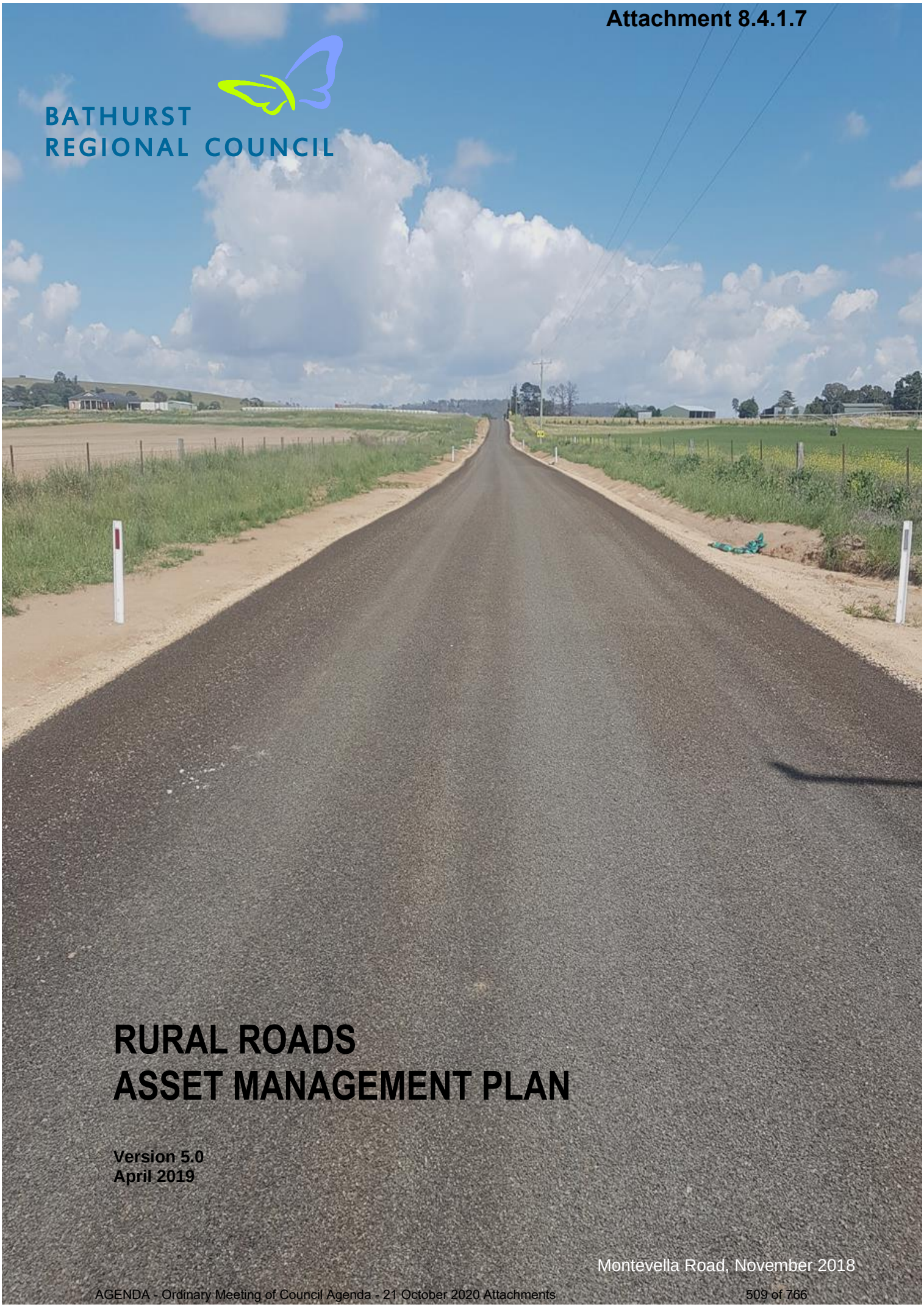
APPENDICES – Cemeteries

Cemetery Description	Area (ha)
Arkell General Cemetery, Old Trunk Road	0.41
Bathurst Maranatha Lawn Cemetery, Suttor Street, West Bathurst	1
Bathurst Monument Cemetery, Suttor Street, West Bathurst.	9.22
Georges Plains Church of England Cemetery, Saint Johns Road	0.45
Hill End Tambaroora Catholic Cemetery	0.04
Hill End-Tambaroora General Cemetery	1.16
Peel General Cemetery	3.36
Rockley General Cemetery. Triangle Flat Road	1
Sofala General Cemetery	1
Sunny Corner General Cemetery	3.93
Trunkey General Cemetery	1.7
Wattle Flat Church of England Cemetery. Sofala Road	2.15
Wattle Flat General Cemetery	1.16
TOTAL	**26.58**

APPENDICES – Recreation Section Capital Works Detailed Budget 2018/19

Budget Item Description	2018/19 Budget	2019/20 Budget	2020/21 Budget	2021/22 Budget
Freeman Circuit Llanarth - Playground	660,000			
Proctor Park Soccer Fields x 3 – Reconstruction of Fields	2,200,000			
Carrington Park - Sand Grooving Treatment of the field	60,000			
John Matthews Netball Complex concrete pads to grandstands	10,000			
Carrington Park - Grandstand Extension to 2200 Seating		6,600,000		
Bathurst Sportsground Redevelopment - Structures		1,200,000		
Bathurst Sportsground Canteen Upgrade	115,000			
Walmer Park Modifications to External Amenities			55,000	
Adventure Playground – Stage 2		2,700,000		
Netball Courts Restoration of Courts	60,000			
John Matthews Complex - Replace Synthetic Tennis Court surfaces	60,000	61,380	62,792	64,236
Hereford Street Rugby Fields - Construction of 3rd & 4th fields	600,000			
Installation of fitness stations at various sites	68,000	70,000	72,000	
Walmer Park Restoration of Field Lighting			124,000	
Bathurst Sportsground Surface Cricket Nets	23,000			
Bathurst Skate Park Design and Construction extension	55,000	400,000		
Infield Drainage to Ashwood Park No.2 Field		118,000		
Kendall Ave Garden Bed Restoration	80,000			
George Park Amenities Irrigation System	15,000			
Bathurst Sportsground - Work Shed / Amenities		250,000		
Machattie Park Picnic Tables	10,000			
Cubis Park Sports field rejuvenation	58,000			
Turf wicket restoration treatment - Various grounds	145,000	150,000	155,000	
Unallocated Playground Equipment	65,000	66,495	68,024	69,589
Adventure Playground replacement of Soft	50,000			
Trunkey Creek Playground Shade Sail	39.000			
Haymarket Reserve - Repair Water Feature	35,000			
Rankens Bridge BBQ and Shade Shelter		55,000		
TOTAL	**4,369,039**	**11,725,875**	**536,816**	**133,825**

BATHURST
REGIONAL COUNCIL



RURAL ROADS ASSET MANAGEMENT PLAN

Version 5.0
April 2019

Montevella Road, November 2018

Document Control	Bathurst Regional Council

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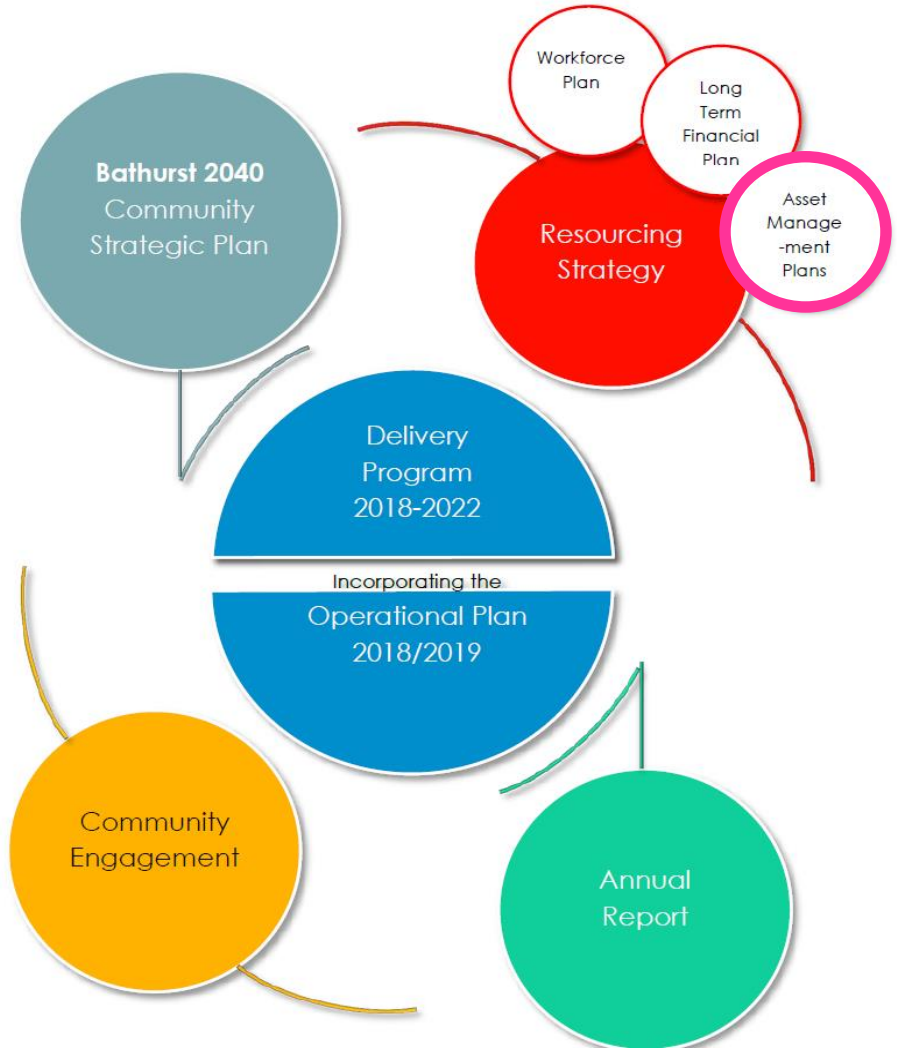
Version No.	Date	Version Details	Author	Reviewer	Approver
1.0	August 2009	Addition of Table 8.1, alterations as per DP	GF	PB	DP
2.0	July 2010	Adoption by Council	PB	PB	DP
3.0	December 2013	Full Revision	BDO	PB/SA	DP
4.0	November 2018	Draft Version	BH	PB/BDO/SA	DS
5.0	April 2019	Adopted Version	BH	PB/RB/SA	DS

Key:

GF: Grant Fraser	Asset Engineer (Previous)	BDO: Ben O'Regan	Asset Engineer (Previous)
PB: Peter Benson	Administration Engineer	DP: Douglas Patterson	Director Engineering Services (Previous)
SA: Simon Armitage	Works Manager	DS: Darren Sturgiss	Director Engineering Services
RB: Robyn Dilnot	Asset Engineer	BH: Ben Hudson	Asset Technician

Integrated Planning and Reporting Framework



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ABBREVIATIONS

AAAC	Average annual asset consumption
AMP	Asset management plan
ARI	Average recurrence interval
BOD	Biochemical (biological) oxygen demand
CRC	Current replacement cost
PPI	Consumer Price Index
CWMS	Community wastewater management systems
DA	Depreciable amount
DoH	Department of Health
EF	Earthworks/formation
IRMP	Infrastructure risk management plan
LCC	Life Cycle cost
LCE	Life cycle expenditure
MMS	Maintenance management system
PCI	Pavement condition index
RV	Residual value
SS	Suspended solids
vph	Vehicles per hour

GLOSSARY

Annual service cost (ASC)
An estimate of the cost that would be tendered, per annum, if tenders were called for the supply of a service to a performance specification for a fixed term. The Annual Service Cost includes operating, maintenance, depreciation, finance/ opportunity and disposal costs, less revenue.

Asset class
Grouping of assets of a similar nature and use in an entity's operations (AASB 166.37).

Asset condition assessment
The process of continuous or periodic inspection, assessment, measurement and interpretation of the resultant data to indicate the condition of a specific asset to determine the need for some preventative or remedial action.

Asset management
The combination of management, financial, economic, engineering and other practices applied to physical assets with the objective of providing the required level of service in the most cost-effective manner.

Assets
Future economic benefits controlled by the entity as a result of past transactions or other past events (AAS27.12).

Property, plant and equipment including infrastructure and other assets (such as furniture and fittings) with benefits expected to last more than 12 months.

Average annual asset consumption (AAAC)*
The amount of a local government's asset base consumed during a year. This may be calculated by dividing the Depreciable Amount (DA) by the Useful Life and totalled for each asset OR by dividing the Fair Value (Depreciated Replacement Cost) by the Remaining Life and totalled for each asset in an asset category or class.

Brownfield asset values**
Asset (re)valuation values based on the cost to replace the asset including demolition and restoration costs.

Capital expansion expenditure
Expenditure that extends an existing asset, at the same standard as is currently enjoyed by residents, to a new group of users. It is discretional expenditure, which increases future operating, and maintenance costs, because it increases council's asset base, but may be associated with additional revenue from the new user group, e.g. extending a drainage or road network, the provision of an oval or park in a new suburb for new residents.

Capital expenditure
Relatively large (material) expenditure, which has benefits, expected to last for more than 12 months. Capital expenditure includes renewal, expansion and upgrade. Where capital projects involve a combination of renewal, expansion and/or upgrade expenditures, the total project cost needs to be allocated accordingly.

Capital funding
Funding to pay for capital expenditure.

Capital grants
Monies received generally tied to the specific projects for which they are granted, which are often upgrade and/or expansion or new investment proposals.

Capital investment expenditure
See capital expenditure definition

Capital new expenditure
Expenditure which creates a new asset providing a new service to the community that did not exist beforehand. As it increases service potential it may impact revenue and will increase future operating and maintenance expenditure.

Capital renewal expenditure
Expenditure on an existing asset, which returns the service potential or the life of the asset up to that which it had originally. It is periodically required expenditure, relatively large (material) in value compared with the value of the components or sub-components of the asset being renewed. As it reinstates existing service potential, it has no impact on revenue, but may reduce future operating and maintenance expenditure if completed at the optimum time, e.g. resurfacing or re-sheeting a material part of a road network, replacing a material section of a drainage network with pipes of the same capacity, resurfacing an oval. Where capital projects involve a combination of renewal, expansion and/or upgrade expenditures, the total project cost needs to be allocated accordingly.

Capital upgrade expenditure
Expenditure, which enhances an existing asset to provide a higher level of service or expenditure that will increase the life of the asset beyond that which it had originally. Upgrade expenditure is discretional and often does not result in additional revenue unless direct user charges apply. It will increase operating and maintenance expenditure in the future because of the increase in the council's asset base, e.g. widening the sealed area of an existing road, replacing drainage pipes

with pipes of a greater capacity, enlarging a grandstand at a sporting facility. Where capital projects involve a combination of renewal, expansion and/or upgrade expenditures, the total project cost needs to be allocated accordingly.

Carrying amount
The amount at which an asset is recognised after deducting any accumulated depreciation / amortisation and accumulated impairment losses thereon.

Class of assets
See asset class definition

Component
An individual part of an asset which contributes to the composition of the whole and can be separated from or attached to an asset or a system.

Cost of an asset
The amount of cash or cash equivalents paid, or the fair value of the consideration given to acquire an asset at the time of its acquisition or construction, plus any costs necessary to place the asset into service. This includes one-off design and project management costs.

Current replacement cost (CRC)
The cost the entity would incur to acquire the asset on the reporting date. The cost is measured by reference to the lowest cost at which the gross future economic benefits could be obtained in the normal course of business or the minimum it would cost, to replace the existing asset with a technologically modern equivalent new asset (not a second hand one) with the same economic benefits (gross service potential) allowing for any differences in the quantity and quality of output and in operating costs.

Current replacement cost "As New" (CRC)
The current cost of replacing the original service potential of an existing asset, with a similar modern equivalent asset, i.e. the total cost of replacing an existing asset with an as NEW or similar asset expressed in current dollar values.

Cyclic Maintenance**
Replacement of higher value components/sub-components of assets that is undertaken on a regular cycle including repainting, building roof replacement, cycle, replacement of air conditioning equipment, etc. This work generally falls below the capital/ maintenance threshold and needs to be identified in a specific maintenance budget allocation.

Depreciable amount
The cost of an asset, or other amount substituted for its cost, less its residual value (AASB 116.6)

Depreciated replacement cost (DRC)
The current replacement cost (CRC) of an asset less, where applicable, accumulated depreciation calculated based on such cost to reflect the already consumed or expired future economic benefits of the asset

Depreciation / amortisation
The systematic allocation of the depreciable amount (service potential) of an asset over its useful life.

Economic life
See useful life definition.

Expenditure
The spending of money on goods and services. Expenditure includes recurrent and capital.

Fair value
The amount for which an asset could be exchanged, or a liability settled, between knowledgeable, willing parties, in an arm's length transaction.

Greenfield asset values **
Asset (re)valuation values based on the cost to initially acquire the asset.

Heritage asset
An asset with historic, artistic, scientific, technological, geographical or environmental qualities that is held and maintained principally for its contribution to knowledge and culture and this purpose is central to the objectives of the entity holding it.

Impairment Loss
The amount by which the carrying amount of an asset exceeds its recoverable amount.

Infrastructure assets
Physical assets of the entity or of another entity that contribute to meeting the public's need for access to major economic and social facilities and services, e.g. roads, drainage, footpaths and cycle ways. These are typically large, interconnected networks or portfolios of composite assets. The components of these assets may be separately maintained, renewed or replaced individually so that the required level and standard of service from the network of assets is continuously sustained. Generally, the components and hence the assets have long lives. They are fixed in place and are often have no market value.

Investment property
Property held to earn rentals or for capital appreciation or both, rather than for:
(a) use in the production or supply of goods or services or for administrative purposes; or
(b) sale in the ordinary course of business (AASB 140.5)

Level of service
The defined service quality for a particular service against which service performance may be measured. Service levels usually relate to quality, quantity, reliability, responsiveness, environmental, acceptability and cost).

Life Cycle Cost **
The life cycle cost (LCC) is average cost to provide the service over the longest asset life cycle. It comprises annual maintenance and asset consumption expense, represented by depreciation expense. The Life Cycle Cost does not indicate the funds required to provide the service in a particular year.

Life Cycle Expenditure **
The Life Cycle Expenditure (LCE) is the actual or planned annual maintenance and capital renewal expenditure incurred in providing the service in a particular year. Life Cycle Expenditure may be compared to Life Cycle Cost to give an initial indicator of life cycle sustainability.

Loans / borrowings
Loans result in funds being received which are then repaid over a period of time with interest (an additional cost). Their primary benefit is in 'spreading the burden' of capital expenditure over time. Although loans enable works to be completed sooner, they are only ultimately cost effective where the capital works funded (generally renewals) result in operating and maintenance cost savings, which are greater than the cost of the loan (interest and charges).

Maintenance and renewal gap
Difference between estimated budgets and projected expenditures for maintenance and renewal of assets, totalled over a defined time (e.g. 5, 10 and 15 years).

Maintenance and renewal sustainability index
Ratio of estimated budget to projected expenditure for maintenance and renewal of assets over a defined time (e.g. 5, 10 and 15 years).

Maintenance expenditure
Recurrent expenditure, which is periodically or regularly required as part of the anticipated schedule of works required to ensure that the asset achieves its useful life and provides the required level of service. It is expenditure, which was anticipated in determining the asset's useful life.

Materiality
An item is material is its omission or misstatement could influence the economic decisions of users taken on the basis of the financial report. Materiality depends on the size and nature of the omission or misstatement judged in the surrounding circumstances.

Modern equivalent asset.
A structure similar to an existing structure and having the equivalent productive capacity, which could be built using modern materials, techniques and design. Replacement cost is the basis used to estimate the cost of constructing a modern equivalent asset.

Non-revenue generating investments
Investments for the provision of goods and services to sustain or improve services to the community that are not expected to generate any savings or revenue to the Council, e.g. parks and playgrounds, footpaths, roads and bridges, libraries, etc.

Operating expenditure
Recurrent expenditure, which is continuously required excluding maintenance and depreciation, e.g. power, fuel, staff, plant equipment, on-costs and overheads.

Pavement management system
A systematic process for measuring and predicting the condition of road pavements and wearing surfaces over time and recommending corrective actions.

Planned Maintenance**
Repair work that is identified and managed through a maintenance management system (MMS). MMS activities include inspection, assessing the condition against failure/breakdown criteria/experience, prioritising scheduling, actioning the work and reporting what was done to develop a maintenance history and improve maintenance and service delivery performance.

PMS Score
A measure of condition of a road segment determined from a Pavement Management System.

Rate of annual asset consumption*
A measure of average annual consumption of assets (AAAC) expressed as a percentage of the depreciable amount (AAAC/DA). Depreciation may be used for AAAC.

Rate of annual asset renewal*
A measure of the rate at which assets are being renewed per annum expressed as a percentage of depreciable amount (capital renewal expenditure/DA).

Rate of annual asset upgrade*
A measure of the rate at which assets are being upgraded and expanded per annum expressed as a percentage of depreciable amount (capital upgrade/expansion expenditure/DA).

Reactive maintenance
Unplanned repair work that carried out in response to service requests and management/supervisory directions.

Recoverable amount
The higher of an asset's fair value, less costs to sell and its value in use.

Recurrent expenditure
Relatively small (immaterial) expenditure or that which has benefits expected to last less than 12 months. Recurrent expenditure includes operating and maintenance expenditure.

Recurrent funding
Funding to pay for recurrent expenditure.

Rehabilitation
See capital renewal expenditure definition above.

Remaining life
The time remaining until an asset ceases to provide the required service level or economic usefulness. Age plus remaining life is economic life.

Renewal
See capital renewal expenditure definition above.

Residual value
The net amount which an entity expects to obtain for an asset at the end of its useful life after deducting the expected costs of disposal.

Revenue generating investments
Investments for the provision of goods and services to sustain or improve services to the community that are expected to generate some savings or revenue to offset operating costs, e.g. public halls and theatres, childcare centres, sporting and recreation facilities, tourist information centres, etc.

Risk management
The application of a formal process to the range of possible values relating to key factors associated with a risk in order to determine the resultant ranges of outcomes and their probability of occurrence.

Section or segment
A self-contained part or piece of an infrastructure asset.

Service potential
The capacity to provide goods and services in accordance with the entity's objectives, whether those objectives are the generation of net cash inflows or the provision of goods and services of a particular volume and quantity to the beneficiaries thereof.

Service potential remaining*
A measure of the remaining life of assets expressed as a percentage of economic life. It is also a measure of the percentage of the asset's potential to provide services that are still available for use in providing services (DRC/DA).

Strategic Management Plan (SA) **
Documents Council objectives for a specified period (3-5 yrs.), the principle activities to achieve the objectives, the means by which that will be carried out, estimated income and expenditure, measures to assess performance and how rating policy relates to the Council's objectives and activities.

Sub-component
Smaller individual parts that make up a component part.

Useful life
Either:
(a) the period over which an asset is expected to be available for use by an entity, or
(b) the number of production or similar units expected to be obtained from the asset by the entity.
It is estimated or expected time between placing the asset into service and removing it from service, or the estimated period of time over which the future economic benefits embodied in a depreciable asset, are expected to be consumed by the council. It is the same as the economic life.

Value in Use
The present value of estimated future cash flows expected to arise from the continuing use of an asset and from its disposal at the end of its useful life. It is deemed to be depreciated replacement cost (DRC) for those assets whose future economic benefits are not primarily dependent on the asset's ability to generate new cash flows, where if deprived of the asset its future economic benefits would be replaced.

Source: DVC 2006, Glossary
Note: Items shown * modified to use DA instead of CRC
Additional glossary items shown **

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1. EXECUTIVE SUMMARY

What Council Provides

Council provides a rural road network to enable the infrastructure necessary for the safe and efficient transport of people and goods within and throughout the Bathurst Region to meet the changing needs of the community and Objectives; 2.2, 2.4, 3.3, 4.2, 4.3, 4.5, 5.2, 5.5, 6.1, 6.4 and 6.6 within Council's adopted 2040 Community Strategic Plan.

The rural network consists of **50.42km** of roads of regional significance and **960km** of local rural roads. Of these roads **530km** are sealed and **430km** are unsealed.

State Highways 5, 6 and 7 also traverse the Bathurst Regional Council area and are maintained in the urban areas by Council, funded by the NSW Roads and Maritime Authority (RMS).

What does it Cost?

There are two key indicators of cost to provide the road service.

- The life cycle cost being the average cost over the life cycle of the asset, and
- The total maintenance and capital renewal expenditure required to deliver existing service levels in the next 10 years covered by Council's long-term financial plan.

The life cycle cost to provide the road network is estimated at **$9,034 million** per annum. Council's planned life cycle expenditure for year 1 of the asset management plan is **$5,103 million** which gives a life cycle sustainability index of **1.03**, resulting in a shortfall of -$3,932 million for year 1.

The total maintenance and capital renewal expenditure required to provide the Rural Road network in the next 10 years is estimated at **$90,344 million.** This is an average of **$9,034 million** per annum.

Council's maintenance and capital renewal expenditure for the first 10 years of the asset management plan of **$61,241 million or $6,124 million** per annum giving a 10-year sustainability index of **0.83**, resulting in an anticipated funding shortfall of -$10,213 million over the medium term and an average of -$1,021 million per annum.

Plans

Council plans to operate and maintain the road network to achieve the following strategic objectives.

1. To provide the infrastructure necessary for the safe and efficient transport of people and goods within and throughout the Bathurst Region to meet the changing needs of the community.

2. To provide resources for the continuing maintenance of the roads network and to provide new transport network systems in accordance with identified needs.

Measuring our Performance

Quality

Road assets will be maintained in a reasonably usable condition. Defects found or reported that are outside our service standard will be repaired.

Function

Our intent is that an appropriate road network is maintained in partnership with other levels of government to provide a safe and efficient network.

Road asset attributes will be maintained at a safe level and associated signage and equipment be provided as needed to ensure public safety. We need to ensure key functional objectives are met:

- Maintain roads in a safe condition
- Prolong life of assets through effective maintenance

Safety

Council's asset team inspects all roads on a cycle of 3 years. In addition, Council relies on observations by Council staff and calls from the Public to report defects. Reported defects are recorded on the Customer Request Maintenance System (CRMS) and sent to the appropriate manager for assessment. Repairs are carried out in accordance CRMS timeframes and available funding.

What we cannot do

We currently do **not** allocate enough funding to sustain these services at the desired standard or to provide all new Road network improvements being sought. Examples of work that is not able to be done with current funding include, but is not limited to the following:

- Freemantle Road - $350,000
- Eusdale Road - $250,000
- Tarana Road - $200,000
- Caloola Road - $200,000
- Limekilns Road - $300,000
- Bridle Track - $250,000
- Wambool Road - $200,000
- Lachlan Road - $300,000

2. INTRODUCTION

2.1 Background

This asset management plan is to demonstrate responsive management of assets (and services provided from assets), compliance with regulatory requirements, and to communicate funding needed to provide the required levels of service.

The asset management plan is to be read with the following associated planning documents:

- Asset Management Revenue Policy 2018
- Strategy for the resealing of Council roads
- Guidelines for Engineering Works
- Community Strategic Plan 2040
- Bathurst City Traffic Study 1997
- Bathurst Community Access and Cycling Plan 2011

This Asset Management Plan is for Rural Roads within the Bathurst Regional Council local government area. These assets include the road surface, the layers of road pavement beneath the surface, cuttings, embankments and all civil works supporting the carriageway. This plan does not include bridges, major culverts and causeways which are covered by a separate Asset Management Plan.

Table 2.1 Assets covered by this Plan

Asset category	Length (km) Sealed	Length (km) Unsealed	Replacement Value ($)
Rural Roads – access	94.39	274.04	$103,954,115
Rural Roads - collector	117.30	116.49	$66,661,239
Rural Roads - distributor	316.93	40.94	$143,914,706
Total	**528.62**	**431.47**	**$314,530,060**

Key stakeholders in the preparation and implementation of this asset management plan are:

The Councillors	Formulate policy for the allocation of resources to maximise benefit to the community whilst minimising the Council's exposure to risk.
The Council	To manage the implementation of policy in a timely and cost-effective manner. To ensure resources are effectively utilised.
Transport for NSW	Responsibility for all State-owned roads and the funding of Regional roads.
Crown Lands Office	Responsibility for all Crown owned land and roads.
General Public	End user of the network.
Local Businesses	Allows access to local business.
Freight transport companies	Require access to designated heavy traffic routes that are constructed to standards relevant to heavy vehicles.
Land developers	Rely on adequate road infrastructure for access to new developments.

2.2 Goals and Objectives of Asset Management

The Council exists to provide services to its community. Some of these services are provided by infrastructure assets. Council has acquired infrastructure assets by 'purchase', by contract, construction by council staff and by donation of assets constructed by developers and others to meet increased levels of service.

Council's goal in managing infrastructure assets is to meet the required level of service in the most cost-effective manner for present and future consumers. The key elements of infrastructure asset management are:

- Taking a life cycle approach,
- Developing cost-effective management strategies for the long term,
- Providing a defined level of service and monitoring performance,
- Understanding and meeting the demands of growth through demand management and infrastructure investment,
- Managing risks associated with asset failures,
- Sustainable use of physical resources,
- Continuous improvement in asset management practices.1

This asset management plan is prepared under the direction of Council's vision, mission, goals and objectives.

Council's vision:
"Bathurst: A vibrant and innovative region that values our heritage, culture, diversity and strong economy."

Relevant Council goals and objectives from the adopted 2040 Community Strategic Plan and how these are addressed in this asset management plan are:

Table 2.2 Council Goals and how these are addressed in this Plan

Community Strategic Plan Objective	How Objectives are addressed in AMP
2.2 Grow Local employment, Investment and attract new business by nurturing and supporting entrepreneurs, partnerships and local skills development	Ensure adequate road infrastructure is in place to provide for future economic development of the Bathurst Regional area.
2.4 Support Agriculture, Local Manufacturing, food production and education as significant contributors to the region's economy	Providing extra strength pavement in industrial areas. Ensure road network is maintained to a standard appropriate for a road usage.
3.3 Minimise the city's environmental footprint, live more sustainably and use resources more wisely	Any improvements/upgrades to council's assets will incorporate preservation or minimised environmental measures.
4.2 Provide safe and efficient road, cycleway and pathway networks to improve accessibility	Maintain and improve existing road infrastructure throughout the network. Meeting the appropriate level of service of council's assets.
4.3 Ensure services, facilities and infrastructure to meet the changing needs of the region	Maintain and improve existing road infrastructure throughout the network and ensure there's adequate road infrastructure is in place to provide for future economic development of the Bathurst Regional area.
4.5 Work with partners to improve public transport and passenger and freight transport connections	By implementing a program of road network improvements and continuing an extensive maintenance program and securing long term funding for both the overall quality of the network will be improved.
5.2 Help make the Bathurst CBD, neighbourhoods and the regions villages attractive and full of life	Maintain and improve existing road infrastructure throughout the network, facilitating tourism of the region.
5.5 Plan and respond to demographic changes in the community	Maintain and improve existing road infrastructure throughout the network ensuring adequate road infrastructure is in place to provide for future economic development of the Bathurst Regional area.

1 IIMM 2006 Sec 1.1.3, p 1.3

Community Strategic Plan Objective	How Objectives are addressed in AMP
6.1 Communicate and engage with the community, government and business groups on important matters affecting the Bathurst Region	Along with conducting community surveys of council's assets, consultation of relevant renewal/upgrade projects with the community to ensure acceptable level of service is met.
6.4 Meet legislative and compliance requirements	All works conducted completed under relevant policies and standards. Following correct procedures.
6.6 Manage our money and our assets to be sustainable now and into the future	Communication between Council's Departments to manage expenditure for renewal/upgrade works.

2.3 Plan Framework

Key elements of the plan are:

- Levels of service – specifies the services and levels of service to be provided by council.
- Future demand – how this will impact on future service delivery and how this is to be met.
- Life cycle management – how Council will manage its existing and future assets to provide the required services
- Financial summary – what funds are required to provide the required services.
- Asset management practices
- Monitoring – how the plan will be monitored to ensure it is meeting Council's objectives.
- Asset management improvement plan

A road map for preparing an asset management plan is shown over.

2.4 Concise and Comprehensive Asset Management

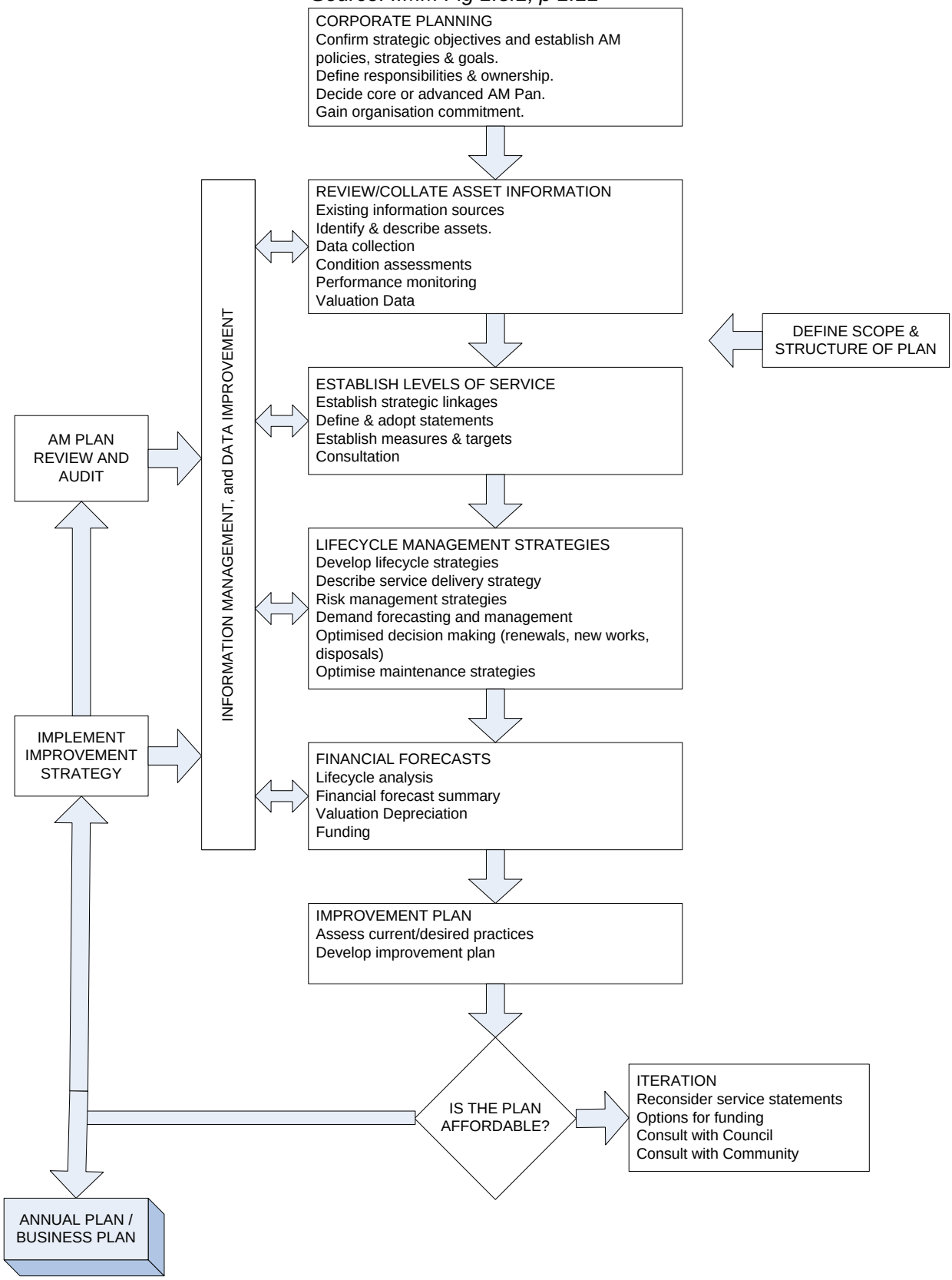
This asset management plan is prepared as a 'core' asset management plan in accordance with the International Infrastructure Management Manual. It is prepared to meet minimum legislative and organisational requirements for sustainable service delivery and long-term financial planning and reporting. Core asset management is a 'top down' approach where analysis is applied at the 'system' or 'network' level.

It is hoped that future revisions of this asset management plan will move towards 'advanced' asset management using a 'bottom up' approach for gathering asset information for individual assets to support the optimisation of activities and programs to meet agreed service levels.

See page over.

Road Map for preparing an Asset Management Plan

Source: IIMM Fig 1.5.1, p 1.11

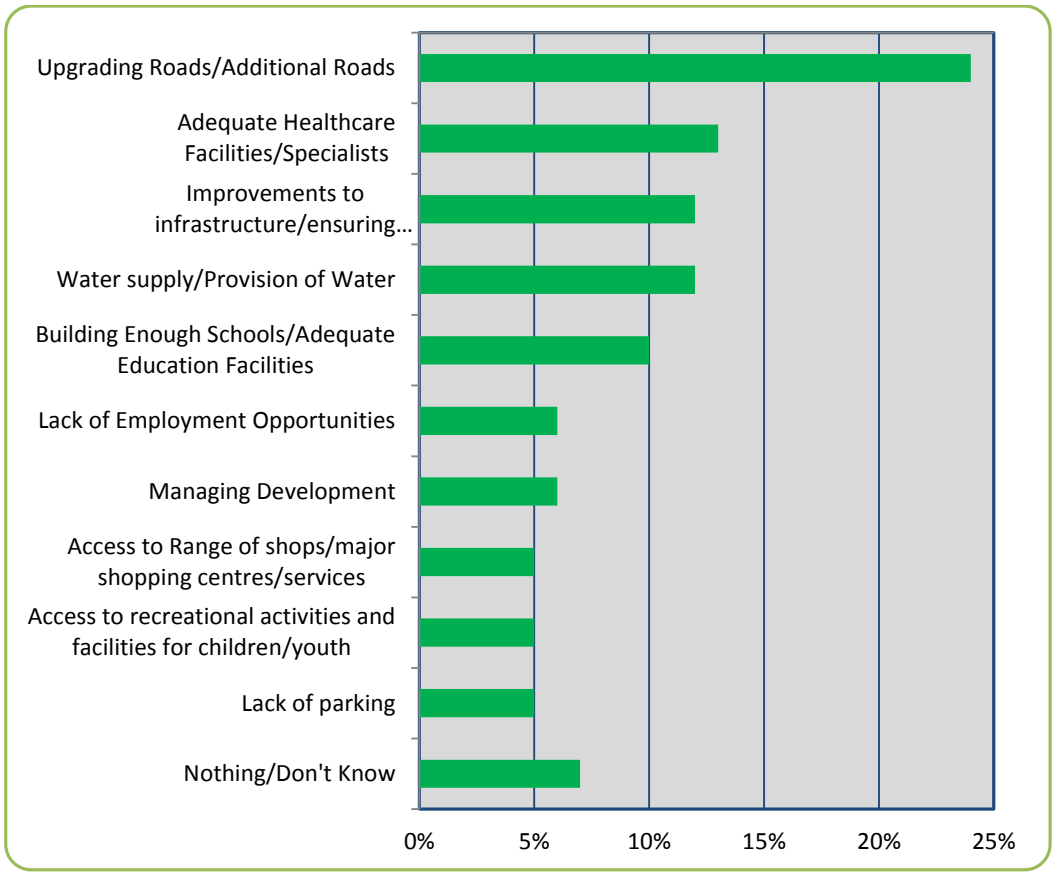


3. LEVELS OF SERVICE

3.1 Customer Research and Expectations

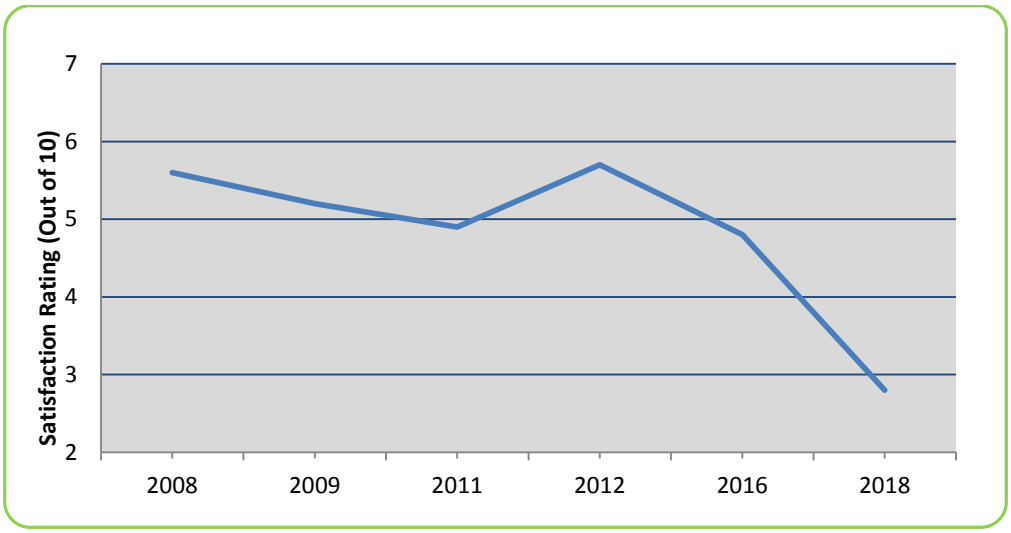
The Council undertakes community surveys on an annual basis to gauge community expectations and satisfaction with the service Council provides. A series of questions are put to a broad cross section of the community including residents from rural and urban areas each year. The survey for 2009 has changed the method of data collection from telephone survey to a mailed written survey. Using the data from the Community Survey helps council meet Objectives; 2.2, 2.4, 3.3, 4.2, 4.3, 4.5, 5.2, 5.5, 6.1, 6.4 and 6.6 within Council's adopted 2040 Community Strategic Plan.

Respondents were asked to select and rank priorities for Bathurst Regional Council in the Community Survey, conducted in 2018. The results in order of priority are:



Respondents also were asked to rate their satisfaction on a scale of 1 to 10 with 10 being the highest score, with a range of services provided by Council. The Graph at Fig 3.1 shows Improving Roads Infrastructure as the highest priority.

Fig 3.1 Community Satisfaction Levels for Condition of Rural Road Infrastructure.



The data for the above table has been collaborated from past Community Surveys which show satisfaction levels relating to the condition of rural road infrastructure. The levels shown are taken from targeted questions relating to Rural Road Infrastructure and as shown in the above chart the community's satisfaction level has declined since the previous survey conducted in 2018.

3.1.1 Rural Road Surfaces

Council uses this information in developing the Strategic Management Plan and in allocation of resources in the budget. Specific issues regarding the rural road network may be included in future community surveys to ascertain the success of an implemented programme or assess the need for a particular programme.

Fig 3.1.1 Customer Requests related to Roads

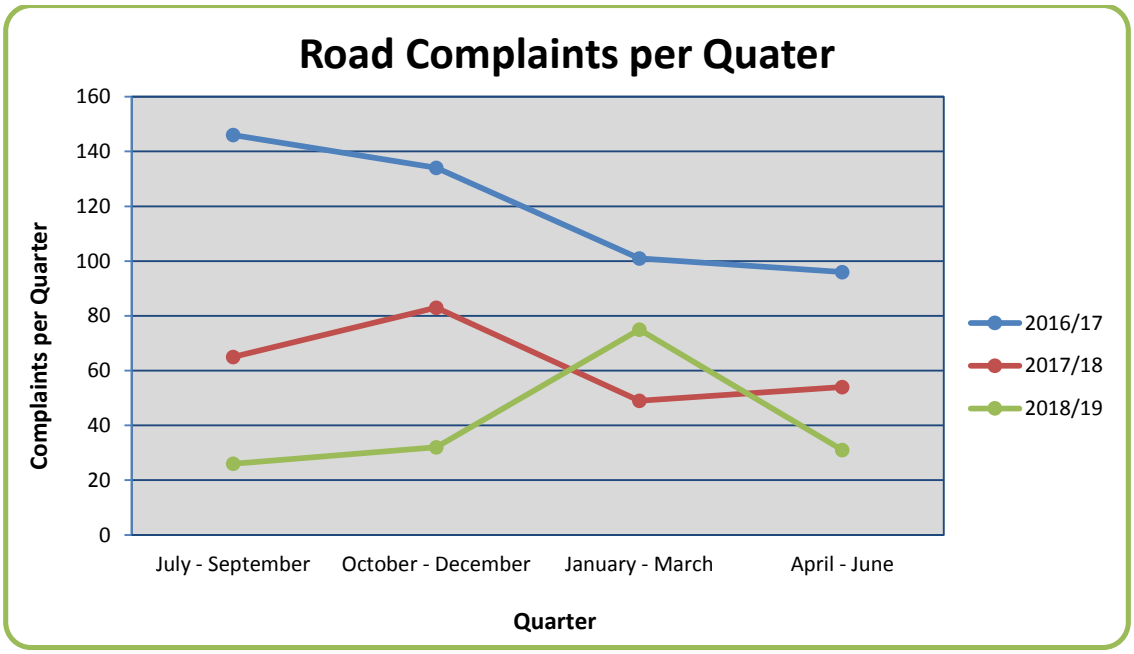


Figure 3.1.1 shows a decline in the number average number of complaints per quarter since July 2016, despite, a large number of complaints for 2018/19 FY January – March quarter. The average of complaints have declined from 119 in 2016/17, to 63 in 2017/18 and finally to 41 complaints in 2018/19.

3.2 Legislative Requirements

Council has to meet many legislative requirements including Australian and State legislation and State regulations. These include:

Table 3.2 Legislative Requirements

Legislation	Requirement
Local Government Act 1993	Sets out role, purpose, responsibilities and powers of local governments including the preparation of a long-term financial plan supported by asset management plans for sustainable service delivery. Details Council's role as custodian and trustee of public assets, and its associated responsibility to effectively account for and manage these assets.
Roads Act 1993	To confer certain functions (in particular, the function of carrying out road work) on Council and other roads authorities and to regulate the carrying out of various activities on Council.
Civil Liabilities Act 2002	Sets out the provisions that give protection from civil liability and the responsibilities of Council and public alike.
Environmental Planning and Assessment Act 1979	The proper management, development and conservation of natural resources, including agricultural land, natural areas, forests, minerals, water, the city, towns and villages for the purpose of promoting the social and economic welfare of the community and a better environment.
Protection of the Environment Operations Act 1997	To protect, restore and enhance the quality of the environment having regard to the need to maintain ecologically sustainable development.
RMS Standards	Provides industry standards for road design
Australian Standards	Provides a minimum standard in many areas including road design, road signage, provision of guard rails, etc.
Work Health & Safety Act 2011	To secure and promote the health, safety and welfare of people at work.
Bathurst Regional Council Policies	• Bathurst City Traffic Study 2018 • Bathurst Community Access and Cycling Plan 2011 • Community Strategic Plan 2040

Montevella Road, November 2018

3.3 Current Levels of Service

Council has defined service levels in two terms.

Community Levels of Service relate to how the community receives the service in terms of safety, quality, quantity, reliability, responsiveness, cost/efficiency and legislative compliance.

Supporting the community service levels are operational or technical measures of performance developed to ensure that the minimum community levels of service are met. These technical measures relate to service criteria such as:

Service Criteria	Technical measures may relate to
Quality	Smoothness of road surface
Quantity/Capacity	Total length of road network/Road network meets Traffic level requirements
Availability	The areas accessible and the ease of access to and from the road network
Safety	Number of injury accidents

Council's current service levels are detailed in Table 3.3.

Table 3.3. Current Service Levels

COMMUNITY LEVELS OF SERVICE

Key Performance Measure	Level of Service	Performance Measure Process	Performance Target	Current Performance
Quality	Rural Road Assets meet the perceived Customer Level of Service	Satisfaction Level of Council's Assets, (Relating to condition of Rural road surface) Scored out of 5, based on Community Survey Results.	**>3/5**	**2.75/5**
		Organisation measure of % of Rural Road Assets in Excellent/Good (1,2) and poor/bad (4,5) Condition	**50% Excellent/Good 10% Poor/Bad**	**50% Excellent/Good ✓ 12% Poor/Bad**
Function	Rural Road Assets meet appropriate requirements for: - Width - Accessibility - Traffic control devices including signs and line markings - Appropriate levels of traffic	Customer service requests relating to the perceived Functionality of the Rural Road Assets	**<200 p.a.**	**133* (2018/19 FY)**
Capacity	Rural Road Assets meet appropriate Capacity/Utilisation levels	Traffic count data across Rural Roads to assess Traffic Volume.	**Expected 10year Position 5% of roads have traffic greater than design level**	**5% of roads have traffic greater than design level**
Safety	Reduce hazards and increase safety for users in Rural areas	Police reports of car accidents within the Rural areas of the LGA.	**<90 p.a.**	**Avg. 5 p.a.**

*Denotes number of service requests are only shown until the end of the January - March Quarter for the 2018/19 FY

TECHNICAL LEVELS OF SERVICE

Key Performance Measure	Level of Service	Performance Measure Process	Performance Target	Current Performance
Condition	Condition rating of Rural Road Assets	Regular Condition/ Defect Inspections	**Network Condition** **50% Excellent/Good** **40% Fair** **10% Poor/Bad**	**Network Condition** **50% Excellent/Good** **39% Fair** **12% Poor/Bad**
		Organisation measure of average per annum Maintenance and Operations Budget Expenditure	**Maintenance/Operational Budget for Optimum*** **Avg. Maintenance** **$4,593,000 p.a.** **Avg. Operations** **$410,000 p.a.** **Total** **$5,003,000**	**2018/19 Budget** **Avg. Maintenance** **$4,374,688** **Avg. Operations** **$400,000** **Total** **$4,774,688**
	Maintain seal – Reseal/Sealing Un-sealed Roads	% of Network length sealed p.a. (Based on network length – 960km)	**7.0% p.a.**	**4% (2018)**
		Average age of seal	**7 years**	**10 years**
	Maintain pavement of Rural Roads	Maximum pavement age	**<10% of Rural Road Network Pavement age > 30 years**	**3% >30 years**
		Organisation measure of average per annum Renewal and Upgrade Budget Expenditure	**Upgrade/Renewal Budget for Optimum*** **Avg. Renewal** **$985,566** **Avg. Upgrade** **$3,133,102** **Total** **$4,118,668**	**2018/19 Budget** **Avg. Renewal** **$785,650** **Avg. Upgrade** **$1,619,094** **Total** **$2,404,744**
Function	Road traffic is maintained at the design level	Traffic levels are at or below expected for road class	**<15% of roads have traffic greater than design level**	**5% of roads have traffic greater than design level**

***Performance Target Budgets shown;**

Upgrade/Renewal Optimum Budget
Avg. Renewal = Average Renewal expenditure extrapolated from 2018/19 Budget over the long term (20yrs).
Avg. Upgrade = Average Upgrade expenditure extrapolated from 2018/19 Budget over the long term (20yrs) and Average per annum replacement cost of assets in Poor/Bad condition (over 20yrs) to bring them to Excellent condition.

Upgrade/Renewal Budget figures do not include current Asset Backlog, refer to appendices.

The optimum average expenditure has been determined from the 2018/19 budget and extrapolated with a 2.6% PPI factor over the next 20yrs. Assets due for upgrade/renewal during this period vary greatly and the optimum average expenditure shown is indicative to show the expenditure required for desired levels of service.
Refer to Fig 6.1.1 Projected and Planned Renewal Expenditure Comparison.

Maintenance/Operational Optimum Budget
Avg. Maintenance = Average Maintenance budget expenditure from previous four years.
Avg. Operations = Average Operational budget expenditure from previous four years.

4. FUTURE DEMAND

4.1 Demand Forecast

Factors affecting demand include population change, changes in demographics, seasonal factors, vehicle ownership, consumer preferences and expectations, economic factors, agricultural practices, environmental awareness, etc.

Table 4.1. Demand Factors, Projections and Impact on Services

Demand factor	Present position	Projection	Impact on services
Population	42,389 (2016 census)	52,500 (2031)	**Increased population means increased demand upon existing infrastructure and produce a higher expectation for improvement on the pre-existing network.**
Households with 2 or more cars	7,568 (2016 census)	10,684 (2031)	**The extra vehicle movements will accelerate the deterioration of the road layers the wearing surface which will need to be resurfaced more often. More trucks on the road will require more roads to be constructed to higher standards.**
Increased road freight task	National volume 1.7billion tonnes p.a.	2.9 billion tonnes p.a. by 20202	**Increased heavy vehicle activity on Rural roads, especially in industrial areas causes extra stress on pavement.**

4.2 Changes in Technology

Table 4.2. Changes in Technology and Forecast effect on Service Delivery

Technology Change	Effect on Service Delivery
Increasing size and weight of trucks allowable on the road[3].	An increase of heavy vehicle movement on a greater % of the rural road network and sections of road in poor/bad condition may deteriorate at an increased rate as a result.
New road construction techniques and plant efficiencies	Road construction costs may be reduced while pavement life may be extended
Improved methods of in situ pavement stabilisation	An increase in pavement life and a reduction in overall reconstruction cost
Improvements in asset management techniques, including inspection and forecasting	Funds are better directed to areas requiring maintenance resulting in longer asset life

4.3 Demand Management Plan

Demand for different levels of service for Rural roads is likely to be driven by a change in the expectations of the users of the network for greater safety and better riding quality. This would primarily be achieved through changes to the existing network rather (e.g. alignment modification, different or more seal treatment) than new roads. Demand for new Rural roads is unlikely as the existing network connects the different parts of the LGA (and those areas outside of it) satisfactorily.

Demand management practices include non-asset solutions, insuring against risks and managing failures. Opportunities identified to date for demand management are shown in Table 4.3. Further opportunities will be developed in future revisions of this asset management plan.

2 Bureau of Infrastructure, Transport and Regional Economics

3 Truck Industry Council, 2004 *Trucks to Meet the Future Road Freight Task challenges and directions*

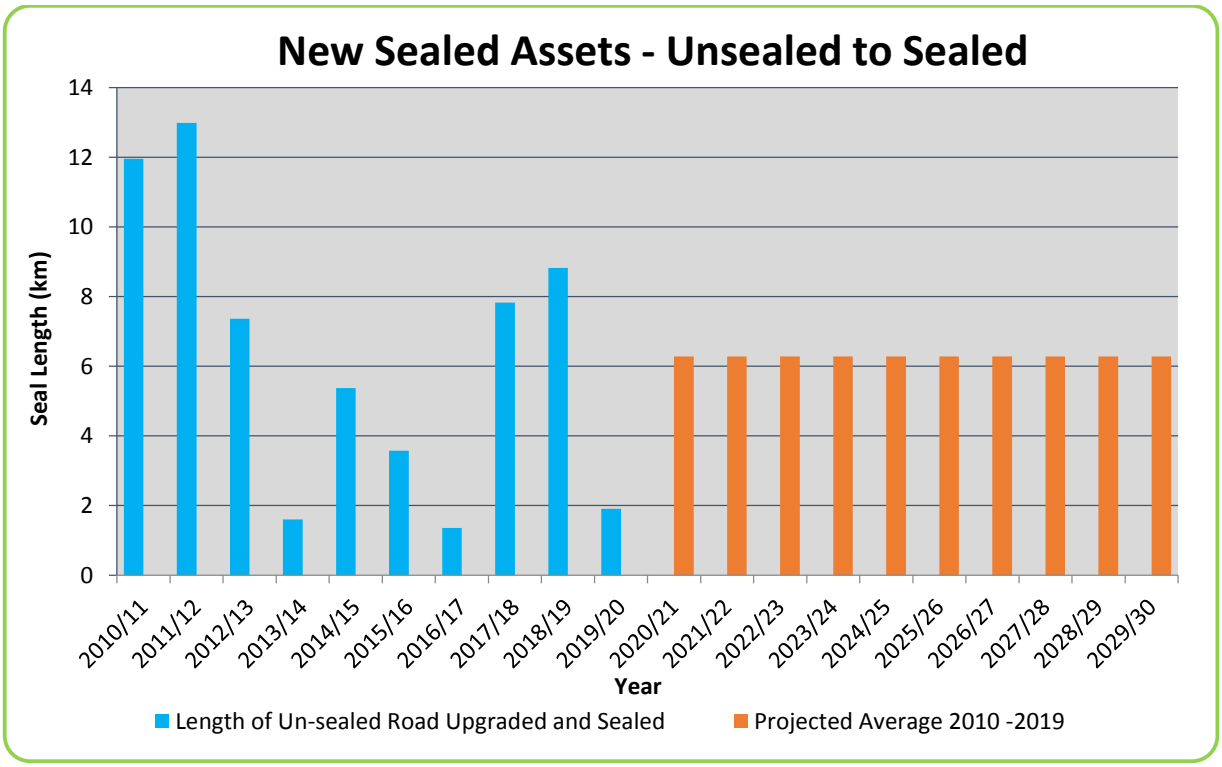
Table 4.3. Demand Management Plan Summary

Demand Driver	Impact on Services	Demand Management Plan
Increased Heavy Vehicle Traffic/Households with 2 or more cars	The extra vehicle movements will accelerate the deterioration of the road layers particular the wearing surface which will need to be resurfaced more often. More trucks on the road will require more roads to be constructed to higher standards.	• Restrictions of vehicle types to be applied to roads of poor/bad condition or with tight curves. Specific Load Limits to also be placed upon these roads, each road to be assessed individually. • Review of Hierarchy – As the usage of roads changes, it may be moved to a different hierarchy level. • Re-construction - Extending the interval between pavement reconstructions where possible. This reduces the level of service but may be acceptable on specific segments. • Re-surfacing - Re-surfacing an original surface with the appropriate sprayed seal. Extension of seals usable life.
Population	Increased population means increased infrastructure. In this case more roads will be built predominantly in Rural areas.	• Review of Hierarchy – As the usage of roads changes, it may be moved to a different hierarchy level.
Overdue/Un-budgeted Sections of Road Identified which require Renewal/Upgrade works	Funding sourced from other projects or dependant on available funding from Federal Grants.	• Review of Hierarchy - For future Budgets • Re-construction - Extending the interval between pavement reconstructions where possible. This reduces the level of service but may be acceptable on specific segments. • Re-surfacing - Re-surfacing an original surface with the appropriate sprayed seal. Extension of seals usable life.
Reseal- Cyclic Works/ Renewal Work	Improving Road Surface/pavement to the agreed level of service	• Re-surfacing - Re-surfacing an original surface with the appropriate sprayed seal. Extension of seals usable life. • Routine Inspections of Rural Road Assets to determine condition and planning renewal works.
Major Highway Road Closure Diversion Routes	Sealing Un-sealed roads which have been identified as alternate routes in the event of major highway closure.	• Review of Hierarchy - For future Budgets • Re-construction - Extending the interval between pavement reconstructions where possible. This reduces the level of service but may be acceptable on specific segments. • Re-surfacing - Re-surfacing an original surface with the appropriate sprayed seal. Extension of seals usable life.

4.4 New Sealed Assets from Demand & Growth

It is unlikely that any new roads will be required to meet growth due to new developments or wholesale changes in road routes. Any changes are more likely to be in alignment, pavement width/capacity or seal (new or updated). This would increase the total area (square metres) being maintained, rather than the network length and these increased areas will commit council to fund ongoing operations and maintenance costs.

Fig 4.4. New Sealed Assets



The above graph shows large spikes in 2010//11 & 2011/12 FY and sealing a total of **62.8km** of previously unsealed roads over the previous ten financial years. This is separate to the resealing program and is capital work upgrades. From 2010/11 to present the average increase of **6.3km** of sealed road to the rural road network is an indicative representation to show future projections. The increase in overall network seal length will impact capital renewal/upgrades, maintenance expenditure and increase future replacement costs.

Limekilns Road – Segment 38km – 39km

5. LIFECYCLE MANAGEMENT PLAN

The lifecycle management plan details how Council plans to manage and operate the assets at the agreed levels of service (defined in section 3) while optimising life cycle costs.

5.1 Background Data

5.1.1 Physical parameters

The assets covered by this asset management plan are shown below.

Asset category	Length (km) Sealed	Length (km) Unsealed
Rural Roads – access	94.39	274.04
Rural Roads - collector	117.30	116.49
Rural Roads - distributor	316.93	40.94
Total	**528.62**	**431.47**

Assets can be characterised as:

Access Roads –

- No through roads providing access to properties and connecting to collector or distributor roads
- 1 to 1.5 travelling lanes – carriage width typically 3.5m
- Traffic volumes typically < 50 AADT
- Maybe sealed or unsealed – typically unsealed
- Direction, warning and road name signs
- Guideposts may or may not be present
- Low capital costs, nil operational costs, low maintenance costs
- Pavement useful life of 80 years, Spray seal & Asphalt Concrete surface useful life 15 years, & Unsealed Road useful life 30 years

Collector Roads –

- Through roads servicing properties and connecting with distributor roads
- Maybe 1 or 2 travelling lanes – carriage width typically of 5.0 - 6.0m
- Traffic volumes typically < 150 AADT
- Speed environment 70-90km/h
- Pavement surface may be paved or unpaved
- Direction, warning and road name signs
- Causeways and culverts
- Guardrails, Guideposts
- Property access (culverted) aprons, Table drains
- Medium capital costs, nil operational costs, medium maintenance cost
- Pavement useful life of 65 years, Spray seal & Asphalt Concrete surface useful life 15 years, & Unsealed Road useful life 30 years

Distributor Roads –

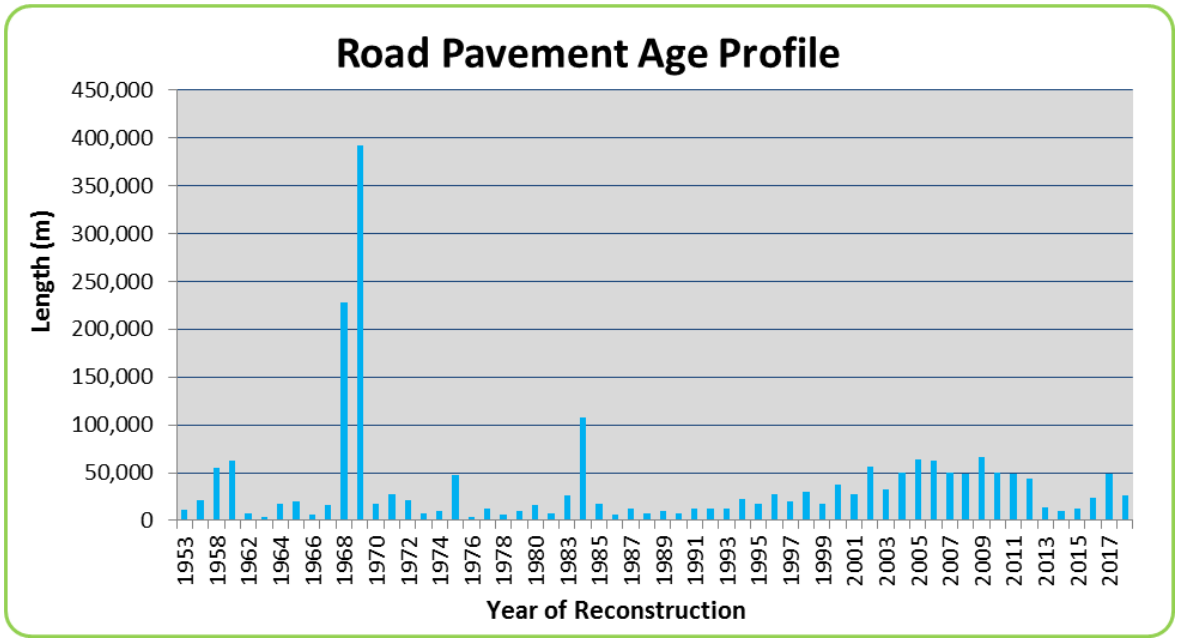
- Allow vehicular travel within the region and linking trips with adjoining local government areas
- Roads have 2 travelling lanes with a minimum carriage width of 6.5 metres
- Traffic volumes between 125 and 2500 AADT
- Speed environment of 80-100km/h (50km/h through semi-rural residential areas)
- Pavement surface may be paved or unpaved – predominantly paved
- Direction, warning and road name signs
- Bridges, culvert structures & Graded table drains
- Guardrails Guideposts
- High capital costs, low operational costs, high maintenance costs
- Pavement useful life of 55 years, Spray seal & Asphalt Concrete surface useful life 15 years, & Unsealed Road useful life 30 years

With this Asset Management Plan, it has been decided to align pavement useful lives based on their function as described above. This results in useful lives of either 80, 65 or 55 years depending on the Asset

Category. These lives have been determined by observation of performance of existing assets as well as discussion to draw on the experience of other CENTROC Council Engineering staff.

The 'surface' portion of Unsealed Roads are considered to be part of the pavement which is valued as such. Therefore, no separate valuation of the Unsealed Road surface is made.

Fig 5.1.1 Asset Age Profile



NOTE

- The age profile of Council's roads has been determined by using various sources of information. Predominately the information has been gathered from the Deposited Plans that have dedicated the roads to Council. Other sources have been historic parish maps and Council reconstruction records. Where no accurate data is known an estimate has been recorded.
- The age profile for the rural road network is not easily assessed. Many of the roads, particularly the smaller access roads have evolved from early transport corridors and may never have been constructed to any recognised standard. In lieu of accurate dates for the construction of the rural roads a system using condition ratings and inferring a remaining useful life from these has been used. This tends to produce an oversimplification of the number and quantity of rural roads requiring renewal and the time span in which they will require renewal.

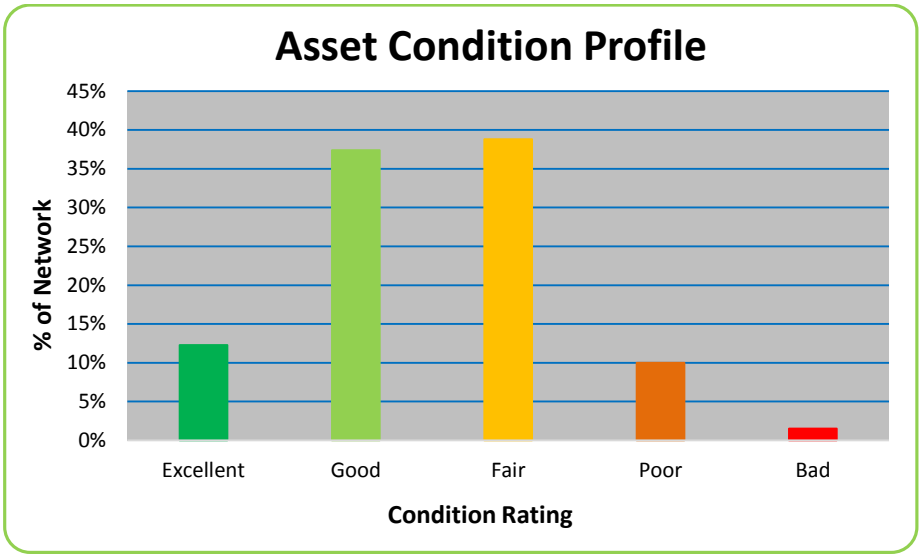
5.1.2 Asset capacity and performance

Council's rural road network has evolved over the last 100-150 years. As a result, much of the existing network is not constructed to modern standards. All new work is designed and constructed to or close to the RMS road construction guidelines or the Austroads Rural roads design guidelines.
Locations where deficiencies in service performance are known are detailed in Table 5.1.2.

Table 5.1.2 Known Service Performance Deficiencies

Location	Service Deficiency
Root Hog Road	Steep topography makes maintenance levels higher than usual.
Hill End Road	Cockatoo Hill segment – poor alignment, tight curves making unsuitable for coach traffic.

Fig 5.1.2 Asset Condition Profile



The above graph shows the percentage of the network in **Excellent to Fair** condition is **89%** with the remaining **11%** in **Poor/Bad** condition as of 2017 condition rating. The last condition rating of the rural road network was completed 2017 and will be due to be completed in 2021.

Condition is measured using a 1 – 5 rating system.

Rating	Description of Condition
1	Excellent condition: Sound condition, well maintained, no defects.
2	Good: Minor surface deterioration, no significant impact on road integrity or safety. Minor maintenance required (5%).
3	Fair: Functionally sound, deterioration beginning to impact on road integrity or safety. Significant maintenance is required (10 – 20%)
4	Poor: Significant defects, marked deterioration in asset integrity and safety. Significant renewal/upgrade required (20 – 40%).
5	Bad: Failure or near failure. Over 50% of the road requires replacement.

5.1.3 Asset valuations

The value of assets as at 30 June 2018 covered by this asset management plan is summarised below.

Current Replacement Cost	**$314,530 million**
Depreciable Amount	**$96,706 million**
Depreciated Replacement Cost	**$217,823 million**
Annual Depreciation Expense	**$15,536 million**

5.2 Risk Management Plan

An assessment of risks associated with service delivery from infrastructure assets has identified critical risks to Council. The risk assessment process identifies credible risks, the likelihood of the risk event occurring, the consequences should the event occur, develops a risk rating, evaluates the risk and develops a risk treatment plan for non-acceptable risks.

Critical risks, being those assessed as 'Very High' - requiring immediate corrective action and 'High' – requiring prioritised corrective action identified in the infrastructure risk management plan are summarised in Table 5.2.

Table 5.2. Critical Risks and Treatment Plans

Asset at Risk	What can Happen	Risk Rating	Risk Treatment Plan	Residual Risk	Treatment Costs
Road Pavement	Large defect that compromises road seal and affects pavement within traffic lane on a collector or distributor road.	**EXTREME**	Effect appropriate temporary repairs or barriers within specified response time to make safe. Programme defect for permanent repair as soon as possible.	Defect may cause accident or deterioration may increase pending repair works.	• Estimated Average cost of Materials = **$4/sq.m** • Estimated Average cost of Operations = **$200/hr**
	Any defect that compromises road seal and affects pavement within traffic lane on a collector or distributor road.	**HIGH**	Effect appropriate temporary repairs until such time as a permanent repair can be programmed. Programme defect for permanent repair.		
Road seal	Any large defect that compromises road seal within traffic lanes on a collector or distributor road	**HIGH**	Programme defect for repair.		
Traffic lane	Any spillage of any substance that can affect the slip resistance of the road surface.	**EXTREME**	Remove substance within specified response time.	Residue of substance can still be present	• Estimated Operational Cost to remove substances = **$250/hr**
	Any object within the traffic lanes on any Rural road.	**EXTREME**	Remove obstruction within specified response time.	Partial debris from obstruction may be still be on road	• Estimated Operation Costs to remove obstacles = **$250/hr**
Road Signage/ Guideposts	Regulatory or Warning sign (AS1742.1) has been removed or damaged beyond legibility.	**HIGH**	Sign/Guidepost to be replaced within specified response time.	Accident may still occur at site, pending repair works.	• Estimated Average Cost of Sign = **$180 per sign** • Estimated Average Cost of Guide-posting = **$30 per post** • Estimated Average cost of Operations = **$200/hr**
Guard Rail /Wire-Rope Fencing	Guard rail or Wire-Rope Fencing is damaged so as to affect its function.	**HIGH**	Repair or replace guard rail/wire-rope fencing as necessary within specified response time.		• Estimated Average cost of Guardrail/Wire Rope Fencing = **$100/m** • Estimated Average cost of Operations = **$200/hr**

5.3 Routine Maintenance Plan

Routine maintenance is the regular on-going work that is necessary to keep assets operating, including instances where portions of the asset fail and need immediate repair to make the asset operational again.

5.3.1 Maintenance plan

Maintenance includes reactive, planned and cyclic maintenance work activities.

Reactive maintenance is unplanned repair work carried out in response to service requests and management/supervisory directions. Reactive road maintenance consists primarily of:

- Repair of surface defects considered by the appropriate officer to require urgent action
- Replacement of damaged or missing warning and regulatory signs.
- Removal of any obstructions

Planned maintenance is repair work that is identified and managed through a maintenance management system (MMS). MMS activities include inspection, assessing the condition against failure/breakdown experience, prioritising, scheduling, actioning the work and reporting what was done to develop a maintenance history and improve maintenance and service delivery performance.

Planned road maintenance consists of:

- Inspections of road network for overall condition
- Inspections for road defects
- Resealing road surface within the expected life of the seal – 12 years for sprayed seals and 15 to 18 years for AC seals.
- Heavy patching of surface defects.
- Programmed surface maintenance by the bitumen gangs
- Repair of kerb and guttering
- Repair or replacement of signs other than warning and regulatory signs

Table 5.3.1 Maintenance Expenditure Trends

Year	Planned (Capital Works)	Cyclic (Reseals)	Reactive (Maintenance Budget)	TOTAL
2015/16	$1,257,443	$592,951	$687,106	**$2,537,501**
2016/17	$2,307,443	$612,519	$709,781	**$3,629,742**
2017/18	$690,000	$612,000	$1,239,400	**$2,541,400**
2018/19 Budget	$2,526,374	$642,600	$1,585,800	**$4,754,774**

Cyclic Reseal expenditure is **5.5%** of total maintenance expenditure (average over 4 years). Assessment and prioritisation of reactive maintenance is undertaken by Council staff using experience and judgement.

5.3.2 Standards and specifications

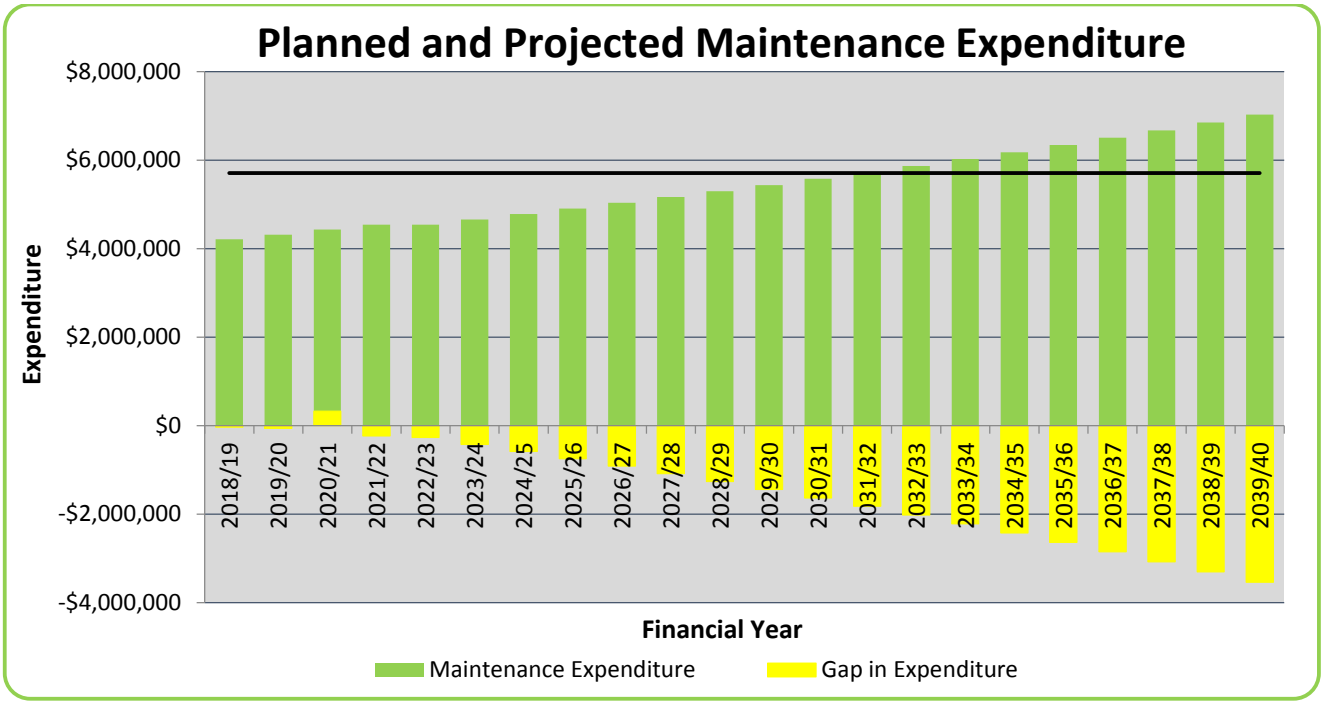
Maintenance work is carried out in accordance with the following Standards and Specifications.

- Asset Management Policy 2018
- Bathurst Regional Council - Guidelines for Engineering Works
- Austroads 2002 *Rural Road Design: a guide to the geometric design of major Rural roads* Austroads Incorporated, Sydney
- Roads and Traffic Authority NSW 2000 *Road design guide* RTA Parramatta

5.3.3 Summary of future maintenance expenditures

Future maintenance expenditure is forecast to trend in line with the value of the asset stock as shown in Fig 5.3.3. Deferred maintenance i.e. works that are identified for maintenance and unable to be funded are to be included in the risk assessment process in the infrastructure risk management plan.

Fig 5.3.3 Planned and Projected Maintenance Expenditure



The above graph shows;

- Planned Maintenance expenditure 2018/19 to 2039/40 FY (Projected)
- The Average maintenance expenditure required to maintain levels of service over 20yrs.
- Maintenance Budget from 2021/22 onwards has been extrapolated with a 2.6% PPI factor Over 20yrs.

Rural Road Network Current Position;

- Total maintenance expenditure (required over 20yrs) = **$157,876,298**
- Average Maintenance Expenditure (required over 20yrs) = **$7,176,195 p.a.**
- Average Capital Renewals = **$985,566**
- Average Cyclic Maintenance = **$731,704**
- Average Maintenance = **$5,458,925**
- Increase in Expenditure from 2018/19 to 2039/40 = **$377,221**
- 2018/19 Maintenance Budget = **$5,708,488 Avg. p.a.**
- Average Gap in Expenditure = -$1,467,707 p.a.

5.3.4 Resealing

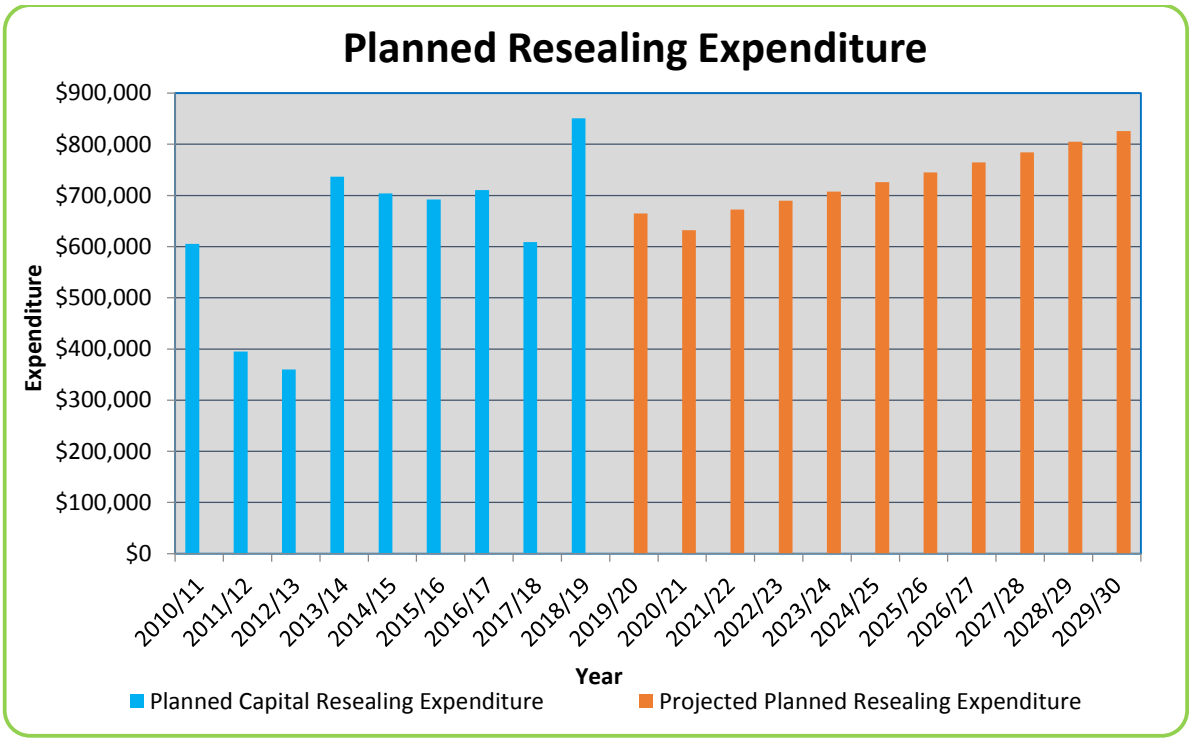
Rural roads are generally sealed where the function (Access/Collector/Distributor) of the road warrants it. The surface may be a sprayed seal or asphaltic concrete seal. The sealed surface provides:

- A waterproof covering for the road surface. This prevents water ingress and slows pavement deterioration.
- A skid resistant wearing surface.

As the surface deteriorates it requires resealing. A spray seal is generally used for resealing due to the cost advantages over asphaltic concrete. The spray seal has a useful life of 15 years and an asphaltic concrete surface of 18 to 20 years.

Deferred renewal, i.e. those assets identified for renewal and not scheduled for renewal in capital works programs are to be included in the risk assessment process in the risk management plan.
Renewals are to be funded from Council's capital works program and grants where available.

Fig 5.3.4 Planned Resealing Expenditure



The above graph shows planned resealing expenditure required over the long term from the Works Re-sealing program. The average expenditure from 2010 to present is **$629,173 p.a.** with a larger spike in 2018/19 consisting of the following larger sections; Lachlan Road - 9.2km to 11km, Napoleon Reef Road - 0km to 2km, Sunny Corner Road - 0km to 2.3km, Tarana Road - 2km to 4km and Walang Drive - 0km to 2km. The projected planned expenditure shown has been extrapolated with 2.6% PPI factor over the medium term (10yrs) showing an average of **$728,858 p.a.** The above figures show only planned expenditure as an indicator of future resealing funding and does not allow for any upgrades, only minor renewal works of pre-existing infrastructure.

5.4 Capital Renewal/Replacement Plan

Renewal expenditure is major work which does not increase the asset's design capacity but restores, rehabilitates, replaces or renews an existing asset to its original service potential. Work over and above restoring an asset to original service potential is upgrade/expansion or new works expenditure.

5.4.1 Renewal plan

Assets requiring renewal are identified from estimates of remaining life obtained from the asset register. Remaining life is currently based on the pavement age or an estimation of pavement age. Candidate proposals are inspected to verify accuracy of remaining life estimate and to develop a preliminary renewal estimate. Verified proposals are ranked by priority and available funds are scheduled in future works programmes. The priority ranking criteria is detailed in Table 5.4.1.

Table 5.4.1 Renewal Priority Ranking Criteria

Criteria	Weighting
Traffic Volume (AADT)	30%
Number of houses	30%
Condition	20%
Width of carriageway	10%
Alignment	10%
Total	**100%**

Renewal will be undertaken using 'low-cost' renewal methods where practical. The aim of 'low-cost' renewals is to restore the service potential or future economic benefits of the asset by renewing the assets at a cost less than replacement cost.

5.4.2 Renewal standards

Renewal work is carried out in accordance with the following Standards and Specifications.

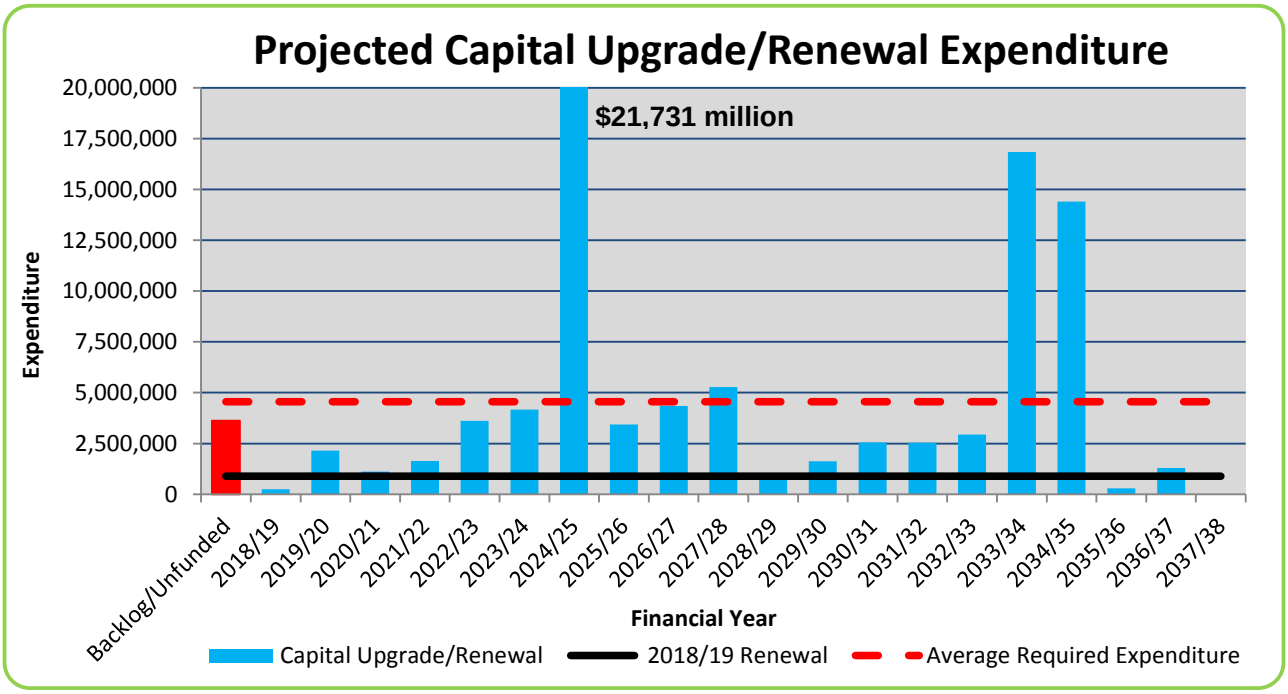
- Austroads 2002 Rural Road Design: a guide to the geometric design of major Rural roads Austroads Incorporated, Sydney
- Roads and Traffic Authority NSW 2000 Road design guide RTA Parramatta
- Bathurst Regional Council 2004 Guidelines for engineering works BRC, Bathurst

5.4.3 Summary of future renewal expenditure

Projected future renewal expenditures are forecast to increase over time as the asset stock ages. The costs are summarised in Fig 5.4.3 Note that all costs are shown in current 2018 dollar values.

For financial valuation purposes a design life of 55 years for Distributor roads, 65 years for Collector roads and 80 years for Access roads pavements. In reality this value is highly variable and depends on many factors, including, but not limited to traffic numbers, the traffic composition, the strength of the sub-grade, the drainage capacity of the sub-grade and the pavement surface and the adequacy of the maintenance to the pavement seal (on sealed roads). Condition ratings, traffic counts and assessment of the attributes of the road are used to formulate a reconstruction and renewal program. Remaining useful life is generally a function of the road's condition.

Fig 5.4.3. Projected Capital Renewal Expenditure



The above graph shows;

- Projected Capital Renewal Expenditure due over the long term (20yrs). (Consisting of Surface and Pavement Assets).
- Average 2018/19 Budget Capital Renewal expenditure as a baseline comparison.
- Average expenditure for Capital Renewals due over the long term (20yrs).

Rural Road Network Current Position;

- Backlog of Capital Renewals = $3,621,228.
- Average Capital Renewals Required Expenditure (over 20yrs) = **$4,556 million.**
- 2018/19 Budget (Year 1) Capital Renewals = **$892,600**
- Total Capital Renewals expenditure (over 20yrs, Including Backlog) = **$94,353 million.**

Over period shown, shows large capital renewal spikes for 2024/25, 2033/34 and 2034/35 and these consist of the following larger areas;

Renewal Due	Road	Total Length	Road Segment Descriptions (Managed in 1km Sections)
2024/25	Freemantle Road	16km	3km to 13km and 31km to 38km
	Lagoon Road	10km	4km to 6km, 9km to 10km and 24km to 33km
	Triangle Flat Road	10.34km	8km to 9km and 14km to 23.34km
2033/34	Box Ridge Road	10.42km	5km to 6km. 7km to 8km, 9km to 17.42km
	Red Hill Road	12.79km	1km to 13.79km
	Upper Turon	5.3km	0km to 3km and 7.7km to 10km (Causeway)
2034/35	The Bridle Track	8km	34km to 42km
	Bald Ridge Road	9.48km	0km to 9.48km
	Old Trunk Road	9.04km	1km to 10.04km

5.5 Creation/Acquisition/Upgrade Plan

New works are those works that create a new asset that did not previously exist or works which upgrade or improve an existing asset beyond its existing capacity. They may result from growth, social or environmental needs. Assets may also be acquired at no cost to the Council from land development. These assets from growth are considered in Section 4.4.

5.5.1 Selection criteria

New road assets are constructed as new development dictates. This is a function of the forward planning area of Council and as such the decisions involved in new road construction are not part of this asset management plan. New roads are constructed to Council specifications as set out in the Guidelines for Engineering Works, 2011.

An upgrade of a road asset occurs when a road is reconstructed to a level of hierarchy above its present rating, for example a collector road reconstructed as a distributor road would be classified as an upgrade. The upgrade or expansion of existing road assets is identified from various sources such as community requests and proposals identified by strategic plans or partnerships with other organisations. Candidate proposals are inspected to verify need and to develop a preliminary renewal estimate. Verified proposals are ranked on criteria similar to those for ranking renewal, by priority and available funds and scheduled in future works programmes. The priority ranking criteria is detailed below.

Table 5.5.1 Upgrade Priority Ranking Criteria

Criteria	Weighting
Traffic Volume (AADT)	30%
Number of houses	30%
Condition	20%
Width of carriageway	10%
Alignment	10%
Total	**100%**

5.5.2 Standards and specifications

Standards and specifications for new assets and for upgrade/expansion of existing assets are the same as those for renewal shown in Section 5.4.2. Summary of future upgrade/new assets expenditure

Planned upgrade/new asset expenditures are summarised in Fig 6. The planned upgrade/new capital works program is shown in Appendix C. All costs are shown in current 2018-dollar values. Roads constructed by Council as part of land development programs are constructed at no net cost to Council and are not considered in the new asset expenditure.

5.6 Disposal Plan

Roads are not subject to disposal. Occasionally a road will be closed or re-aligned, and ownership transferred to the surrounding land holder at value of the land.

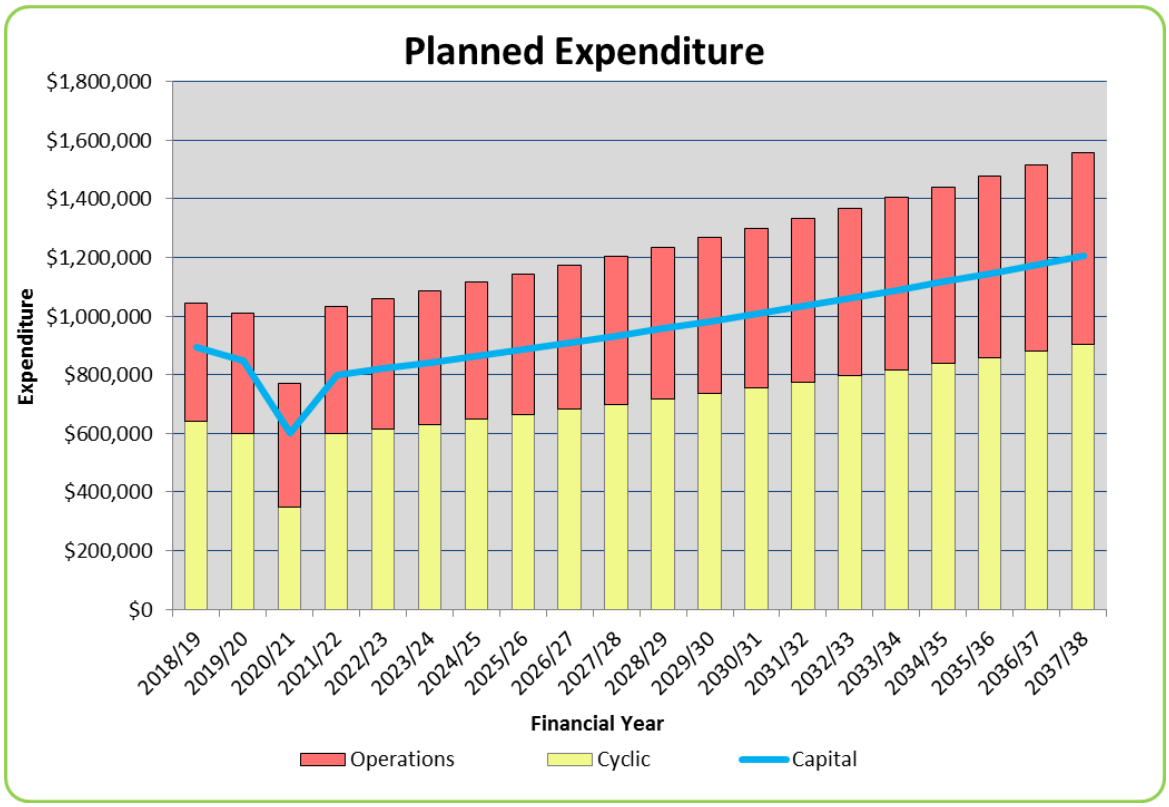
6. FINANCIAL SUMMARY

This section contains the financial requirements resulting from all the information presented in the previous sections of this asset management plan. The financial projections will be improved as further information becomes available on desired levels of service and current and projected future asset performance.

6.1 Financial Statements and Projections

The financial projections are shown in Fig 7 for planned operating (operations and maintenance) and capital expenditure (renewal and upgrade/expansion/new assets).

Fig 6.1. Planned Operating and Capital Expenditure



6.1.1 Sustainability of service delivery

There are two key indicators for financial sustainability that have been considered in the analysis of the services provided by this asset category, these being long term life cycle costs and medium-term costs over the 10-year financial planning period.

Long term - Life Cycle Cost

Life cycle costs (or whole of life costs) are the average costs that are required to sustain the service levels over the longest asset life. Life cycle costs include maintenance and asset consumption (depreciation expense). The annual average life cycle cost for the services covered in this asset management plan is **$6,594 million p.a.**

Life cycle costs can be compared to life cycle expenditure to give an indicator of sustainability in service provision. Life cycle expenditure includes maintenance plus capital renewal expenditure. Life cycle expenditure will vary depending on the timing of asset renewals. The life cycle expenditure at the start of the plan is **$5,103 million**.

A gap between life cycle costs and life cycle expenditure gives an indication as to whether present consumers are paying their share of the assets, they are consuming each year. The purpose of this Rural road network asset management plan is to identify levels of service that the community needs and can afford and develop the necessary long-term financial plans to provide the service in a sustainable manner.

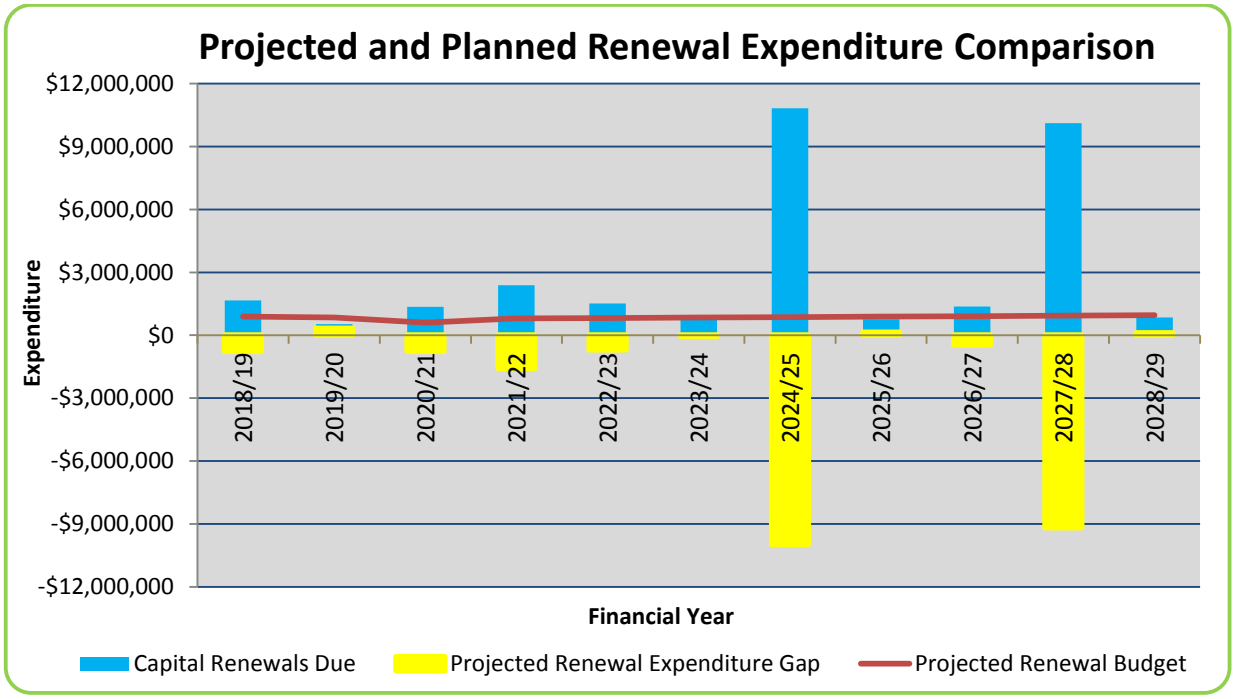
Medium term – 10-year financial planning period

This asset management plan identifies the estimated maintenance and capital expenditures required to provide an agreed level of service to the community over a 10-year period for input into a 10-year financial plan and funding plan to provide the service in a sustainable manner.

This may be compared to existing or planned expenditures in the 10-year period to identify any gap. In a core asset management plan, a gap is generally due to increasing asset renewals.

Fig 6.1.1 shows the projected asset renewals in the 10-year planning period from the asset register. The projected asset renewals are compared to planned renewal expenditure in the capital works program and capital renewal expenditure in year 1 of the planning period.

Fig 6.1.1. Projected and Planned Renewals and Current Renewal Expenditure



Providing services in a sustainable manner will require matching of projected asset renewals to meet agreed service levels with planned capital works programs and available revenue.
A gap between projected asset renewals, planned asset renewals and funding indicates that further work is required to manage required service levels and funding to eliminate any funding gap (refer to Fig 5.4.3 for 2024/25 & 2027/28 spikes in capital renewal).

Council's long-term financial plan covers the first 10 years of the 20-year planning period. The total maintenance and capital renewal expenditure projected over the 10 years is **$61,241 million**.

This is an average expenditure of **$6,124 million p.a**. Estimated maintenance and capital renewal expenditure in year 1 is **$5,103 million**. The 10-year sustainability index is **0.83**
(i.e. an average -$1,021 million p.a. shortfall without allowances for upgrades/renewals).

6.2 Funding Strategy

Council's current management practices are resulting in a level of service acceptable to the customer as indicated by the general level of satisfaction shown in the community surveys. There is, however, a growing gap in the funding of road renewal (pavement reconstruction) required according to pavement age and condition data held in the asset register and the actual funding applied to the reconstruction programme. This is detailed in section 6.1. There are some issues to consider before concluding that funding is insufficient:

- Are the useful lives for pavement and seal realistic? Using condition ratings to determine the reconstruction programme will help ensure that optimum life is achieved for both. Current experience suggests the pavement life of 50 to 55 years and a seal life of 12 years (spray type) are close to those actually experienced. Changing traffic conditions may extend or reduce this number and all segments are to be considered as individual assets.

- Will a (relatively) small increase in maintenance funding provide a measurable increase in the pavement life?
- Bathurst was subject to strong growth from 1950 through to the 1980s[4]. The road assets resulting from this period of growth are due for renewal now and in the near future. The rate of renewal required to adequately address these renewals is substantially higher than the long-term average.

- Is the level of service offered to the customer appropriate? The public may be prepared to accept a lower level of service once the consequences (especially increased cost) have been clearly explained.

If the current level of service is to be maintained an increase in the funding applied to the renewal of the road pavements is required. Projected expenditure identified in Section 6.1 is to be funded from Council's operating and capital budgets. The funding strategy is detailed in the Council's 10-year long term financial plan.

The current funding strategies for maintenance and renewal of the road network are adequate in the mid-term. However, as the network ages and grows in length an increase in funding (in real terms) will be required to manage the maintenance and renewal of the Rural roads. This, in effect is funding the long-term depreciation on the road network.

A number of State and Federal grant systems are available to Council to assist in the funding of road maintenance, renewal and upgrade. The grants are not specifically allocated for expenditure on the Rural road network.

Each financial year the NSW Department of Local Government allocates funds to Bathurst Regional Council under the Financial Assistance Grants (FAGS) programme. Of the total amount there is a portion specifically for local roads. The local roads component is assessed because of councils' proportion of the state's population and the lengths of local roads and bridges. The formula was developed by the NSW Roads and Traffic Authority.

The Federal Government assists local government road maintenance through the 'Roads to Recovery' programme. Financial assistance is also provided to improve the physical condition or management of sites noted for a high incidence of accidents involving death and injury, often termed 'black spots. Funding assistance is reliant on Council's ability to prove a significant reduction in accidents will be the result of the funding.

The level of funding council provides to the upkeep of the Rural Road network to ensure the level of service is maintained is reliant on the continuation of the funding assistance provided by higher levels of government.

A system of developer security deposits based on property frontage similar to the kerb and gutter deposit currently in place could be investigated for implementation to ensure new road that is damaged (particularly the seal) as a result of development activity can be repaired to as new standard. This would extend the pavement life and reduce Council's funding burden on newly developed road.

[4] Australian Bureau of Statistics, 2007 3105.0.65.001 Australian Historical Population Statistics, 2008

6.3 Valuation Forecasts

Asset values are forecast to increase as additional assets are added to the asset stock from construction and acquisition by Council and from assets constructed by land developers and others and donated to Council.

The depreciated replacement cost (current replacement cost less accumulated depreciation) will vary over the forecast period depending on the rates of addition of new assets, disposal of old assets and consumption and renewal of existing assets.

6.4 Key Assumptions made in Financial Forecasts

This section details the key assumptions made in presenting the information contained in this asset management plan and in preparing forecasts of required operating and capital expenditure and asset values, depreciation expense and carrying amount estimates. It is presented to enable readers to gain an understanding of the levels of confidence in the data behind the financial forecasts.

Key assumptions made in this asset management plan are:

- Road construction to engineering guidelines is approximately $60/m^2$ – this includes bulk earthworks, lay and compact pavement and lay surface (see appendix 2 for details)
- Kerb and gutter construction to engineering guidelines is approximately $50/m
- Maximum expected pavement life is 55 years
- A continued annualised PPI of 2.6% over the 20-year long term planning period.
- Depreciation is calculated on a straight-line method, with revaluation of entire network every 5 years.

Accuracy of future financial forecasts may be improved in future revisions of this asset management plan by the following actions.

- Improving the accuracy of unit rates by collecting more detailed financial information from construction work
- Gain a better picture of the remaining pavement life through longitudinal monitoring of the pavement condition
- Improved monitoring of the relationship between traffic numbers, age and pavement condition.
- Development of condition-based depreciation method that satisfies accounting standards

Bridle Track, March 2018

7. ASSET MANAGEMENT PRACTICES

7.1 Accounting/Financial Systems

Council currently uses Civica Authority as the primary Corporate System

Administrator: IT manager

Relevant accounting standard is AAS 27 “Financial Reporting by Local Governments”

Actions required the finance system resulting from the asset management plan:

- Obtaining new road assets for take-up at the conclusion of the financial year from the asset section rather than from the financial system.

7.2 Asset Management Systems

Council uses CONFIRM asset management software. The current version is 19.00e.AM.12665.

CONFIRM team:

Team leader:	Administration Engineer
Administrator:	Asset Engineer
Data entry:	3 x Asset Technicians
Field inspections:	Asset Inspector

Confirm consists of:

- A comprehensive road inventory;
- Condition rating for the road network;
- Defect inspection and recording via the ConfirmConnect mobile solution;
- Data Management, with reporting procedure to present inventory and assessment information;
- Asset Accounting, AAS27 reporting capability and life cycle costing
- MapInfo GIS system linked to CONFIRM.

As a result of this plan it is intended to improve the Asset management system by:

- Ascertaining more accurate unit rates for work performed in the Rural road network.
- Implementation of a dedicated road pavement management system (as a council or as part of the CENTROC group).
- Linking of Confirm to Financial Software to gain more accurate costs of works.

7.3 Information Flow Requirements and Processes

The key information flows *into* this asset management plan are:

- The asset register data on size, age, value, remaining life of the network;
- The unit rates for categories of work/material;
- The adopted service levels;
- Projections of various factors affecting future demand for services;
- Correlations between maintenance and renewal, including decay models;
- Data on new assets acquired by council.

The key information flows *from* this asset management plan are:

- The assumed Works Program and trends;
- The resulting budget, valuation and depreciation projections;
- The useful life analysis.

These will impact the Long-Term Financial Plan, Strategic Business Plan, annual budget and departmental business plans and budgets. The current communication between financial and asset systems is limited to manually entering the relevant data. It is expected that CONFIRM will provide asset valuations and capitalisations. These figures will be supplied to the finance system for reporting purposes.

8. CONCLUSION

Provision of the Rural Road network is an integral part of Council's vision for Bathurst.

The total length of the Rural Road network is **960km** and includes the roads in the Rural area of Bathurst Regional LGA. Over the last 5 years the network has not increased in length. The average age of the pavement component of the network is **33** years (54 expected) while the average seal age is **10** years (15 year expected). These network ages have been determined from the construction date in the asset register and the useful life (refer to 5.1.1 Physical parameters).

Approximately **21%** of the network is rated at condition P**oor/Bad** and to restore to excellent condition will cost **$29,175 million** (Based upon replacement cost within the asset register).

The current replacement cost is **$312,530 million.** The annual depreciation expense is **$15,536 million p.a**. Assets will be re-valued in line with DLG requirements as at **30 June 2018**.

The current maintenance budget is approximately **$17,499 million p.a.**

In technical terms the maintenance budget is proving adequate for the network in its current form. Individual defects identified as requiring repair are being actioned within a reasonable period. A more thorough maintenance management system will better allow the Council to ascertain the effectiveness of the budget allocation.

Future budgets have been estimated by adding a factor for PPI at the time of budget preparation. The 'inputs' to road maintenance (e.g. materials/fuel) have consistently increased at above PPI. Additionally, maintenance costs of a road increases as the road ages. Therefore, the maintenance load will increase as the network ages. If the current level of maintenance funding is not increased in above the traditional PPI figure and as the aging road infrastructure requires, a real and measurable drop in the overall Rural road condition could be expected.

The Rural road network pavement component has a useful life of **55, 60** or **80** years depending on function (Distributor, Collector or Access). Although the final assessment on capital renewal of Rural road segments will be based on the criteria listed is table 5.4.1, asset age is the best indicator available to predict the future expenditure required to replace Rural road infrastructure that has deteriorated to a point where it is no longer serviceable.

The current road capital renewal budget for **2018/19 FY** is **$892,600** and the current capital renewal budget required is **$1,655,434** creating a shortfall of -$762,834 for year 1 of the planning period. The shortfall in funding does not allow for any upgrades of road infrastructure, only maintaining the pre-existing infrastructure.

In the medium term (10yrs) the average maintenance and capital renewal expenditure required is **$6,124 million p.a.** and the current maintenance and capital renewal budget is **$5,103 million**. This is average shortfall of -$1,021 million p.a. The difference in the required budget when compared to the actual budget indicates that the overall Rural Road network average age will continue to increase, and the overall condition could be expected to deteriorate

9. PLAN IMPROVEMENT AND MONITORING

9.1 Performance Measures

The effectiveness of the asset management plan can be measured in the following ways:

- The degree to which the required cash flows identified in this asset management plan are incorporated into council's long-term financial plan and Strategic Management Plan;
- The degree to which 1-5-year detailed works programs, budgets, business plans and organisational structures consider the 'global' works program trends provided by the asset management plan;

9.2 Monitoring and Review Procedures

This asset management plan will be reviewed during annual budget preparation and amended to recognise any changes in service levels and/or resources available to provide those services as a result of the budget decision process.

The Plan has a life of 4 years and is due for revision and updating within 2 years of each Council election.

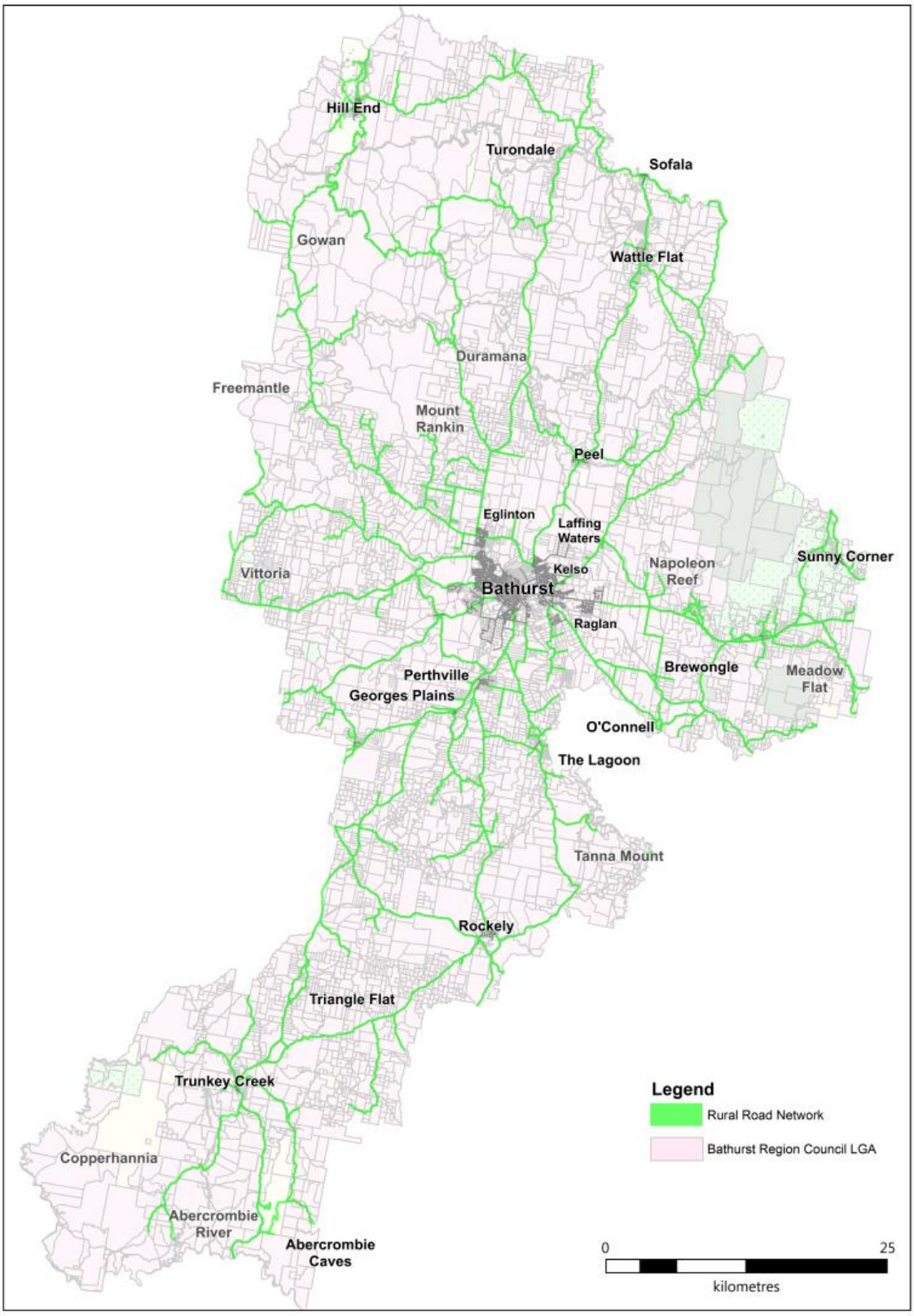
9.2 Improvement Plan

Task	Responsibility	Resources Required	Timeline
Program for scheduling overdue renewals – incorporate into Asset Register	Asset Technician/Supervisor	Accurate Works Program Data	4 Years
More specific categorisation of Budget items into Operations/Maintenance/Upgrade/Renewal	Finance Section/Asset Section	Communication between sections	
Upgrade inaccurate Re-construction & Reseal Dates within Asset Register	Asset Technician	Accurate documentation of works	
Targeted questions within Community Surveys relating to functionality and capacity of Rural Roads	Corporate and Engineering Sections	Consultation on Question Subjects	

REFERENCES

- Bathurst Regional Council, Revenue Policy 2018/19,
- Bathurst Regional Council, 'Detailed Management Plan – 2018/19.
- Bathurst Regional Council Community Strategic Plan 2040
- DVC, 2006, 'Asset Investment Guidelines', 'Glossary', Department for Victorian Communities, Local Government Victoria, Melbourne, http://www.dvc.vic.gov.au/web20/dvclgv.nsf/allDocs/RWP1C79EC4A7225CD2FCA257170003259F6?OpenDocument
- IPWEA, 2006, 'International Infrastructure Management Manual', Institute of Public Works Engineering Australia, Sydney, www.ipwea.org.au

APPENDICES - Rural Road Network Map



APPENDICES – Backlogged Assets

Capital Works	Road Name	Location	Replacement $	Year Due
Upgrade	Rising Light Lane	Rising Light Lane, 0 - 724	$103,445	1981
Renewal	Mount Rankin Road	Mount Rankin Road, 2990 - 3000 sealed, 3000 - 3500 Unsealed, 3500 - 3800 sealed, 3800 - 4000 Unsealed	$17,285	1995
Renewal	Tarana Road	Tarana Road, 22000 - 23000	$28,373	
Renewal	Freemantle Road	Freemantle Road, 16000 - 17000	$15,073	1998
Renewal	Kirkconnell School Road	Kirkconnell School Road, 0 - 770	$16,905	1999
Renewal	Freemantle Road	Freemantle Road, 22000 - 23000	$12,455	2002
Renewal	Freemantle Road	Freemantle Road, 23000 - 24000	$13,821	
Renewal	Kings Creek Road	Kings Creek Rd, 0 - 1000	$21,550	2005
Renewal	Kings Creek Road	Kings Creek Rd, 1000 - 1574	$12,370	
Renewal	Old Sunny Corner Rd	Sunny Corner Rd to end	$8,425	
Renewal	McGregors Lane	McGregors Lane, 0 - 70 sealed, 70 - 1000 Unsealed	$22,260	2006
Renewal	Tarana Road	Tarana Road, 19000 - 20000	$24,347	2007
Renewal	Tarana Road	Tarana Road, 20000 - 21000	$21,407	
Renewal	Tarana Road	Tarana Road, 21000 - 22000	$22,497	
Renewal	Kinghorne Falls Road	Kinghorne Falls Road, 0 - 850	$19,658	2010
Renewal	Molybdonite Road	Molybdonite Road, 0 - 100 sealed, 100 - 1000 Unsealed	$34,318	
Renewal	Native Home Road	Native Home Road, 0 - 200	$8,197	
Renewal	Websters Lane	Sheep & Cattle Drome Entrance	$2,543	
Renewal	Walang Hwy Access	Walang Hwy Access, 0 - 120	$2,898	
Renewal	Lagoon Road	Lagoon Road, 3000 - 4000	$19,579	
Renewal	Ophir Road	Ophir Road, 4000 - 5000	$18,140	
Renewal	White Rock Road	White Rock Road, 4000 - 5000	$16,036	
Renewal	White Rock Road	White Rock Road, 5000 - 6000	$14,304	
Renewal	White Rock Road	White Rock Road, 7000 - 7663	$8,573	
Renewal	Killongbutta Road	Killongbutta Road, 0 - 1000	$26,333	2012
Renewal	Killongbutta Road	Killongbutta Road, 1000 - 2000	$25,451	
Renewal	Killongbutta Road	Killongbutta Road, 2000 - 2130 Sealed, 2130 - 3000 Unsealed	$23,329	
Renewal	Winburndale Dam Road	Winburndale Dam Road, 0 - 26 sealed, 26 - 1000 Unsealed	$40,897	
Renewal	Limekilns Road	Limekilns Road, 2000 - 3000	$19,593	2013
Renewal	Dark Corner Road	Dark Corner Road, 1580 - 3000	$19,142	2014
Renewal	Dark Corner Road	Dark Corner Road, 3000 - 4000	$20,220	
Renewal	Dark Corner Road	Dark Corner Road, 4000 - 4480	$9,059	
Upgrade	Lagoon Road	Lagoon Road, 29000 - 30000	$321,480	
Upgrade	Turondale Road	Turondale Road, 2000 - 3000	$321,480	
Upgrade	Turondale Road	Turondale Road, 3000 - 4000	$321,480	
Upgrade	Turondale Road	Turondale Road, 4000 - 5000	$321,480	
Upgrade	White Rock Road	White Rock Road, 7000 - 7663	$213,141	
		Subtotal	**$2,167,544**	

Note:

- Renewal – denotes Surface Reseal or Gravel Re-sheeting works
- Upgrade – denotes Pavement reconstruction works
  (Both Renewal and Upgrade works are subject to individual assessment)
- Backlogged replacement costs shown are as of 30/06/2018

APPENDICES – Backlogged Assets (Continued)

Capital Works	Road Name	Location	Replacement $	Year Due
Renewal	Yetholme Drive	Yetholme Drive, 5000 - 5228	$10,007	
Renewal	Freemantle Road	Freemantle Road, 24000 - 25000	$13,845	2015
Renewal	Ophir Road	Ophir Road, 5000 - 6000	$20,565	
Renewal	Fitzgeralds Valley Road	Fitzgeralds Valley Road, 0 - 27 sealed, 27 - 1000 Unsealed	$22,880	
Renewal	The Bridle Track	Bridle Track, 14000 - 15000	$23,992	2016
Renewal	Eleven Mile Drive	Eleven Mile Drive, 0 - 1000	$27,566	
Renewal	Saint Johns Road	St Johns Road, 0 - 780	$31,792	
Renewal	Wests Lane	Wests Lane, 1000 - 1400 Unsealed, 1400 - 1477 sealed	$10,383	
Renewal	Paling Yards Road	Paling Yards Road, 3000 - 3700 Unsealed, 3700 - 4000 sealed	$17,867	
Upgrade	Diamond Swamp Road	Diamond Swamp Road, 0 - 1000	$250,040	
Upgrade	Ophir Road	Ophir Road, 6000 - 7000	$285,760	
Upgrade	Ophir Road	Ophir Road, 7000 - 8000	$285,760	
Upgrade	Ophir Road	Ophir Road, 8000 - 9000	$285,760	
Renewal	Freemantle Road	Freemantle Road, 15000 - 16000	$22,385	2017
Renewal	Limekilns Road	Limekilns Road, 1065 - Cambewarra St.	$31,050	
Renewal	Limekilns Road	Limekilns Road, 26000 - 27000	$16,794	
Renewal	Triangle Flat Road	Triangle Flat Road, 6000 - 7000	$12,458	
Renewal	Turondale Road	Turondale Road, 15000 - 16000	$14,690	
Renewal	Turondale Road	Turondale Road, 16000 - 17000	$16,612	
Renewal	Turondale Road	Turondale Road, 17000 - 18000	$14,680	
Renewal	Turondale Road	Turondale Road, 18000 - 19000	$19,818	
Renewal	Turondale Road	Turondale Road, 19000 - 20000	$18,982	
		Subtotal	**$1,453,686**	
		Grand total	**$3,621,228**	

Note:

- Renewal – denotes Surface Reseal or Gravel Re-sheeting works
- Upgrade – denotes Pavement reconstruction works
  (Both Renewal and Upgrade works are subject to individual assessment)
- Backlogged replacement costs shown are as of 30/06/2018

APPENDICES – Reseals/Gravel Re-sheeting Due 2020

Capital Renewal	Road Name	Location	Replacement $	Year Due
Reseal	Crawford Lane	Crawford Lane, 0 - 244	$4,161	
Reseal/Gravel Re-sheeting	Littles Access Road	Littles Access Road, 0 - 325 sealed, 325 - 670 Unsealed	$5,059	
Reseal	Mersing Road	Mersing Road, 0 - 1000	$22,125	
Reseal	O'Connell Plains Road	O'Connell Plains Road, 0 - 572	$8,884	
Reseal	Pine Ridge Road	Pine Ridge Road, 1000 - 2000	$19,320	
Reseal	Pine Ridge Road	Pine Ridge Road, 2000 - 3136	$21,117	
Reseal	Quarry Road	Quarry Road, 0 - 1000	$19,299	
Reseal	Quarry Road	Quarry Road, 1000 - 2000	$17,716	
Reseal	Quarry Road	Quarry Road, 2000 - 3000	$16,936	
Reseal	Cow Flat Road	Cow Flat Road, 0 - 1000	$34,190	
Reseal	Evans Plains Road	Evans Plains Road, 0 - 1000	$55,610	
Reseal/Gravel Re-sheeting	Evans Plains Road	Evans Plains Road, 4000 - 4671 Unsealed, 4671 - 5017 sealed	$48,261	
Reseal	Lachlan Road	Lachlan Road, 13000 - 14000	$24,605	
Reseal	Napoleon Reef Road	Napoleon Reef Road, 0 - 1000	$17,561	**2020**
Reseal	Napoleon Reef Road	Napoleon Reef Road, 1000 - 2000	$43,021	
Reseal	Walang Drive	Walang Drive, 2000 - 3000	$18,164	
Reseal/Gravel Re-sheeting	Walang Drive	Walang Drive, 4000 - 4330 sealed, 4330 - 4400 Unsealed	$8,884	
Reseal	Burraga Road	Burraga Road, 5000 - 6000	$20,031	
Reseal	Burraga Road	Burraga Road, 7000 - 7677	$13,859	
Reseal	Hobbys Yards Road	Hobbys Yards Road, 3000 - 4000	$20,534	
Reseal	Lagoon Road	Lagoon Road, 9000 - 10000	$17,195	
Reseal	Limekilns Road	Limekilns Road, 37000 - 38000	$14,338	
Reseal	Sunny Corner Road	Sunny Corner Road, 0 - 1000	$60,857	
Reseal	Sunny Corner Road	Sunny Corner Road, 1000 - 2000	$57,907	
Reseal	Tarana Road	Tarana Road, 6000 - 7000	$24,088	
Reseal	Tarana Road	Tarana Road, 7000 - 8000	$25,554	
Reseal	Tarana Road	Tarana Road, 23000 - 24000	$21,776	
Reseal	Triangle Flat Road	Triangle Flat Road, 8000 - 9000	$14,631	
		Total	**$675,683**	

APPENDICES – Reseals/Gravel Re-sheeting Due 2021

Capital Renewal	Road Name	Location	Replacement $	Year Due
Reseal/Gravel Re-sheeting	Barnetts Road	Barnetts Road, 0 - 250 sealed, 250 - 1000 Unsealed	$34,644	
Reseal	Howards Drive	Howards Drive, 0 - 1000	$20,910	
Reseal	Howards Drive	Howards Drive, 1000 - 2000	$20,652	
Reseal	Howards Drive	Howards Drive, 2000 - 2980	$20,227	
Reseal/Gravel Re-sheeting	Rockley Cemetery Road	Rockley Cemetery Road, 0 - 25 sealed, 25 - 685 Unsealed	$23,985	
Reseal/Gravel Re-sheeting	Sibleys Road	Sibleys Road, 0 - 540 sealed, 540 - 1000 Unsealed	$62,238	
Reseal	Station Street	Brewongle Station Road, 0 - 320	$15,546	
Reseal	The Bridle Track	Bridle Track, 0 - 1000	$19,756	
Reseal	The Bridle Track	Bridle Track, 15000 - 16000	$17,310	
Reseal	The Bridle Track	Bridle Track, 16000 - 17000	$23,096	
Reseal	The Bridle Track	Bridle Track, 20000 - 21000	$37,060	
Reseal	Wylchris Lane	Wylchris Lane, 0 - 620	$32,798	
Reseal	Hen and Chicken Lane	Hen and Chicken Lane, 8000 - 8255	$13,186	
Reseal	Lachlan Road	Lachlan Road, 0 - 1000	$17,733	
Reseal	Lachlan Road	Lachlan Road, 1000 - 2000	$17,837	
Reseal	Lachlan Road	Lachlan Road, 2000 - 3000	$16,460	
Reseal	Lachlan Road	Lachlan Road, 3000 - 4000	$19,913	
Reseal	O'Regans Road	Perthville Road, 670 - 1000	$17,912	
Reseal	O'Regans Road	Perthville Road, 1000 - 2000	$39,995	**2021**
Reseal	Rivulet Road	Rivulet Road, 3000 - 4000	$21,559	
Reseal	Walang Drive	Walang Drive, 3000 - 4000	$16,984	
Reseal	Willow Tree Lane	Willow Tree Lane, 3000 - 4000	$35,755	
Reseal	Lagoon Road	Lagoon Road, 1000 - 2000	$52,668	
Reseal	Lagoon Road	Lagoon Road, 16000 - 17000	$20,804	
Reseal	Lagoon Road	Lagoon Road, 20000 - 21000	$22,734	
Reseal	Lagoon Road	Lagoon Road, 24000 - 25000	$17,709	
Reseal	Limekilns Road	Limekilns Road, 27000 - 28000	$17,526	
Reseal	Ophir Road	Ophir Road, 24000 - 25000	$43,816	
Reseal	Tarana Road	Tarana Road, 8000 - 9000	$30,060	
Reseal	Tarana Road	Tarana Road, 9000 - 10000	$27,223	
Reseal	Triangle Flat Road	Triangle Flat Road, 2000 - 3000	$14,318	
Reseal	Triangle Flat Road	Triangle Flat Road, 3000 - 4000	$18,312	
Reseal	Triangle Flat Road	Triangle Flat Road, 11000 - 12000	$15,045	
Reseal	Turondale Road	Turondale Road, 4000 - 5000	$19,575	
Reseal	Turondale Road	Turondale Road, 5000 - 6000	$20,286	
Reseal	Turondale Road	Turondale Road, 10000 - 11000	$42,827	
Reseal	Turondale Road	Turondale Road, 30000 - 31000	$29,694	
Reseal	White Rock Road	White Rock Road, 0 - 1000	$19,893	
		Total	**$958,046**	

APPENDICES – Reseals/Gravel Re-sheeting Due 2022

Capital Renewal	Road Name	Location	Replacement $	Year Due
Reseal	Montavella Road	Montavella Road, 0 - 1000	$51,752	
Reseal/Gravel Re-sheeting	The Bridle Track	Bridle Track, 52000 - 52100 Unsealed, 52100 - 52160 sealed	$8,238	
Reseal	Burraga Road	Burraga Road, 0 - 1000	$10,962	
Reseal	Freemantle Road	Freemantle Road, 25000 - 26000	$14,876	
Reseal	Freemantle Road	Freemantle Road, 26000 - 27000	$20,258	
Reseal	Freemantle Road	Freemantle Road, 27000 - 28000	$18,799	
Reseal	Freemantle Road	Freemantle Road, 28000 - 29000	$39,010	
Reseal	Lagoon Road	Lagoon Road, 6000 - 7000	$21,649	
Reseal	Limekilns Road	Limekilns Road, 17000 - 18000	$19,641	
Reseal	Limekilns Road	Limekilns Road, 18000 - 19000	$22,894	
Reseal	Limekilns Road	Limekilns Road, 19000 - 20000	$24,002	
Reseal	Rockley Road	Rockley Road, 14000 - 15000	$24,171	
Reseal	Rockley Road	Rockley Road, 15000 - 16000	$25,903	
Reseal	Sunny Corner Road	Sunny Corner Road, 2000 - 3000	$38,177	**2022**
Reseal	Sunny Corner Road	Sunny Corner Road, 3000 - 4000	$55,881	
Reseal	Sunny Corner Road	Sunny Corner Road, 4000 - 5000	$62,037	
Reseal	Sunny Corner Road	Sunny Corner Road, 5000 - 6000	$62,044	
Reseal	Sunny Corner Road	Sunny Corner Road, 6000 - 7000	$68,435	
Reseal	Sunny Corner Road	Sunny Corner Road, 7000 - 8000	$52,328	
Reseal	Sunny Corner Road	Sunny Corner Road, 11000 - 12000	$46,769	
Reseal	Sunny Corner Road	Sunny Corner Road, 12000 - 13000	$51,044	
Reseal	Sunny Corner Road	Sunny Corner Road, 13000 - 13457	$14,532	
Reseal	Tarana Road	Tarana Road, 10000 - 11000	$24,281	
Reseal	Triangle Flat Road	Triangle Flat Road, 1000 - 2000	$15,484	
Reseal	Triangle Flat Road	Triangle Flat Road, 12000 - 13000	$13,986	
Reseal/Gravel Re-sheeting	Triangle Flat Road	Triangle Flat Road, 13000 - 13926 sealed, 13926 - 14000 Unsealed	$15,532	
Reseal	Turondale Road	Turondale Road, 11000 - 12000	$22,542	
Reseal	Turondale Road	Turondale Road, 31000 - 32000	$22,480	
		Total	**$867,707**	

Note:

- Replacement costs shown are as of 30/06/2018.

APPENDICES – Reseals/Gravel Re-sheeting Due 2023

Capital Renewal	Road Name	Location	Replacement $	Year Due
Reseal/Gravel Re-sheeting	Black Mountain Road	Black Mountain Road, 0 - 40 sealed, 40 - 1000 Unsealed	$26,434	
Reseal/Gravel Re-sheeting	Messners Road	Messners Road, 0 - 50 sealed, 50 - 1000 Unsealed	$38,031	
Reseal/Gravel Re-sheeting	Sinclairs Lane	Sinclairs Lane, 0 - 75 sealed, 75 - 840 Unsealed	$38,219	
Reseal	The Bridle Track	Bridle Track, 2000 - 3000	$19,261	
Reseal	The Bridle Track	Bridle Track, 3000 - 4000	$14,507	
Reseal	The Bridle Track	Bridle Track, 12000 - 13000	$12,765	
Reseal	The Bridle Track	Bridle Track, 13000 - 14000	$24,387	
Reseal	Thompsons Hill Retreat	Thompsons Hill Retreat, 0 - 1330	$7,801	
Reseal/Gravel Re-sheeting	Evans Plains Road	Evans Plains Road, 1000 - 1142 sealed, 1142 - 2000 Unsealed	$47,810	
Reseal/Gravel Re-sheeting	Red Hill Road	Red Hill Road, 0 - 80 sealed, 80 - 1000 Unsealed	$42,855	
Reseal/Gravel Re-sheeting	Ryans Road	Ryans Road, 0 - 785 Unsealed, 785 - 1000 sealed	$25,285	
Reseal	Ryans Road	Ryans Road, 1000 - 2000	$20,179	
Reseal	Ryans Road	Ryans Road, 2000 - 3000	$18,102	**2023**
Reseal	West Mitchell Road	West Mitchell Road, 0 - 1000	$47,705	
Reseal	Diamond Swamp Road	Diamond Swamp Road, 7000 - 8000	$23,581	
Reseal	Diamond Swamp Road	Diamond Swamp Road, 8000 - 9000	$21,983	
Reseal	Freemantle Road	Freemantle Road, 17000 - 18000	$13,772	
Reseal	Freemantle Road	Freemantle Road, 18000 - 19000	$14,200	
Reseal	Freemantle Road	Freemantle Road, 20000 - 21000	$24,491	
Reseal	Hill End Road	Hill End Road, 22000 - 23000	$69,289	
Reseal	Hill End Road	Hill End Road, 23000 - 24000	$67,304	
Reseal	Hill End Road	Hill End Road, 24000 - 25000	$69,213	
Reseal	Hill End Road	Hill End Road, 33000 - 34000	$59,705	
Reseal	Hill End Road	Hill End Road, 34000 - 35000	$58,976	
Reseal	Limekilns Road	Limekilns Road, 20000 - 21000	$19,072	
Reseal	Limekilns Road	Limekilns Road, 21000 - 22000	$24,147	
Reseal	Limekilns Road	Limekilns Road, 34000 - 35000	$35,144	
Reseal	Sunny Corner Road	Sunny Corner Road, 8000 - 9000	$28,425	
		Total	**$912,643**	

Note:

- Replacement costs shown are as of 30/06/2018.
- Years beyond 2023 omitted and will be covered in future versions of this asset management plan.

APPENDICES – Pavement Reconstruction Due 2020 to 2023

Capital Works	Road Name	Location	Replacement $	Year Due
Upgrade	Freemantle Road	Freemantle Road, 13000 - 14000	$321,480	2020
Upgrade	Ophir Road	Ophir Road, 9000 - 10000	$321,480	
Upgrade	Ophir Road	Ophir Road, 10000 - 11000	$321,480	
Upgrade	Rockley Road	Rockley Road, 7000 - 8000	$250,040	
Upgrade	Rockley Road	Rockley Road, 8000 - 9000	$250,040	
Upgrade	Rockley Road	Rockley Road, 10000 - 11000	$250,040	
Upgrade	Freemantle Road	Freemantle Road, 14000 - 15000	$321,480	2022
Upgrade	Freemantle Road	Freemantle Road, 38000 - 39000	$321,480	
Upgrade	Freemantle Road	Freemantle Road, 39000 - 40000	$321,480	
Upgrade	Freemantle Road	Freemantle Road, 40000 - 41000	$321,480	
Upgrade	Freemantle Road	Freemantle Road, 41000 - 42070	$321,480	
Upgrade	Ophir Road	Ophir Road, 11000 - 12000	$232,180	
Upgrade	Ophir Road	Ophir Road, 12000 - 13000	$321,480	
Upgrade	Ophir Road	Ophir Road, 13000 - 14000	$321,480	
Upgrade	Box Ridge Road	Box Ridge Road, 6000 - 7000	$250,040	2023
Upgrade	Dark Corner Road	Dark Corner Road, 0 - 1000	$250,040	
Upgrade	Willow Tree Lane	Willow Tree Lane, 7000 - 7263	$65,761	
Upgrade	Freemantle Road	Freemantle Road, 15000 - 16000	$321,480	
Upgrade	Freemantle Road	Freemantle Road, 16000 - 17000	$321,480	
Upgrade	Freemantle Road	Freemantle Road, 17000 - 18000	$321,480	
Upgrade	Triangle Flat Road	Triangle Flat Road, 5000 - 6000	$214,320	
Upgrade	Triangle Flat Road	Triangle Flat Road, 6000 - 7000	$214,320	

Note:

- Replacement costs shown are as of 30/06/2018.
- Years beyond 2023 omitted and will be covered in future versions of this asset management plan.

APPENDICES - List of Rural Road Network

Road No	Name	Locality	Road No	Name	Locality
204	23 Mile Ln	Wattle Flat	111	Duramana Rd	Eglinton
320	Ardsley Lane	Laffing Waters	457	Eleven Mile Drive	Eglinton
285	Arrow Lane	Rock Forest	49	Elmswood Rd	Caloola
169	Back Creek Rd	Sunny Corner	83	English's Rd	Caloola
47	Back Swamp Rd	The Rocks	158	Eusdale Rd	Yetholme
123	Bald Hill Lookout Rd	Hill End	851	Evans Plains Creek Road	Dunkeld
36	Bald Ridge Rd	Abercrombie River	64	Evernden Lane	Rockley Mount
164	Barnetts Rd	Yetholme	85	Falls Rd	Abercrombie River
76	Bartons Rd	Cow Flat	46	Fitzgeralds Valley Rd	Bathampton
48	Bathampton Rd	Bathampton	185	Forge Rd	Duramana
208	Batterham Lane	Wattle Flat	106	Freemantle Rd	Eglinton
126	Beaufoy Merlin Rd	Hill End	485	Frys Lane	White Rock
68	Bidgeribbin Rd	The Lagoon	17	Garthowen Rd	Tannas Mount
187	Billywillinga Rd	Billywillinga	146	Gemalla Scout Camp Rd	Gemalla
212	Black Mountain Rd	Fosters Valley	246	George Thomas Close	The Lagoon
182	Blacks Mill Lane	O'Connell	52	Gestingthorpe Rd	Perthville
116	Box Ridge Rd	Turondale	141	Glanmire Lane	Glanmire
154	Brewongle Lane	Glanmire	69	Glazebrooks Rd	The Lagoon
176	Brewongle School Rd	Brewongle	190	Glen Outram Lane	Duramana
112	Bridle Track	Duramana	163	Goldies Rd	Tarana
183	Broken Bridge Rd	Yetholme	500	Gormans Hill Road	Gormans Hill
218	Bullocks Flat Rd	Wattle Flat	103	Gowan Rd	Gowan
73	Burges Rd	Caloola	196	Green Gully Rd	Mount Rankin
155	Burkes Lane	Brewongle	35	Grove Creek Rd	Trunkey Creek
74	Burraga Rd	Rockley	39	Grovedale Rd	Trunkey Creek
11	Callans Rd	Vittoria	519	Harris Road	Raglan
40	Caloola Rd	Caloola	529	Hen & Chicken Lane	Evans Plains
184	Campbells Rd	Sunny Corner	113	Hodges Rd	Bruinbun
80	Carr Creek Rd	Caloola	71	Hollis Lane	Perthville
63	Cashens Lane	Vittoria	65	Houses Lane	The Rocks
206	Cave Gully Rd	Napoleon Reef	100	Howards Dr	Mount Rankin
96	Caves Access Rd	Abercrombie River	104	Howarths Rd	Freemantle
77	Caves Rd	Abercrombie River	217	James White Drive	Fosters Valley
56	Chifley Dam Rd	The Lagoon	251	Jones Ln	Wattle Flat
81	Clarkes Rd	Caloola	92	Kellys Rd	Fitzgeralds Mount
138	Clear Creek Rd	Clear Creek	105	Killongbutta Rd	Killongbutta
133	Colleen Hagney Lane	Peel	145	Kinghorne Falls Rd	Locksley
25	Colo Rd	Trunkey Creek	172	Kirkconnell School Rd	Kirkconnell
37	Common Rd	Rockley	583	Koonong Place	Forest Grove
20	Cow Flat Rd	Cow Flat	21	Lachlan Rd	Rockley
238	Crawford Ln	Wattle Flat	13	Lagoon Rd	Orton Park
209	Cresent Orchard Rd	Locksley	137	Limekilns Rd	Kelso
129	Crudine Rd	Crudine	177	Littles Access Rd	Napoleon Reef
153	Curly Dick Rd	Tarana	180	Locksley Station Rd	Locksley
26	Curragh Rd	Trunkey Creek	195	Longridge Rd	Billywillinga
168	Dark Corner Rd	Sunny Corner	79	Loudoun-Shand Rd	Caloola
255	Diamond Swamp Rd	Meadow Flat	160	Macabees Rd	Yetholme
118	Dingers Lane	Duramana	220	Marion Close	Wimbledon
42	Dog Rocks Rd	Rockley	61	Martin Bird Lane	Vittoria
127	Doughertys Junction Rd	Sallys Flat	44	Marys Lane	Dunkeld
447	Dunkeld Road	Dunkeld	59	Matchetts Rd	Bald Ridge

APPENDICES - List of Rural Road Network (Continued)

Road No	Name	Locality	Road No	Name	Locality
210	McGregors Lane	Eglinton	144	Solitary Lane	Wattle Flat
862	McIntosh Lane	Freemantle	120	Spring Close	Mount Rankin
171	McManus Rd	Meadow Flat	197	Saint Anthonys Creek Rd	Glanmire
110	Mersing Rd	Glanmire	51	Saint Johns Rd	Georges Plains
89	Messners Rd	Fosters Valley	175	Station St	Brewongle
647	Mill Lane	Eglinton	771	Strathmore Drive	Forest Grove
157	Molybdonite Rd	Yetholme	115	Stuarts Access Rd	Bruinbun
653	Montavella Road	Gormans Hill	167	Sunny Corner Rd	Sunny Corner
161	Mount Homer Rd	Yetholme	12	Sutherland Dr	Georges Plains
134	Mount Horrible Rd	Limekilns	136	Tabberatong Rd	Limekilns
107	Mount Rankin Rd	Mount Rankin	148	Tarana Rd	Brewongle
62	Murphys Rd	Rock Forest	863	Tarrella Rd	Peel
162	Napoleon Reef Rd	Napoleon Reef	193	The Ridgeway	Napoleon Reef
202	Native Home Rd	Georges Plains	781	Thomas Drive	Eglinton
86	Oakey Creek Rd	Vittoria	156	Timber Ridge Rd	Walang
70	O'Connell Plains Rd	The Lagoon	22	Triangle Flat Rd	Triangle Flat
58	Old Trunk Rd	Arkell	43	Trunkey Cemetery Rd	Trunkey Creek
9	Ophir Rd	Abercrombie	117	Turondale Rd	Duramana
75	O'Sheas Rd	Fosters Valley	130	Upper Turon Rd	Sofala
132	Paling Yards Rd	Wattle Flat	192	Valley View Close	Napoleon Reef
95	Parnells Rd	The Rocks	181	Walang Dr	Napoleon Reef
207	Peregrine Rd	Billywillinga	198	Walang Hwy Access	Napoleon Reef
852	Perthville Rd	Perthville	150	Wambool Rd	O'Connell
10	Pine Ridge Rd	Rock Forest	122	Warrys Rd	Hill End
125	Posey Hill Rd	Hill End	816	Websters Lane	Kelso
41	Pratleys Lane	Caloola	143	Wells Access Rd	Wattle Flat
194	Priors Lane	Billywillinga	166	West Mitchell Rd	Sunny Corner
139	Pymonts Lane	Peel	72	West Wimbledon Rd	Wimbledon
128	Pyramul Rd (Sallys Flat Road)	Sallys Flat	147	Wests Lane	Brewongle
18	Quarry Rd	Cow Flat	119	Whalans Lane	Duramana
188	Quartz Ridge Rd	Turondale	213	White Rock Rd	White Rock
131	Red Hill Rd	Paling Yards	832	Williams Lane	Perthville
24	Redbank Rd	Triangle Flat	8	Williamson Rd	Rock Forest
149	Ridge Rd	O'Connell	108	Willow Tree Lane	Mount Rankin
114	Riley & Yorkes Rd	Gowan	66	Wimbledon Rd	Georges Plains
151	River Rd	Wambool	173	Winburndale Dam Rd	Napoleon Reef
174	Rivulet Rd	Peel	837	Wingeretta Close	Forest Grove
87	Rockley Garbage Tip	Rockley	189	Wingeretta Rd	Turondale
252	Rockley Rd	Perthville	191	Woodside Dr	Mount Rankin
102	Root Hog Rd	Gowan	286	Wylchris Lane	Mount Rankin
82	Rowendene Rd	Arkell	140	Yarras Lane	Forest Grove
15	Ryans Rd	Rockley Mount	159	Yetholme Dr	Walang
215	Samuel Way	The Lagoon	871	Rockley Cemetery Road	Rockley
23	Schumachers Rd	Triangle Flat	884	Thompsons Hill Retreat	White Rock
165	Sherwood Rd	Kirkconnell	890	Briar Ln	Mt Rankin
178	Sibleys Rd	Walang	896	Armitage Rd	Kelso
78	Simmons Rd	Wisemans Creek	899	Bullock Hollow Rd	Peel
16	Sinclairs Ln	The Lagoon	900	Warai Ln	Peel
186	Slatterys Rd	Sallys Flat	901	Burdens Ln	White Rock
179	Slingsbys Rd	Walang	912	Haines Ln	Perthville
28	Smiths Rd	Curragh	913	Rising Light Lane	Wattle Flat

APPENDICES - List of Rural Road Network (Continued)

Road No	Name	Locality
914	Brae Lane	Wattle Flat
946	Croft Close	Lagoon
1025	Kings Creek Rd	Billywillinga
1034	Arcadia Place (Private Road)	Meadow Flat
1035	Mount Haven Way (Private Road)	Meadow Flat
1036	Wild Wood Road (Private Road)	Meadow Flat
1037	Hat Hill Lane (Private Road)	Meadow Flat
1038	Borrowpit Road (Private Road)	Meadow Flat

* List of Rural Road Network sourced from the Asset Section Road Register*

BATHURST
REGIONAL COUNCIL

SEWER RETICULATION NETWORK ASSET MANAGEMENT PLAN

Version 2.0
January 2020

Control Tower at Wastewater Treatment Plant, Cnr of Morisset and Commonwealth Street

Document Control	Bathurst Regional Council

Document ID : Sewer_AMP_January 2020 Ver 2.0.docx

Version No	Date	Version Details	Author	Reviewer	Approver
1.0	January 2009	Draft Version Completed	GF	PB	DP
1.1	December 2010	Adoption by Council	GF	PB	DP
1.2	March 2016	Updated Revision	PB	RD/NL	DP
2.0	January 2020	Updated Revision	BH	PB/RB	DS

Key:

GF: Greg Fraser – Asset Engineer (Previous)
DS: Darren Sturgiss – Director Engineering Services
NL: Nick Lavoipierre – Senior Water & Sewer Engineer
RB: Robyn Dilnot – Assets System Administrator
DP: Douglas Patterson – Director Engineering Services (Previous)
RD: Russell Deans – Manager Water & Waste
PB: Peter Benson – Administration Engineer
BH: Ben Hudson – Asset Technician

Integrated Planning and Reporting Framework

TABLE OF CONTENTS

ABBREVIATIONS

AAAC	Average annual asset consumption
AMP	Asset management plan
ARI	Average recurrence interval
BOD	Biochemical (biological) oxygen demand
CRC	Current replacement cost
CWMS	Community wastewater management systems
DA	Depreciable amount
DoH	Department of Health
EF	Earthworks/formation
IRMP	Infrastructure risk management plan
LCC	Life Cycle cost
LCE	Life cycle expenditure
MMS	Maintenance management system
PCI	Pavement condition index
PPI	Producer Price Index
RV	Residual value
SS	Suspended solids
vph	Vehicles per hour

GLOSSARY

Annual service cost (ASC)
An estimate of the cost that would be tendered, per annum, if tenders were called for the supply of a service to a performance specification for a fixed term. The Annual Service Cost includes operating, maintenance, depreciation, finance/ opportunity and disposal costs, less revenue.

Asset class
Grouping of assets of a similar nature and use in an entity's operations (AASB 166.37).

Asset condition assessment
The process of continuous or periodic inspection, assessment, measurement and interpretation of the resultant data to indicate the condition of a specific asset so as to determine the need for some preventative or remedial action.

Asset management
The combination of management, financial, economic, engineering and other practices applied to physical assets with the objective of providing the required level of service in the most cost-effective manner.

Assets
Future economic benefits controlled by the entity as a result of past transactions or other past events (AAS27.12).
Property, plant and equipment including infrastructure and other assets (such as furniture and fittings) with benefits expected to last more than 12 months.

Average annual asset consumption (AAAC)*
The amount of a local government's asset base consumed during a year. This may be calculated by dividing the Depreciable Amount (DA) by the Useful Life and totalled for each and every asset OR by dividing the Fair Value (Depreciated Replacement Cost) by the Remaining Life and totalled for each and every asset in an asset category or class.

Brownfield asset values**
Asset (re)valuation values based on the cost to replace the asset including demolition and restoration costs.

Capital expansion expenditure
Expenditure that extends an existing asset, at the same standard as is currently enjoyed by residents, to a new group of users. It is discretional expenditure, which increases future operating, and maintenance costs, because it increases council's asset base, but may be associated with additional revenue from the new user group, e.g. extending a drainage or road network, the provision of an oval or park in a new suburb for new residents.

Capital expenditure
Relatively large (material) expenditure, which has benefits, expected to last for more than 12 months. Capital expenditure includes renewal, expansion and upgrade. Where capital projects involve a combination of renewal, expansion and/or upgrade expenditures, the total project cost needs to be allocated accordingly.

Capital funding
Funding to pay for capital expenditure.

Capital grants
Monies received generally tied to the specific projects for which they are granted, which are often upgrade and/or expansion or new investment proposals.

Capital investment expenditure
See capital expenditure definition

Capital new expenditure
Expenditure which creates a new asset providing a new service to the community that did not exist beforehand. As it increases service potential it may impact revenue and will increase future operating and maintenance expenditure.

Capital renewal expenditure
Expenditure on an existing asset, which returns the service potential or the life of the asset up to that which it had originally. It is periodically required expenditure, relatively large (material) in value compared with the value of the components or sub-components of the asset being renewed. As it reinstates existing service potential, it has no impact on revenue, but may reduce future operating and maintenance expenditure if completed at the optimum time, e.g. resurfacing or re-sheeting a material part of a road network, replacing a material section of a drainage network with pipes of the same capacity, resurfacing an oval. Where capital projects involve a combination of renewal, expansion and/or upgrade expenditures, the total project cost needs to be allocated accordingly.

Capital upgrade expenditure
Expenditure, which enhances an existing asset to provide a higher level of service or expenditure that will increase the life of the asset beyond that which it had originally. Upgrade expenditure is discretional and often does not result in additional revenue unless direct user charges apply. It will increase operating and maintenance expenditure in the future because of the increase in the council's asset base, e.g. widening the sealed area of an existing road, replacing drainage pipes with pipes of a greater capacity, enlarging a grandstand at a sporting facility. Where capital projects involve a combination of renewal, expansion and/or upgrade expenditures, the total project cost needs to be allocated accordingly.

Source: DVC 2006, Glossary
Note: Items shown * modified to use DA instead of CRC
Additional glossary items shown **

Carrying amount
The amount at which an asset is recognised after deducting any accumulated depreciation / amortisation and accumulated impairment losses thereon.

Class of assets
See asset class definition

Component
An individual part of an asset which contributes to the composition of the whole and can be separated from or attached to an asset or a system.

Cost of an asset
The amount of cash or cash equivalents paid, or the fair value of the consideration given to acquire an asset at the time of its acquisition or construction, plus any costs necessary to place the asset into service. This includes one-off design and project management costs.

Current replacement cost (CRC)
The cost the entity would incur to acquire the asset on the reporting date. The cost is measured by reference to the lowest cost at which the gross future economic benefits could be obtained in the normal course of business or the minimum it would cost, to replace the existing asset with a technologically modern equivalent new asset (not a second hand one) with the same economic benefits (gross service potential) allowing for any differences in the quantity and quality of output and in operating costs.

Current replacement cost "As New" (CRC)
The current cost of replacing the original service potential of an existing asset, with a similar modern equivalent asset, i.e. the total cost of replacing an existing asset with an as NEW or similar asset expressed in current dollar values.

Cyclic Maintenance**
Replacement of higher value components/sub-components of assets that is undertaken on a regular cycle including repainting, building roof replacement, cycle, replacement of air conditioning equipment, etc. This work generally falls below the capital/ maintenance threshold and needs to be identified in a specific maintenance budget allocation.

Depreciable amount
The cost of an asset, or other amount substituted for its cost, less its residual value (AASB 116.6)

Depreciated replacement cost (DRC)
The current replacement cost (CRC) of an asset less, where applicable, accumulated depreciation calculated on the basis of such cost to reflect the already consumed or expired future economic benefits of the Asset

Depreciation / amortisation
The systematic allocation of the depreciable amount (service potential) of an asset over its useful life.

Economic life
See useful life definition.

Expenditure
The spending of money on goods and services. Expenditure includes recurrent and capital.

Fair value
The amount for which an asset could be exchanged, or a liability settled, between knowledgeable, willing parties, in an arm's length transaction.

Greenfield asset values **
Asset (re)valuation values based on the cost to initially acquire the asset.

Heritage asset
An asset with historic, artistic, scientific, technological, geographical or environmental qualities that is held and maintained principally for its contribution to knowledge and culture and this purpose is central to the objectives of the entity holding it.

Impairment Loss
The amount by which the carrying amount of an asset exceeds its recoverable amount.

Infrastructure assets
Physical assets of the entity or of another entity that contribute to meeting the public's need for access to major economic and social facilities and services, e.g. roads, drainage, footpaths and cycleways. These are typically large, interconnected networks or portfolios of composite assets. The components of these assets may be separately maintained, renewed or replaced individually so that the required level and standard of service from the network of assets is continuously sustained. Generally, the components and hence the assets have long lives. They are fixed in place and are often have no market value.

Investment property
Property held to earn rentals or for capital appreciation or both, rather than for:
(a) use in the production or supply of goods or services or for administrative purposes; or
(b) sale in the ordinary course of business (AASB 140.5)

Level of service
The defined service quality for a particular service against which service performance may be measured. Service levels usually relate to quality, quantity, reliability, responsiveness, environmental, acceptability and cost).

Life Cycle Cost **
The life cycle cost (LCC) is average cost to provide the service over the longest asset life cycle. It comprises annual maintenance and asset consumption expense, represented by depreciation expense. The Life Cycle Cost does not indicate the funds required to provide the service in a particular year.

Source: DVC 2006, Glossary
Note: Items shown * modified to use DA instead of CRC
Additional glossary items shown **

Life Cycle Expenditure **
The Life Cycle Expenditure (LCE) is the actual or planned annual maintenance and capital renewal expenditure incurred in providing the service in a particular year. Life Cycle Expenditure may be compared to Life Cycle Expenditure to give an initial indicator of life cycle sustainability.

Loans / borrowings
Loans result in funds being received which are then repaid over a period of time with interest (an additional cost). Their primary benefit is in 'spreading the burden' of capital expenditure over time. Although loans enable works to be completed sooner, they are only ultimately cost effective where the capital works funded (generally renewals) result in operating and maintenance cost savings, which are greater than the cost of the loan (interest and charges).

Maintenance and renewal gap
Difference between estimated budgets and projected expenditures for maintenance and renewal of assets, totalled over a defined time (egg 5, 10 and 15 years).

Maintenance and renewal sustainability index
Ratio of estimated budget to projected expenditure for maintenance and renewal of assets over a defined time (e.g. 5, 10 and 15 years).

Maintenance expenditure
Recurrent expenditure, which is periodically or regularly required as part of the anticipated schedule of works required to ensure that the asset achieves its useful life and provides the required level of service. It is expenditure, which was anticipated in determining the asset's useful life.

Materiality
An item is material is its omission or misstatement could influence the economic decisions of users taken on the basis of the financial report. Materiality depends on the size and nature of the omission or misstatement judged in the surrounding circumstances.

Modern equivalent asset.
A structure similar to an existing structure and having the equivalent productive capacity, which could be built using modern materials, techniques and design. Replacement cost is the basis used to estimate the cost of constructing a modern equivalent asset.

Non-revenue generating investments
Investments for the provision of goods and services to sustain or improve services to the community that are not expected to generate any savings or revenue to the Council, e.g. parks and playgrounds, footpaths, roads and bridges, libraries, etc.

Operating expenditure
Recurrent expenditure, which is continuously required excluding maintenance and depreciation, e.g. power, fuel, staff, plant equipment, on-costs and overheads.

Pavement management system
A systematic process for measuring and predicting the condition of road pavements and wearing surfaces over time and recommending corrective actions.

Planned Maintenance**
Repair work that is identified and managed through a maintenance management system (MMS). MMS activities include inspection, assessing the condition against failure/breakdown criteria/experience, prioritising scheduling, actioning the work and reporting what was done to develop a maintenance history and improve maintenance and service delivery performance.

PMS Score
A measure of condition of a road segment determined from a Pavement Management System.

Rate of annual asset consumption*
A measure of average annual consumption of assets (AAAC) expressed as a percentage of the depreciable amount (AAAC/DA). Depreciation may be used for AAAC.

Rate of annual asset renewal*
A measure of the rate at which assets are being renewed per annum expressed as a percentage of depreciable amount (capital renewal expenditure/DA).

Rate of annual asset upgrade*
A measure of the rate at which assets are being upgraded and expanded per annum expressed as a percentage of depreciable amount (capital upgrade/expansion expenditure/DA).

Reactive maintenance
Unplanned repair work that carried out in response to service requests and management/supervisory directions.

Recoverable amount
The higher of an asset's fair value, less costs to sell and its value in use.

Recurrent expenditure
Relatively small (immaterial) expenditure or that which has benefits expected to last less than 12 months. Recurrent expenditure includes operating and maintenance expenditure.

Recurrent funding
Funding to pay for recurrent expenditure.

Rehabilitation
See capital renewal expenditure definition above.

Source: DVC 2006, Glossary
Note: Items shown * modified to use DA instead of CRC
Additional glossary items shown **

Remaining life
The time remaining until an asset ceases to provide the required service level or economic usefulness. Age plus remaining life is economic life.

Renewal
See capital renewal expenditure definition above.

Residual value
The net amount which an entity expects to obtain for an asset at the end of its useful life after deducting the expected costs of disposal.

Revenue generating investments
Investments for the provision of goods and services to sustain or improve services to the community that are expected to generate some savings or revenue to offset operating costs, e.g. public halls and theatres, childcare centres, sporting and recreation facilities, tourist information centres, etc.

Risk management
The application of a formal process to the range of possible values relating to key factors associated with a risk in order to determine the resultant ranges of outcomes and their probability of occurrence.

Section or segment
A self-contained part or piece of an infrastructure asset.

Service potential
The capacity to provide goods and services in accordance with the entity's objectives, whether those objectives are the generation of net cash inflows or the provision of goods and services of a particular volume and quantity to the beneficiaries thereof.

Service potential remaining*
A measure of the remaining life of assets expressed as a percentage of economic life. It is also a measure of the percentage of the asset's potential to provide services that is still available for use in providing services (DRC/DA).

Strategic Management Plan (SA)**
Documents Council objectives for a specified period (3-5 yrs.), the principle activities to achieve the objectives, the means by which that will be carried out, estimated income and expenditure, measures to assess performance and how rating policy relates to the Council's objectives and activities.

Sub-component
Smaller individual parts that make up a component part.

Useful life
Either:
(a) the period over which an asset is expected to be available for use by an entity, or
(b) the number of production or similar units expected to be obtained from the asset by the entity.

It is estimated or expected time between placing the asset into service and removing it from service, or the estimated period of time over which the future economic benefits embodied in a depreciable asset, are expected to be consumed by the council. It is the same as the economic life.

Value in Use
The present value of estimated future cash flows expected to arise from the continuing use of an asset and from its disposal at the end of its useful life. It is deemed to be depreciated replacement cost (DRC) for those assets whose future economic benefits are not primarily dependent on the asset's ability to generate new cash flows, where if deprived of the asset its future economic benefits would be replaced.

Source: DVC 2006, Glossary
Note: Items shown * modified to use DA instead of CRC
Additional glossary items shown **

1. EXECUTIVE SUMMARY

What Council Provides

Council provides a sewer reticulation network to enable the safe and effective transport of wastewater to the sewerage treatment plant. The following plan is in line with objectives; 1.4, 2.1, 3.1, 3.2, 3.3, 6.1, 6.4 and 6.6 within Council's adopted 2040 Community Strategic Plan.

The network[1] consists of:

Asset category	Dimension	Replacement Value ($)
Treatment Plant	1	$54,563,929
Building/Structures	76	$17,720,739
Sewer Pipes	451.4km	$160,077,282
Pump Stations	40	$11,913,030
Sewer Manholes	7,793	*
Total		**$244,274,980**

*Denotes Replacement Value included Sewer pipe cost

What does it Cost?

There are two key indicators of cost to provide the sewer reticulation service.

- The life cycle cost being the average cost over the life cycle of the asset, and
- The total maintenance and capital renewal expenditure required to deliver existing service levels in the next 10 years covered by Council's long-term financial plan.

The life cycle cost to provide the Sewer reticulation network is estimated at **$15,848 Million** per annum. Council's planned life cycle expenditure for year 1 of the asset management plan is **$7,134 Million** which gives a life cycle sustainability index of **0.45**[2], equating to a funding shortfall in year 1 of the plan of -$8,714 million.

The total maintenance and capital renewal expenditure budgeted for the Sewer reticulation network in the next 10-years is estimated at **$79,528 Million**.
This is an average of **$7,953 Million** per annum; giving a 10-year sustainability index of **0.90**. Based on current expenditure the Total funding shortfall over this period is -$87,144 million.

Plans for the Future

Council plans to operate and maintain the sewer reticulation network to achieve the following strategic objectives.

1. Ensure the sewer reticulation network is maintained at a safe and functional standard as set out in this asset management plan.
2. Ensure that future growth is catered for.

Measuring our Performance

Quality

Sewer reticulation assets will be maintained in a reasonably usable condition. Defects found or reported that are outside our service standard will be repaired. See our maintenance response service levels for details of defect prioritisation and response time.

Function

Our intent is that an appropriate sewer reticulation network is maintained in partnership with other levels of government and stakeholders to ensure public health is upheld and the environment is not compromised.
Key functional objectives are met:

- Safe and efficient transport of wastewater.
- Maintenance and renewal of the network is within budget.

Safety

Regular inspections with defects repaired and prioritised in accordance with our inspection schedule to ensure they are safe.

The Next Steps

This action resulting from this asset management plan are:

- Work towards an advanced asset management plan for the Wastewater Treatment Plant.
- Undertake condition assessments on the parts of the sewer network where samples are available (e.g. mains repair locations and re-lining).
- Improve the date of construction or replacement information held in the asset register.
- Make use of available financial data to produce accurate input to future budgets.

[1]The detail of this plan only covers the piped reticulation network. A major component of the system is the Wastewater Treatment Plant which due to its size and complexity is beyond the scope of this plan; and should be subject to a separate asset management plan. The filtration plant is included here for completeness of the valuation information.

[2]See Section 6.1.1, Sustainability of service delivery.

2. INTRODUCTION

2.1 Background

This asset management plan is to demonstrate responsive management of assets (and services provided from assets), compliance with regulatory requirements, and to communicate funding needed to provide the desired levels of service.
The asset management plan is to be read with the following associated planning documents:

- Local Government Act 1993
- Protection of the Environment Operations Act 1997
- Water Management Act 2000
- Catchment Management Authorities Act 2003
- Australian Guidelines for Water Recycling 2006
- Bathurst Regional Council 2011 *Guidelines for engineering works*
- Bathurst Regional Council 1996 *Strategic business plan – water supply and sewer services*
- NSW Department of Water and Energy Code of Practice for Plumbing and Drainage, 2006
- NSW Department of Local Government Consumption Based Pricing for Council Water Supply and Sewerage Services.

This Asset Management Plan covers the following infrastructure assets:

Table 2.1. Assets covered by this Plan

Asset category	Dimension	Replacement Value ($)
Treatment Plant	1	$54,563,929
Building/Structures	76	$17,720,739
Sewer Pipes	451.4km	$160,077,282
Pump Stations	40	$11,913,030
Sewer Manholes	7,793	*
Total		**$244,274,980**

*Denotes Replacement Value included in Sewer pipe cost

Key stakeholders in the preparation and implementation of this asset management plan are:

The Councillors	Formulate policy for the allocation of resources to maximise benefit to the community whilst minimising the Council's exposure to risk.
The Council	To manage the implementation of policy in a timely and cost-effective manner. To ensure resources are effectively utilised.
General Public	End users of the sewer reticulation system.
Local Businesses	Many local business discharge to sewer and are required to have trade waste agreements in place with the Council
Health care facilities	A clean and reliable water supply is essential to hospitals, clinics and home dialysis patients

2.2 Goals and Objectives of Asset Management

The Council exists to provide services to the community. Some of these services are provided by infrastructure assets. Council has acquired infrastructure assets by 'purchase', by contract, construction by council staff and by donation of assets constructed by developers and others to meet increased levels of service.

Council's goal in managing infrastructure assets is to meet the required level of service in the most cost-effective manner for present and future consumers. The key elements of infrastructure asset management are:

- Taking a life cycle approach,
- Developing cost-effective management strategies for the long term,
- Providing a defined level of service and monitoring performance,
- Understanding and meeting the demands of growth through demand management and infrastructure investment,
- Managing risks associated with asset failures,
- Sustainable use of physical resources,
- Continuous improvement in asset management practices[3].

This asset management plan is prepared under the direction of Council's vision, mission, goals and objectives.

Council's mission:
"Bathurst: A vibrant & innovative region that values our heritage, culture, diversity & strong economy."

Table 2.2. Council Goals and how these are addressed in this Plan

Community Strategic Plan Objective	How Objectives are addressed in AMP
1.4 Protect and improve the region's landscapes, views, vistas and open spaces.	Provide adequate levels of service of council's water network in line with Level of Service Tables in Section 3.
2.1 Support Local Business and Industry	
3.1 Protect and improve natural areas and ecosystems, including the Macquarie River and other waterways.	Meeting legislative compliance and level service requirements laid out by local, state government legislative and community feedback.
3.2 Protect the city's water supply	Minimise indiscriminative water usage in the use of wastewater treatment, implement treatment strategies from Local and State governments.
3.3 Minimise the city's environmental footprint, live more sustainably and use resources more wisely.	
6.1 Communicate and engage with the community, government and business groups on important matters affecting the Bathurst Region.	Communicate desired domestic usage, sewer network blockages, upgrades and other works that will impact services for the community and council.
6.4 Meet legislative and compliance requirements.	• Water Management Act 2000 • Protection of the Environment Act 1997 • Local Government Act 1993 • Australian Guidelines for Water Recycling 2006
6.6 Manage our money and our assets to be sustainable now and into the future.	Enable proactive maintenance, capital renewal and upgrade practices by analysing current expenditure and projected expenditure requirements. Minimising un-planned funding and more targeted asset expenditure.

Kings Parade, Bathurst CBD

[3] IIMM 2018 Sec 1.1.3, p 1.3

Relevant Council goals and objectives and how these are addressed in this asset management plan are:

The key issues of the sewer reticulation asset management plan are

- Deterioration of network
- Potential pollution of environment
- Loss of amenity
- Regulatory control
- Community concern

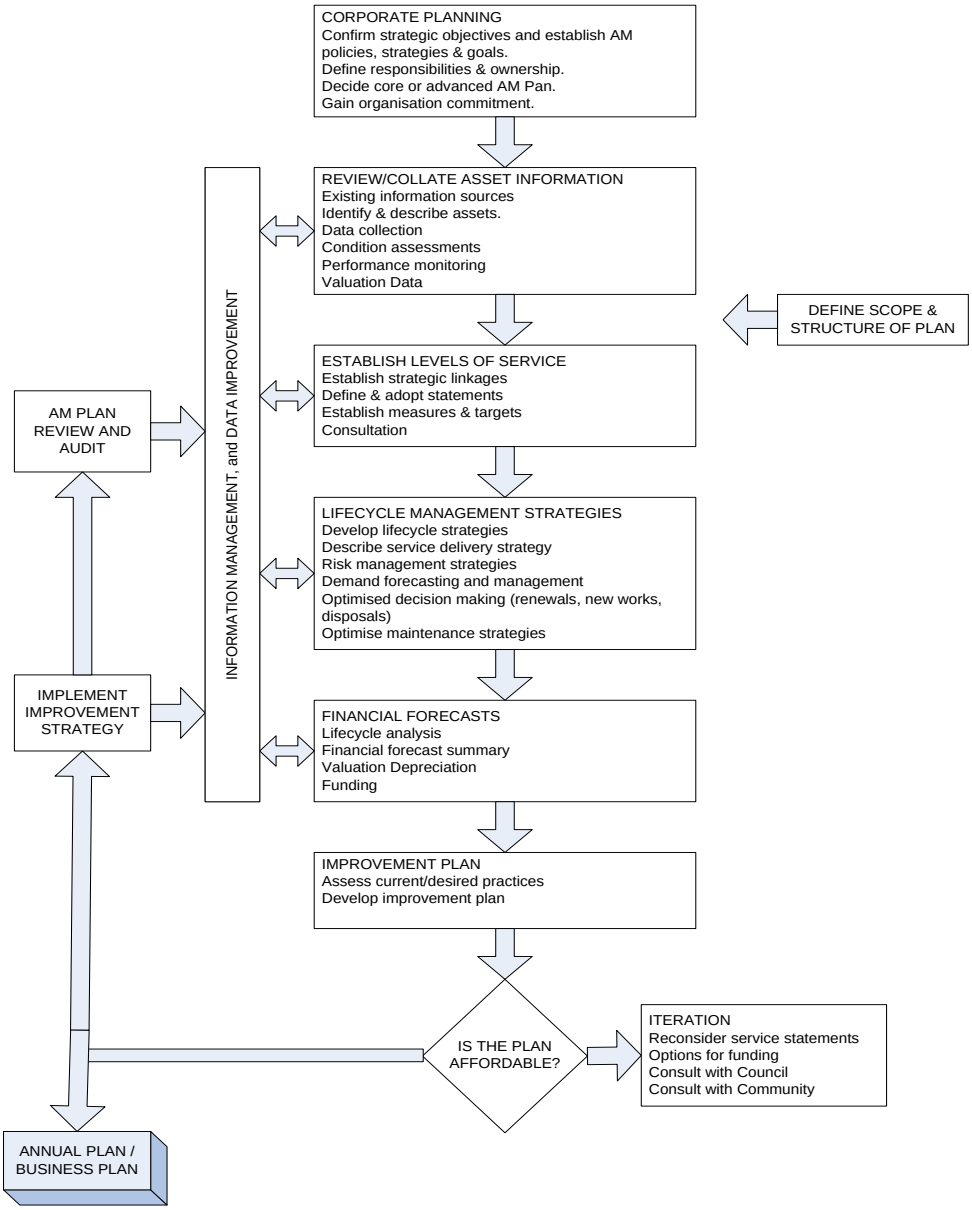
2.3 Plan Framework

Key elements of the plan are

- Levels of service – specifies the services and levels of service to be provided by council.
- Future demand – how this will impact on future service delivery and how this is to be met.
- Life cycle management – how Council will manage its existing and future assets to provide the required services
- Financial summary – what funds are required to provide the required services.
- Asset management practices
- Monitoring – how the plan will be monitored to ensure it is meeting Council's objectives.
- Asset management improvement plan

External Aeration Treatment Tank No.1, Wastewater Treatment Plant

Road Map for preparing an Asset Management Plan
Source: IIMM Fig 1.5.1, p 1.11



2.3 Core and Advanced Asset Management

This asset management plan is prepared as a 'core' asset management plan in accordance with the International Infrastructure Management Manual. It is prepared to meet minimum legislative and organisational requirements for sustainable service delivery and long-term financial planning and reporting. Core asset management is a 'top down' approach where analysis is applied at the 'system' or 'network' level.

Future revisions of this asset management plan will move towards 'advanced' asset management using a 'bottom up' approach for gathering asset information for individual assets to support the optimisation of activities and programs to meet agreed service levels.

3. LEVELS OF SERVICE

3.1 Customer Research and Expectations

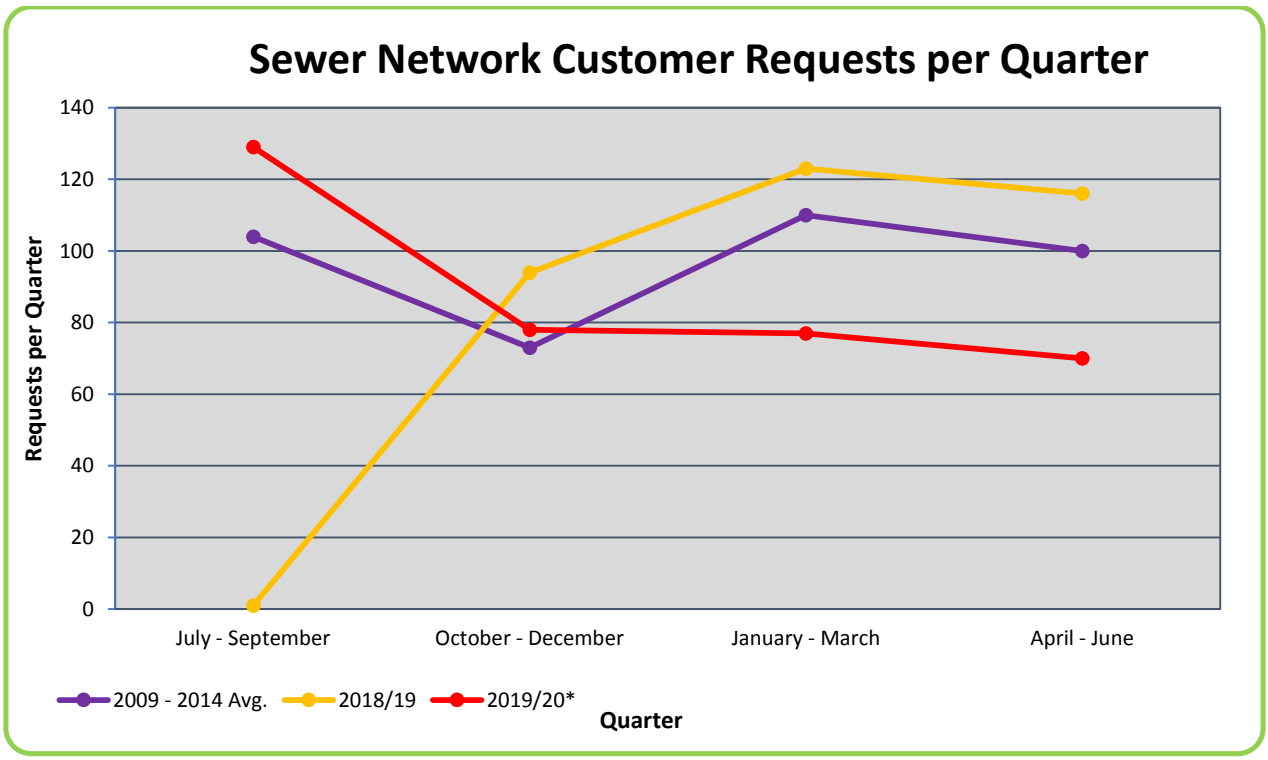
The Council undertakes community surveys on a 2-yearly basis to gauge community expectations and satisfaction with the services Council provides. A series of questions are put to a broad cross section of the community including residents from rural and urban areas each year. Using the data from the Community Survey helps council gauge the community's perception of how it's meeting objectives; 1.4, 2.1, 3.1, 3.2, 3.3, 6.1, 6.4 and 6.6 within Council's adopted 2040 Community Strategic Plan.

In the 2018 Community Survey, residents were asked to rate the over importance and satisfaction they consider the sewer network is to them. They were asked to rate them on a scale of 1 to 5. 1 being not at all important and 5 being very important.

Overall, the public rated the sewer network as being 4.44 out of 5 in importance. In terms of saitisfaction, they rated the sewer network as being 4.10 out of 5.

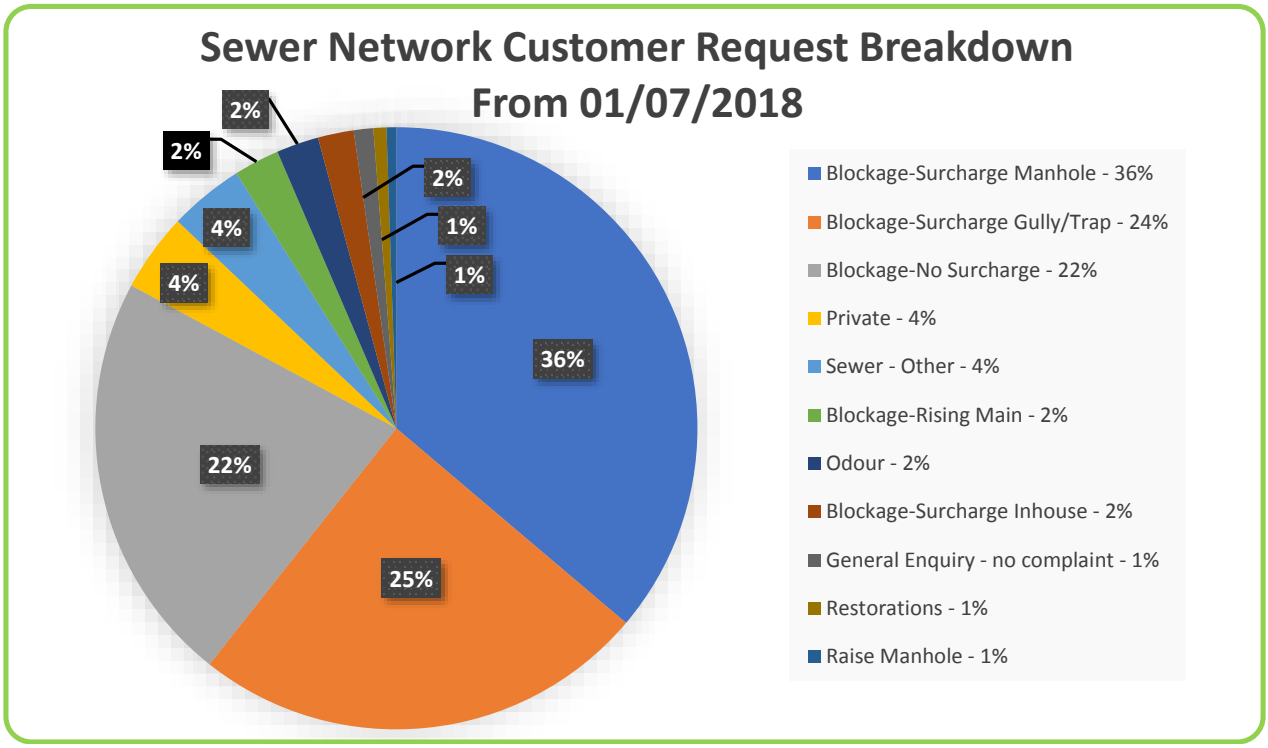
In addition to the key findings of the community survey council continues to use the measure of the network performance from Customer Requests (see fig 3.1a and 3.1b).

Fig 3.1a. Customer Requests for Sewer Network



The above graph shows customer requests relating to council's water network have trended +/- 30 requests from the 2009-2014 average. As of July 2018, council has adopted a new customer service system Confirm Customer Services (CCS). Data for previous financial years has proven inaccurate to represent the number of requests council has received and due to this a 5-year average from 2009-2014 requests has been used as a baseline to compare recent financial years.

Fig 3.1b Customer request category breakdown



Data shown in the above graph has been compiled from council's Confirm Customer Service (CCS) and the percentage of each category of sewer requests made by customers. 62% of all requests made are in relation to sewer surcharging of some nature. Most of these events are isolated however, areas of deficiencies are specified in table 5.1.2.

The function of the sewer reticulation system is collection and transport of wastewater to the Bathurst sewerage treatment works. Due to the basic functional nature of the sewer reticulation system, customer expectations at a high level are simple. In most instances an attitude of 'flush and forget' is as far as expectations go.

Occurrences of sewer chokes and problems with odours account for all residential customer requests and complaints relating to the sewer reticulation system.

Some commercial and industrial customers require a specific level of capacity from the reticulation network to manage the amount and nature of the trade waste being discharged. An example is the Kelso industrial park network of collection mains and the pump station. These requirements are generally managed through Council's trade waste policy.

Caravan Waste Dump Point, Wastewater Treatment Plant

3.2 Legislative Requirements

Council has to meet many legislative requirements including Australian and State legislation and State regulations. The primary acts and regulations relating to the sewer reticulation system are:

Table 3.2. Legislative Requirements

Legislation	Requirement
Local Government Act 1993	Sets out role, purpose, responsibilities and powers of local governments including the preparation of a long-term financial plan supported by asset management plans for sustainable service delivery.
Water Management Act 2000	Legislates the sustainable and integrated management of water resources for NSW
Public Health Act 1991 – Part 2B	Dictates the provision of safe drinking water (Water Recycling)
Australian Guideline for Water Recycling 2006	Provides guidelines for recycling wastewater and re-introducing it into the Macquarie river
Environmental Planning and Assessment Act 1979	The principal planning instrument in NSW – specifies environmental considerations required for all development activities.
Catchment Management Act 2003	Seeks to co-ordinate policies, programs and activities within a catchment area that have an effect on the environment
Environmental Protection Licence	Dictates the levels of pollutants that the wastewater treatment works may discharge to the Macquarie River
Civil Liabilities Act 2002	Sets out the provisions that give protection from civil liability and the responsibilities of Council and public alike.
Protection of the Environment Act 1997	To protect, restore and enhance the quality of the environment having regard to the need to maintain ecologically sustainable development.

Caravan Waste Dump Point, Cnr Morrisset and Commonwealth Streets

3.3 Current Levels of Service

Service levels can be defined by two terms.

Community Levels of Service relate to how the community receives the service in terms of safety, quality, quantity, reliability, responsiveness, cost/efficiency and legislative compliance.

Supporting the community service levels are operational or technical measures of performance developed to ensure that the minimum community levels of service are met. These technical measures relate to service criteria such as:

Service Criteria	Technical measures may relate to
Quality	The reliability of the sewer service (number of chokes recorded). Odour complaints.
Quantity	The catchment area for collection service (replacing septic systems)
Availability	Capacity of the sewer reticulation system to cope with the full system load (diurnal pattern). Ensuring 'self-cleansing' flow is maintained.
Safety	Frequency of surcharging

A general level of service statement covering target service levels provides a starting point for the development of specific service levels.
General Level of Service Statement for water reticulation network:
The sewer reticulation network will be maintained to a level that allows the reliable, safe discharging of wastewater from those connected to the network in line with appropriate guidelines.

This includes (but is not limited to) the management of:

- Work health and safety issues,
- issues of general public safety and public liability,
- defects affecting short- and long-term structural integrity of the network,
- defects affecting the availability of supply to users.

Council's current service levels are detailed in Table 3.3

Table 3.3. Current Service Levels

COMMUNITY LEVELS OF SERVICE

Key Performance Measure	Level of Service	Performance Measure Process	Performance Target	Current Performance
Quality	Sewer service is sufficient and adequately maintained for residential customers	Number of residential requests relating to sewer service	<400 p.a.	**541 (2019)**
	Sewer service does not contribute to air pollution	Number of requests relating to odour emissions	<2 p.a.	**14 (2019)**
Quantity	Customers have service disruptions resolved within Council's KPI Service Standards	Number of requests relating to sewer pit and pipe blockages	100%	**100% (2019)**
		Organisational Measure of number of customer requests relating to Council's sewer network		**541 (2019)**
Safety	Sewer reticulation is isolated from ground	Reported cases sewer surcharges in 12 months	< 175 p.a.	**337 (2019)**
	Sewer chokes are cleared quickly	Reported cases of sewer blockages in 12 months	< 125 p.a.	**135 (2019)**

TECHNICAL LEVEL OF SERVICE

Key Performance Measure	Level of Service	Performance Measure Process	Performance Target	Current Performance
Quality	Compliance with EPA Guidelines	Testing of Wastewater in each area of the Treatment Plant	>95% EPA Compliance	**100%**
Quantity	Sewer reticulation network flow is sufficient for peak demands	Monitoring flows through internal hydraulic software Organisation measure of maintenance and operations budget expenditure	**Desired Budget (Over 10yrs)** **Avg. $6,040,689 p.a.**	**2019/20 Budget** **Avg. $5,266,849 p.a.**
Dry Weather Leakage ratio	Keep the sewer network as watertight as possible to reduce the amount of water leaking into and out of the pipes	A measure of the leakiness of the pipes in the sewer network thus allowing water to infiltrate or exfiltrate from the network	Network Condition >45% Satisfactory/Fair <20% Poor/Bad	**Network Condition** **41% Satisfactory/Fair** **24% Poor/Bad**
Availability	Connections for domestic sewerage are provided to all allotments within a designated area	Number of lots not connected to the sewerage system within the serviced areas	100%	**<100%** **(See table 5.1.2)**
	Acceptance of commercial and industrial waste is in accordance with Council's trade waste policy	Local business and industry are able to effectively carry out their operations whilst complying with the trade waste policy	100% compliance	**<100%** **Council has an inspection regime to ensure compliance**
Condition	Majority of Sewer Assets are in reasonable condition	Sewer Network Age	Age of Asset are Not exceeding Useful Life (80yrs)	**9% >80yrs**
		Organisational Measure of Sewer Network Average Age		**36yrs**
		Organisational Measure of Sewer Network Condition	Network Condition 75% Excellent/Good 10% Poor/Bad	**Network Condition** **35% Excellent/Good** **24% Poor/Bad**
			***Expenditure Required to Improve Network Condition** **$10,311,071**	**Projected Position** **59% Excellent/Good** **41% Satisfactory/Fair** **0% Poor/Bad**
Camera, Clean and Condition Rate Sewer Network	Have a rigorous pro-active programme of pipe defect maintenance to prevent major blockages and breakages	Have areas of older construction and areas of known problems camera inspected & cleaned each year for planed relining in future.	To camera and clean at least 2 km of the sewer network each year.	**3.5 km Camera, Cleaned & Relined (2019)**
Relining Programme	Relining the inner wall of pipes to extend their life by 50 years and return their condition to new pipe condition	All existing defects are removed, and pipes are in "excellent" condition. The older parts of the network are kept in good operating condition.	2km relined each year	

*** Expenditure Required to Improve Network Condition;**

Expenditure required to raise assets in Poor/Bad condition to Excellent/Good.

This expenditure is separate from the above Desired Budget Expenditure shown above and is an indicative representation of funding required to improve overall network condition to a desired level of service.

4. FUTURE DEMAND

4.1 Demand Forecast

The present position and projections for demand drivers that may impact future service delivery and utilisation of assets were identified and are documented in Table 4.1.
The major factor affecting demand on the Council's infrastructure is population growth.

Table 4.1. Demand Factors, Projections and Impact on Services

Demand factor	Present position	Projection	Impact on services
Population	42,389 (2016 census)	52,500 (2031)	
Demographic	22.2% of population >60 yrs. in 2016 26.9% of population <20 yrs. in 2016	26.1% of population >60 yrs. in 2031 25.6% of population <20 yrs. in 2031	Increased population means increased infrastructure. An increasing length of pipe network.
Demand for sewer connections	A feasibility study is being undertaken to assess the viability of connecting the village of Georges Plains to the sewer network		Increasing connections means increasing network length. The outlying areas require more infrastructure including pumps stations and holding tanks
Climate Change	Predicted decline in overall rainfall with an increase in severe rainfall events		Increased peak demand on the reticulation system during severe rainfall events.
Trade waste discharging	Council's trade waste policy		Increasing onus on discharging business to pre-treat waste reducing the load on the system.
Environmental Standards	The NSW Environmental Protection Authority through the discharge licensing system dictates the allowable discharge from the sewage treatment plant.		As new legislation demands council is required to ensure that all wastewater transport is compliant with the relevant sections of the Government acts

4.2 Changes in Technology

Wastewater technological change is reflecting the greater value being placed on water resources in recent times. Grey water treatment systems are being developed that are applicable to small residential blocks. Council has implemented assessment procedures in accordance with the NSW Department of Primary Industries, Office of Water.

There has also been an increase in the water efficiency of many domestic appliances including shower heads, washing machines and dishwashers. These factors, along with the increased awareness of water issues have reduced the flow into the system, which can itself cause problems with minimum flow requirements to ensure the efficient movement of wastewater through the system.

Material technology is constantly developing and improving. Examples of past developments include uPVC piping and innovative pipe relining techniques.

Table 4.2. Changes in Technology and Forecast effect on Service Delivery

Technology Change	Effect on Service Delivery
Water efficient appliances	As new technology becomes available, domestic and commercial appliances are using water more efficiently. This reduces the load placed on the sewer system. It may reduce the flow to below the critical level for self-cleansing flow. Sewer design may need to be reassessed for managing low flow.
Grey water re-use	Awareness of water conservation issues has led to an increase in the installation of grey water systems. The installation is tightly regulated by Council to ensure safe and effective installations.
Improvements in maintenance techniques	The continuing development of in-situ pipe renewal systems and advancements in pipe cleaning methods. These new technologies reduce the cost of renewing pipes at the end of their useful life.

4.3 Demand Management Plan

Due to the public health and environmental implications of the sewer reticulation system being compromised, demand management is aimed primarily at managing the load on the system in terms of quantity and content, rather than lowering the level of service standards and the acceptance of a greater number of service failures.

Load reduction is a consequence of a reduction in water consumption. During periods of low rainfall, a low flow through the sewer can be undesirable as a minimum flow is required to ensure that flow is self-cleansing and waste is transported effectively to the filtration plant

Opportunities identified to date for demand management are shown in Table 4.3. Further opportunities will be developed in future revisions of this asset management plan.

Table 4.3. Demand Management Plan Summary

Service Activity	Demand Management Plan
Septic tank systems	Council are commissioning a study into the viability of providing sewer services to the village of Georges Plains. The outcome of the study may be to retain the status quo.
Trade waste discharging	Implementation of the NSW Department of Water and Energy trade waste guidelines as Council Policy that dictates discharge limits and volumes and the instrument for issuing fines.
Low flow (less than self-cleansing flow)	A sewer flushing program may need implementing if the load on a particular section of the system is insufficient to maintain self-cleansing flow.

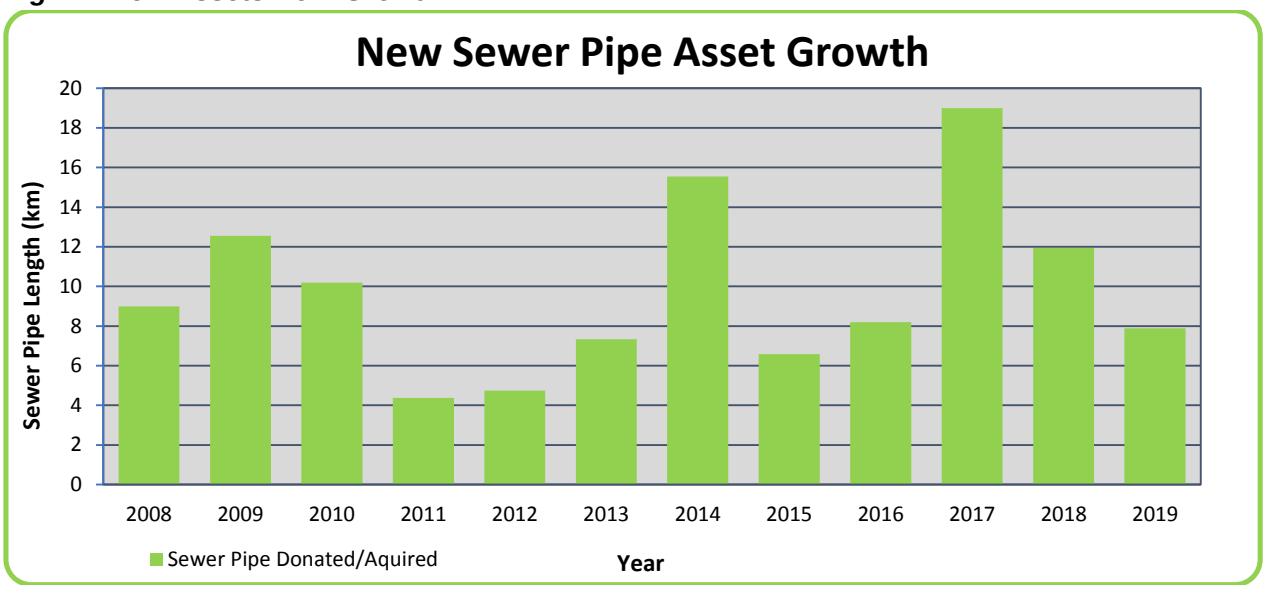
Surcharging sewer manhole, George Street

4.4 New Assets from Growth

The new assets required to meet growth will be acquired from land developments and constructed by Council. The new asset values, summarised are the reticulation pipe lengths only. New manholes and fittings are required proportionally to the new length of network added. Other assets such as pump stations and rising mains will be installed as necessary and are not considered.

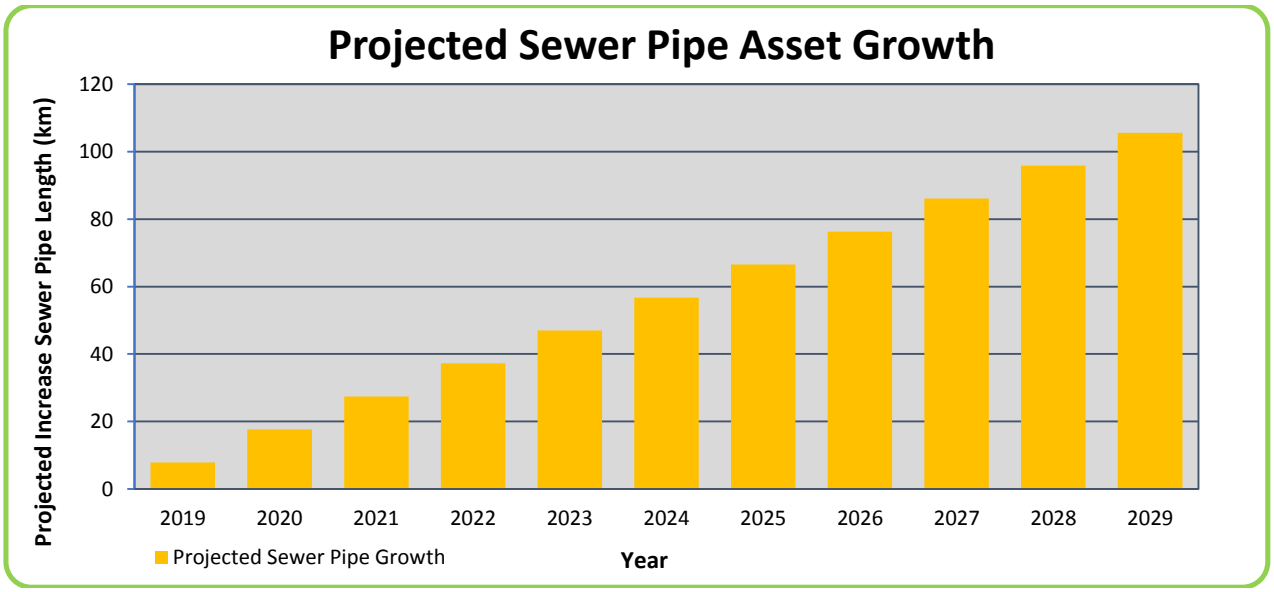
These network length growth trends are summarised in Fig 4.4 and 4.4.1

Fig 4.4. New Assets from Growth



The above graph shows the largest increase of 19km in 2017 and the smallest increase of 4.4km in 2011. The sewer network over the last 10yrs has increased on average by 9.8km p.a. The large increases shown in 2017 is a result of an increase of subdivision development and the Greater Western Highway upgrade project.

Fig 4.4.1 Projected Asset Growth



The above projected sewer pipe network length has been determined from the average increase over the past 10yrs and project the sewer network to increase 97.7km by 2029. Projecting the overall length of the sewer network at 549.1km. Acquisition/Donation of these future assets will commit council to fund ongoing operations and maintenance costs for the period that the service provided from the assets is required.

5. LIFECYCLE MANAGEMENT PLAN

The lifecycle management plan details how Council plans to manage and operate the assets at the agreed levels of service (defined in section 3) while optimising life cycle costs.

5.1 Background Data

5.1.1 Physical parameters

The assets covered by this asset management plan:

Asset Category	Measure
Treatment Plant	1
Building/Structures	76
Sewer Pipe	451.4km
Pump Stations	40
Sewer Manholes	7,793

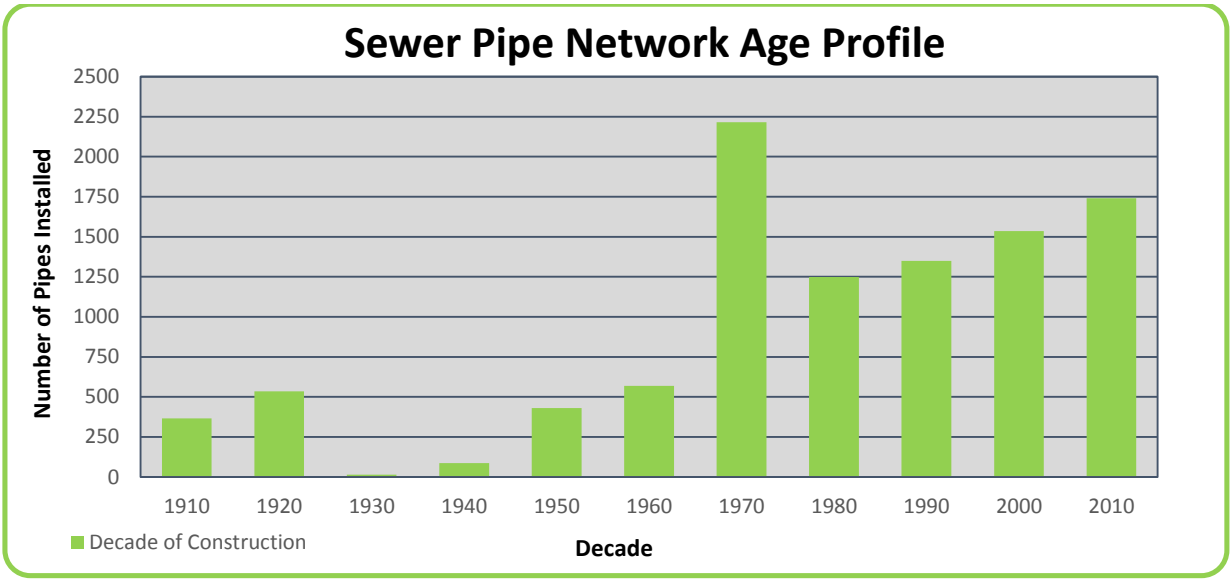
Table 5.1.1a Sewer Pipe Network Material Breakdown

Pipe Type	Reticulation	Rising main	Trunk main	Total (m)
Asbestos cement	215	6,684	3,598	10,498
Vitreous clay	263,845	9,511	23,421	296,777
uPVC/PVC	84,153	11,123	5,392	100,668
Reinforced concrete	1,565	1,160	28,962	31,688
Glass reinforced plastic	5	-	2,238	2,243
Ductile iron, concrete lined	756	1,266	710	2,733
Ductile iron	887	-	53	940
Cast iron	-	303	-	303
Galvanised iron	-	438	-	438
Polypropylene	937	4,089	-	5,025
Steel	97	-	-	97
Total	**352,461**	**27,890**	**60,776**	**451,410**

Table 5.1.1b Sewer Pipe Network Diameter Breakdown

Pipe Diameter (mm)	Length (m)	% of Network	Pipe Diameter (mm)	Length (m)	% of Network
50	4,593	1.02	300	17,200	3.81
100	9,263	2.05	375	16,348	3.62
150	357,622	79.22	450	8,126	1.80
200	1,603	0.36	525	4,266	0.95
225	26,365	5.84	600	1,408	0.31
250	3,491	0.77	675	1,063	0.25
			Grand Total	**451,410**	**100.00%**

Fig 5.1.1c. Sewer Pipe Network Age Profile



Approximately 8% of the network age has been estimated by using the date of registration of deposited plans. This is generally applying to pipes installed earlier than 1960.

5.1.2 Asset capacity and performance

Council's services are generally provided to meet design standards where these are available. Locations where deficiencies in service performance are known are detailed in Table 5.1.2.

Table 5.1.2. Known Service Performance Deficiencies

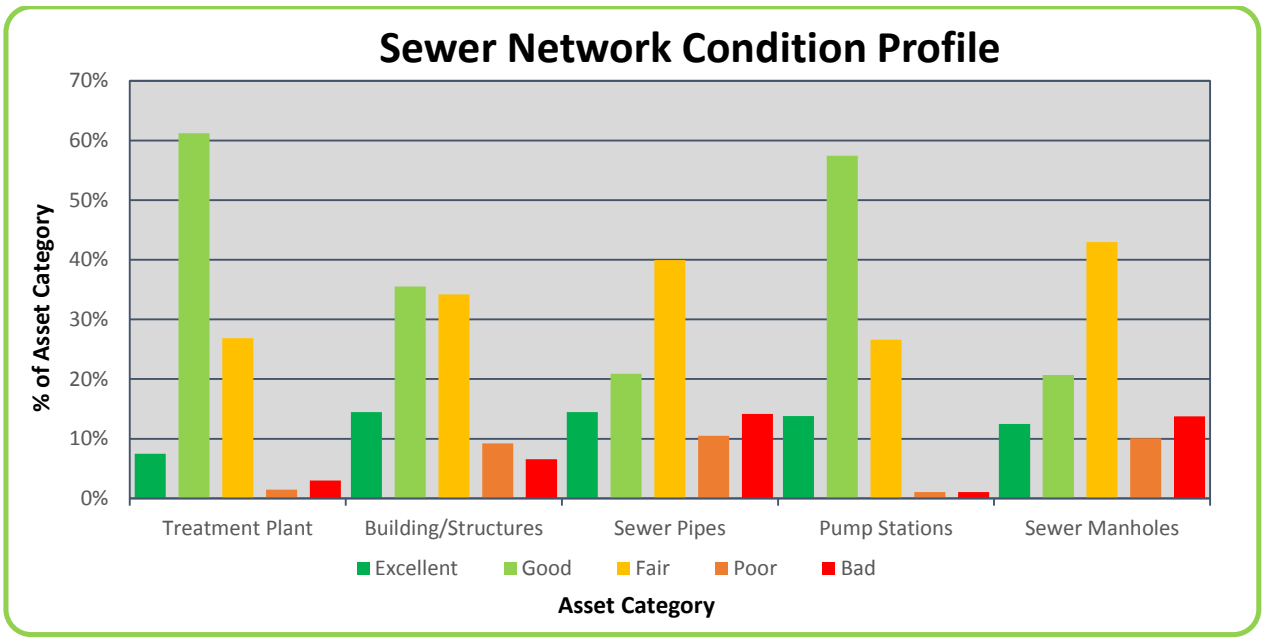
Location	Service Deficiency
Durham Street	Insufficient fall from the house to the sewer main for gravity feed into the sewer system. A number of houses are connected to a septic system.
Morrissett Street area	Insufficient fall from the house to the sewer main for gravity feed into the sewer system. A number of houses are connected to a pump out sewer system.
Numerous locations in Bathurst	A number of trunk main locations have been identified through AWT modelling that during under certain conditions have inadequate capacity and as a result surcharging from adjacent manholes may occur.

Aluminium Dosing Plant, Wastewater Treatment Plant

5.1.3 Asset condition

The condition profile of the sub-surface parts of the sewer network is difficult to ascertain. In lieu of condition information the age of the pipe network will be used to estimate the condition. Council does have some condition data on the older parts of the network; however, this is only a small sample and is not representative of the entire network.

Fig 5.1.3. Sewer Network Condition Profile



Condition rating will be measured using a 1-5 rating system as broadly outlined below.
This will be on the overall condition of the item and not of any individual components.

Condition Rating		Description	Useful Life % Remaining
1	**Excellent**	Sound condition.	**100-90%**
2	**Good**	Minor deterioration.	**80-70%**
3	**Fair**	Functionally sound, deterioration beginning to impact on asset integrity.	**60-40%**
4	**Poor**	Significant defects, marked deterioration.	**30-10%**
5	**Bad**	Near Failure.	**<10%**

Average age of network components is 36 years

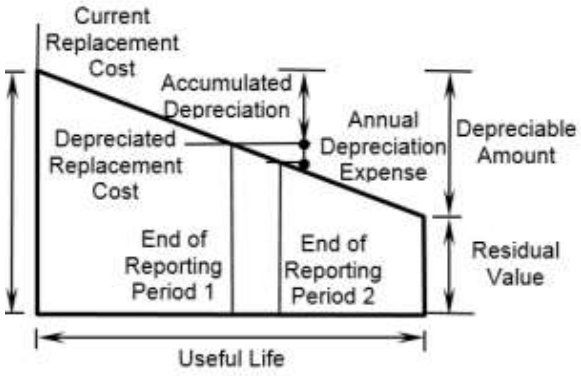
The condition ratings and data used above are the same used in Council's Special Schedule 7 in the Annual Financial Statements.

5.1.4 Asset valuations

The current replacement cost to replace all of council's sewer network as of **30/06/2019** is **$244,275 million.** The depreciation replacement cost, the accumulated depreciation shown as the cost of the sewer asset network consumed/expired is **$159,701 million**. Meaning the sewer network has depreciated by **$84,574 million or $232,187p.a**.

The total **2019/20** maintenance/operational and capital renewal/upgrade budget is **$26,536 million**. The capital renewal budget represents **5.0%** or **$1,330 million** of the overall budget and capital upgrade/expansion comprises **15.6%** or **$4,138 million**. The remaining **79.4%** or **$21,067 million** is allocated for maintenance and operations.

Assets are valued at greenfield rates.



5.2 Risk Management Plan

An assessment of risks associated with service delivery from infrastructure assets has identified critical risks to Council. The risk assessment process identifies credible risks, the likelihood of the risk event occurring, the consequences should the event occur, develops a risk rating, evaluates the risk and develops a risk treatment plan for non-acceptable risks.

Critical risks, being those assessed as 'Very High' - requiring immediate corrective action and 'High' – requiring prioritised corrective action identified in the infrastructure risk management plan are summarised in Table 5.2.

Table 5.2. Critical Risks and Treatment Plans

Risk	What can Happen	Risk Rating	Risk Treatment Plan
Pumping station	Power/electrical or mechanical failure	**VERY HIGH**	Installation of holding tanks for offline storage of wastewater until such time as the pump station is operational. Minimum 8 hours holding capacity
Trunk main choke	Through a combination of a build-up of solids and low flow a sewer choke can occur in larger diameter mains	**VERY HIGH**	The AWT modelling has identified areas around town where pipe capacities may be inadequate. Council are implementing the recommendations as budgeting allows.
Environment & Public health	Discharge from manhole in low sensitivity area such as industrial area	**HIGH**	Council has a 24-hour emergency line to ensure any surcharge is dealt with quickly and efficiently.
	Discharge from manhole is in a public or environmentally sensitive area	**VERY HIGH**	Council has a 24-hour emergency line to ensure any surcharge is dealt with quickly and efficiently.

5.3 Routine Maintenance Plan

Routine maintenance is the regular on-going work that is necessary to keep assets operating, including instances where portions of the asset fail and need immediate repair to make the asset operational again.

5.3.1 Maintenance plan

Maintenance includes reactive, planned and cyclic maintenance work activities;

Reactive maintenance is unplanned repair work carried out in response to service requests and management/supervisory directions. Reactive maintenance to the sewer reticulation network includes:

- Clearing sewer chokes.
- Repairing or replacing broken pipes.
- Replacing damaged manhole lids.
- Making necessary repairs to failed pump stations

Planned maintenance is repair work that is identified and managed through a maintenance management system (MMS). MMS activities include inspection, assessing the condition against failure/breakdown experience, prioritising, scheduling, actioning the work and reporting what was done to develop a maintenance history and improve maintenance and service delivery performance. Planned maintenance on the sewer reticulation system includes:

- Relining of mains in poor condition.
- Regular cleaning of sections of the reticulation network known to have problems.
- Using pipe cameras to assess areas of the network suspected of poor condition.

Cyclic maintenance is replacement of higher value components/sub-components of assets that is undertaken on a regular cycle including repainting, building roof replacement, etc. This work generally falls below the capital/maintenance threshold. Cyclic maintenance on the reticulation network is mainly performed on the pump stations through implementing the pump station asset maintenance plan. This includes:

- Servicing of pumps and motors to manufacturers recommendations.
- Replacing electrical components with finite life spans.

Maintenance expenditure levels are considered to be adequate. Assessment and prioritisation of reactive maintenance is undertaken by Council staff using experience and judgement.

5.3.2 Standards and specifications

Maintenance work is carried out in accordance with the following Standards and Specifications.

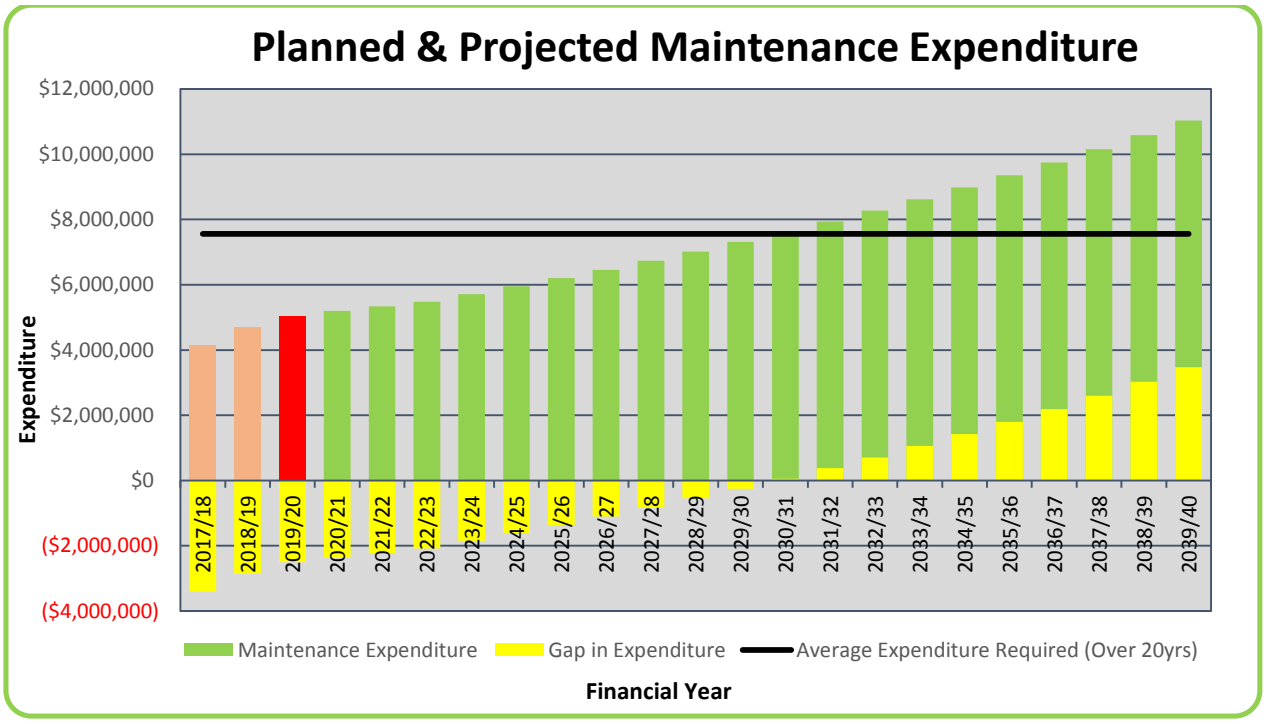
- Bathurst Regional Council 2004 *Guidelines for engineering works,* Bathurst Regional Council, 2004
- Australian Builders Code Board, Plumbing Code of Australia (PCA)

5.3.3 Summary of future maintenance expenditures

Future maintenance expenditure is forecast to trend in line with the value of the asset stock as shown in Fig 5.3.3 Note that all costs are shown in current 2019-dollar values.

Sewer Pump Station No.4, Eglinton Road

Fig 5.3.3 Planned and Projected Maintenance Expenditure



The above graph shows;

- Maintenance & Operating expenditure from 2017/18 to 2039/40 FY (Projected)
- The Average maintenance expenditure required to meet asset renewals over 20yrs.
- Maintenance & Operating Budget from 2023/24 onwards has been extrapolated with a 4.2% PPI factor Over 20yrs.

Sewer Network Current Position;

- Total Maintenance & Operating Expenditure (required over 20yrs) = **$167,599,095**
- Average Maintenance & Operating Expenditure (required over 20yrs) = **$7,559,419 p.a.**
- Average Gap in Expenditure = -$272,502 p.a.
- Increase in Expenditure from 2019/20 to 2039/40 = **$5,973,262**
- 2019/20 Budget Maintenance & Operating = **$5,266,849 Avg. p.a.**

Sewer Pump Station No.2, Dorman Place Kelso

5.4 Renewal/Replacement Plan

Renewal expenditure is major work which does not increase the asset's design capacity but restores, rehabilitates, replaces or renews an existing asset to its original service potential. Work over and above restoring an asset to original service potential is upgrade/expansion or new works expenditure.

5.4.1 Renewal plan

Sewer pipes requiring renewal are identified from estimates of remaining life obtained from the asset register and from recommendation made by Councils wastewater technicians. Candidate proposals are inspected by remote camera to verify pipe condition and to develop a preliminary renewal estimate. Suspect pipes are inspected and cleaned with a camera and a condition rating applied. Available funds are scheduled in future works programmes.

Modern pipe renewal techniques are generally in-situ relining of the pipe wall using one of a number of proprietary methods. Relining restores the service potential of the pipe at a cost significantly less than replacement. Where a pipe cannot be renewed via relining it is necessary to dig it up and replace the damaged or aged section.

5.4.2 Renewal standards

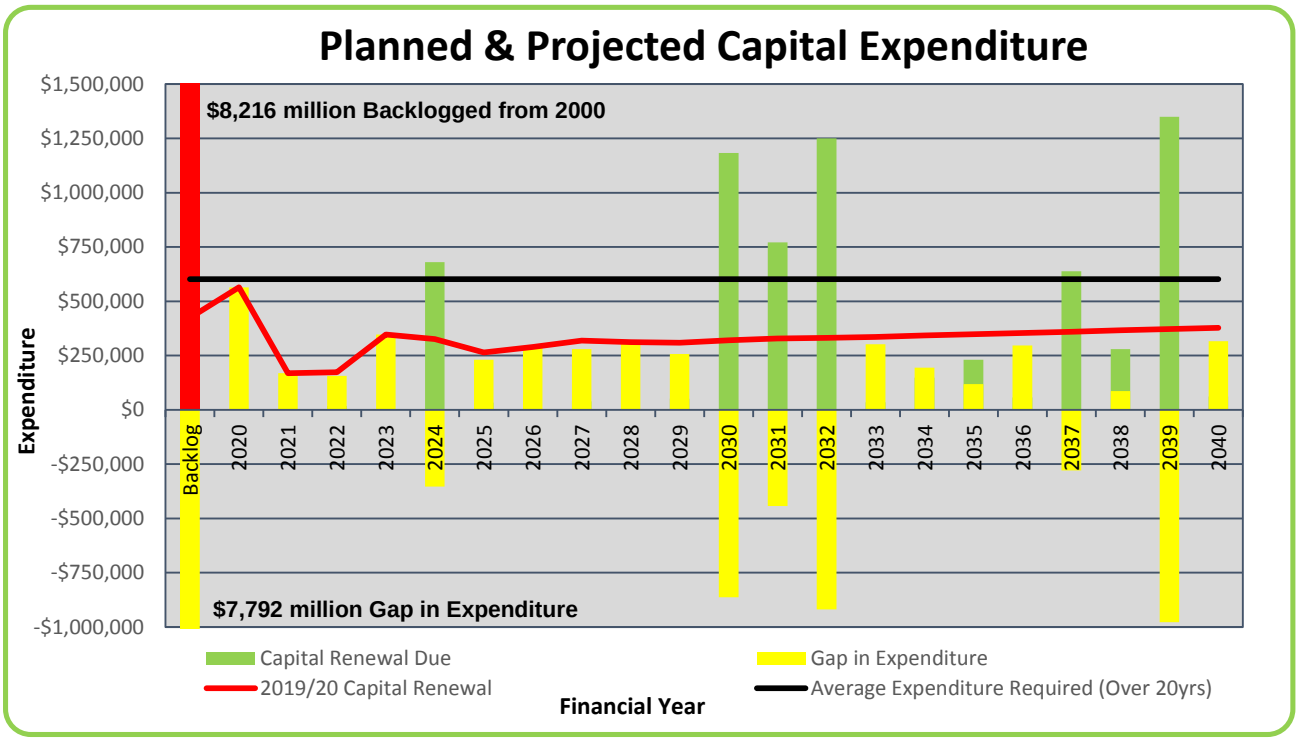
Renewal work is carried out in accordance with the Australian Builders Code Board, Plumbing Code of Australia (PCA). Further to this, all work is inspected by remote camera before and after relining. The end product is to be to the satisfaction of the operations manager of the wastewater system.

5.4.3 Summary of future renewal expenditure

Projected future renewal expenditures are forecast to increase over time as the asset stock ages. The costs are summarised in Fig 5.4.3 Note that all costs are shown in current 2019-dollar values.

Inlet Works, Wastewater Treatment Plant

Fig 5.4.3 Planned and Projected Capital Expenditure



The above graph shows;

- Sewer assets and the years that they will reach the end of its useful life and will require renewal/upgrade.
- The Backlog of Asset Renewals from previous years and are overdue for renewal.
- The Average renewal expenditure required to meet asset renewals over 20yrs.
- 2019/20 Capital Renewal Budget and from 2023 has been extrapolated with a 4.2% PPI factor over 20yrs.

Sewer Network Current Position;

- Total Renewal Expenditure (required over 20yrs) = **$15,041,692**
- Backlogged Asset Renewals = **$8,215,816**
- Average Renewal Expenditure (required over 20yrs) = **$601,668p.a.**
- Average Gap in Expenditure = -$350,303p.a.

Sewer Pump Station No.12, Vale Road Perthville

5.5 Creation/Acquisition/Upgrade Plan

New works are those works that create a new asset that did not previously exist or works which upgrade or improve an existing asset beyond its existing capacity. They may result from growth, social or environmental needs. Assets may also be acquired at no cost to the Council from land development. These assets from growth are considered in Section 4.4.

5.5.1 Selection criteria

New sewer reticulation assets are constructed as new growth dictates. Reticulation system assets include pipes, manholes and pump stations where required.

Necessary upgrades of pipes are identified through a comprehensive process of modelling the sewer system. Council typically reviews its sewer model ever 5 years, currently using consultant Mott Macdonald Pty Ltd. The Consultants identify areas with insufficient capacity and recommend upgrades to reduce the risk of surcharges. Council actions these based on risk profile and completes work as resources permit. Planned growth areas are also reviewed within the model and predicted upgrades to the network programmed and completed as growth occurs.

5.5.2 Standards and specifications

Standards and specifications for new assets and for upgrade/expansion of existing assets are the same as those for renewal shown in Section 5.4.2.

5.5.3 Summary of future upgrade/new assets expenditure

Planned upgrade/new asset expenditures are summarised in Fig 5.4.3
All costs are shown in current 2019-dollar values.

5.6 Disposal Plan

The sewer network is not subject to disposal.

Switchboards in Control Tower, Wastewater Treatment Plant

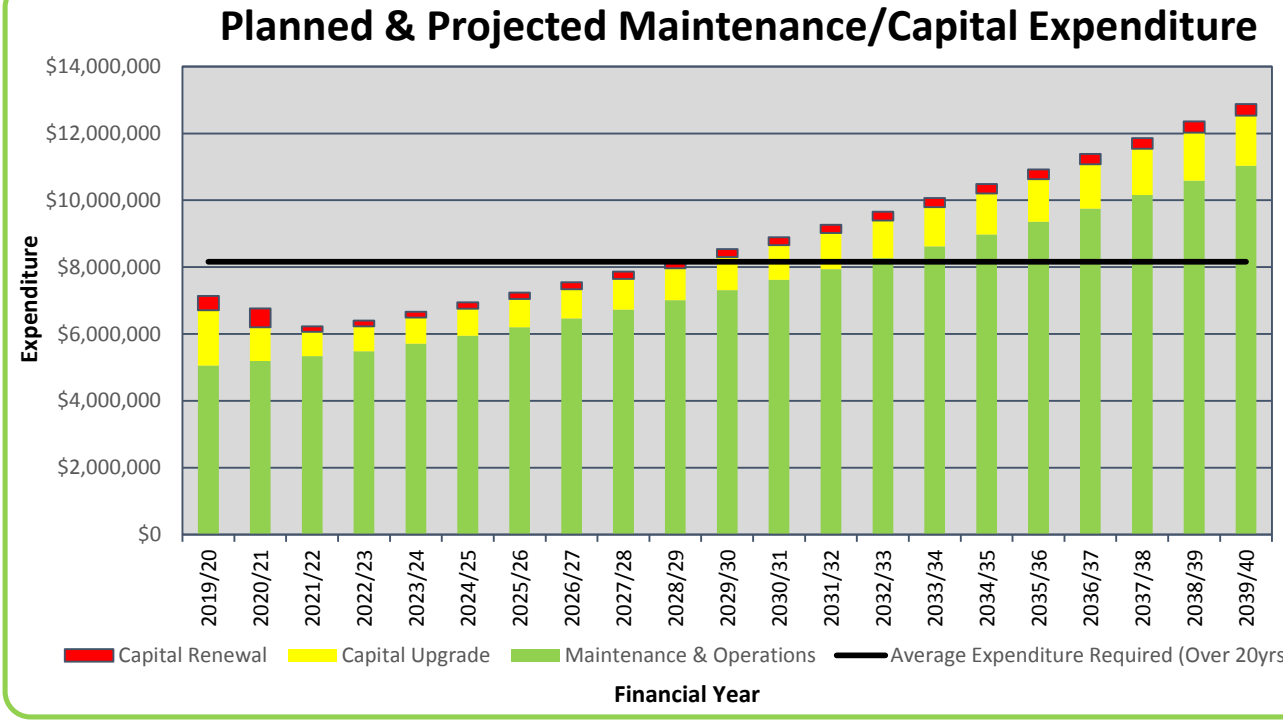
6. FINANCIAL SUMMARY

This section contains the financial requirements resulting from all the information presented in the previous sections of this asset management plan. The financial projections will be improved as further information becomes available on desired levels of service and current and projected future asset performance.

6.1 Financial Statements and Projections

The financial projections are shown in Fig 6.1 for planned operating (operations and maintenance) and capital expenditure (renewal and upgrade/expansion/new assets).

Fig 6.1. Planned and Projected Maintenance/ Capital Expenditure



The above graph shows;

- Maintenance, Operating, Capital Renewal & Upgrade expenditure from 2019/20 to 2039/40 FY (Projected)
- The Average Maintenance, Operating, Capital Renewal & Upgrade expenditure over 20yrs.
- 2019/20 Maintenance, Operating, Capital Renewal & Upgrade Budget from 2023/24 has been extrapolated with a 4.2% PPI factor over 20yrs.

Sewer Network Current Position;

- Total Maintenance, Operating, Capital Renewal & Upgrade Expenditure (required over 20yrs) = **$158,747,795**
- Average Expenditure (required over 20yrs) = **$8,161,086**
- 2019/20 Budget = **$5,266,849 Avg p.a.**

6.1.1 Sustainability of service delivery

There are two key indicators for financial sustainability that have been considered in the analysis of the services provided by this asset category, these being long term life cycle costs and medium-term costs over the 10-year financial planning period.

Long term - Life Cycle Cost

Life cycle costs (or whole of life costs) are the average costs that are required to sustain the service levels over the longest asset life. Life cycle costs include maintenance and asset consumption (depreciation expense). The annual average life cycle cost for the services covered in this asset management plan is **$7.953 million**.

Life cycle costs can be compared to life cycle expenditure to give an indicator of sustainability in service provision. Life cycle expenditure includes maintenance plus capital renewal expenditure. Life cycle expenditure will vary depending on the timing of asset renewals. The life cycle expenditure at the start of the plan is **$7.134 million**.

A gap between life cycle costs and life cycle expenditure gives an indication as to whether present consumers are paying their share of the assets, they are consuming each year. The purpose of this asset management plan is to identify levels of service that the community needs and can afford and develop the necessary long-term financial plans to provide the service in a sustainable manner.

The life cycle gap for services covered by this asset management plan is **$819,000** per annum. The life cycle sustainability index is **0.45.** The low life cycle sustainability index shows that the sewer network is adequately being funded.

Medium term – 10-year financial planning period

This asset management plan identifies the estimated maintenance and capital expenditures required to provide an agreed level of service to the community over a 20-year period for input into a 10-year financial plan and funding plan to provide the service in a sustainable manner. This may be compared to existing or planned expenditures in the 20-year period to identify any gap.

Sewer Pump Station No.10, Queen Street Perthville

6.2 Funding Strategy

Projected expenditure identified in Section 6.1 is to be funded from Council's operating and capital budgets.

Ideally Council would maintain the sewer reticulation network at condition 1 or 2. Subterranean pipe networks make condition inspections expensive and not necessarily definitive. Further to the difficulty and expense of inspections is the maintenance work, generally in the form of renewal for pipes. Due to the 'go/no go' nature of the sewer network, the benefits of such a programme in terms of additional level of service offered to the consumers are very minimal. The balance between providing a reliable service and ensuring that the network is maintained to a level that provides long term service are the responsibility of the Council's sewer engineers with only small input from consumers.

The council funds all work to the sewer reticulation service through income raised by the wastewater levy applied to all urban residential lots. The structure of rates payable is reviewed each year and published in the annual management plan.

The current levels of funding are proving adequate in the short and medium term. An increase in the funds available for asset renewal should be considered.

6.3 Valuation Forecasts

Asset values are forecast to increase as additional assets are added to the asset stock from construction and acquisition by Council and from assets constructed by land developers and others and donated to Council.

The depreciated replacement cost (current replacement cost less accumulated depreciation) will vary over the future depending on the rates of addition of new assets, disposal of old assets and consumption and renewal of existing assets.

6.4 Key Assumptions made in Financial Forecasts

This section details the key assumptions made in presenting the information contained in this asset management plan and in preparing forecasts of required operating and capital expenditure and asset values, depreciation expense and carrying amount estimates. It is presented to enable readers to gain an understanding of the levels of confidence in the data behind the financial forecasts.

Key assumptions made in this asset management plan are:

- Useful life and value of assets are calculated using the NSW Reference Rates Manual for Valuation of Water Supply, Sewerage and Stormwater Assets published by the NSW Office of Water in June 2014. Updates on rate changes are published annually to keep valuations current.
- Annualised PPI of approximately 4.2% for the 2018/2019 financial year. A continued annualised PPI of 4.2% over the 20-year long term planning period. With the uncertainty in current markets the actual PPI may differ significantly from this figure.
- Depreciation is calculated on a straight-line method

Accuracy of future financial forecasts may be improved in future revisions of this asset management plan by the following actions.

- Improving the accuracy of unit rates by collecting more detailed financial information from construction work and comparing and adjusting the unit rates derived from the NSW Office of Water.

Buried sewer manhole, Beside 212 Rankin Street

7. ASSET MANAGEMENT PRACTICES

7.1 Accounting/Financial Systems

Council currently uses Civica Authority as the primary Corporate System

Administrator: IT manager and Assets System Administrator.

Relevant accounting standards are:

- AAS 27 “Financial Reporting by Local Governments”
- AASB 136 Impairment of Assets
- AASB 1021 Depreciation of Non-Current Assets
- AASB 1041 Accounting for the reduction of Non-Current Assets
- AAS 1015 Accounting for acquisition of assets

7.2 Asset Management Systems

Council uses CONFIRM asset management software. The current version in use by BRC is 19.00e.AM.12665.

CONFIRM team:

Team leader:	Administration Engineer
Administrator:	Assets Systems Administrator
Data entry:	3 x Asset Technicians
Field inspections:	Asset Inspector

Confirm consists of:

- A comprehensive sewer inventory;
- Condition rating for the sewer network where available;
- Data Management, with functional reporting procedure to present inventory and assessment information;
- Asset Accounting, AAS27 reporting capability and life cycle costing; and
- Council uses MapInfo GIS system linked to CONFIRM.
- A number of handheld GPS devices are used to collect data in the field.

As a result of this plan it is intended to improve the Asset management system by:

- Ascertaining more accurate unit rates for work performed in the sewer network.
- Linking of Confirm to Financial Software to gain more accurate costs of works.

7.3 Information Flow Requirements and Processes

The key information flows *into* this asset management plan are:

- The asset register data on size, age, value, remaining life of the network;
- The unit rates for categories of work/material;
- The adopted service levels;
- Projections of various factors affecting future demand for services;
- Correlations between maintenance and renewal, including decay models;
- Data on new assets acquired by council.

The key information flows *from* this asset management plan are:

- The assumed Works Program and trends;
- The resulting budget, valuation and depreciation projections;
- The useful life analysis.

These will impact the Long-Term Financial Plan, Strategic Business Plan, annual budget and departmental business plans and budgets. The current communication between financial and asset systems is limited to manually entering the relevant data. CONFIRM provides asset valuations and capitalisations. These figures are supplied to the finance system for reporting purposes.

8. CONCLUSION

8.1 Current position statement

The provision of sewer service is one of Council's Principal Activities. Council provides the sewer reticulation network to the urban area which also includes the villages of Raglan, Eglinton and Perthville.

The current network consists of **451.41km** of pipes, approximately **7,793** sewer pits and **40** pump stations. Over the last 10 years the network has increased in length at an average of **9.8km** p.a. and **10** pump stations (all small local catchment units). The average age of the pipe and pit sewer assets is **36** years. The average age of the sewer pump stations is **17** years.

The Bathurst sewer supply dates back to **1917**. There are possibly some original pipes still in use in the network, making them almost **100** years old. Approximately **11%** of the network has been assessed as in poor or bad condition, based on the age of the pipes.

The current replacement cost of the reticulation network is **$244.275 million**. The annual depreciation expense is **$2.372 million.**

The current maintenance and repair budget for the entire reticulation network is approximately **$1,560,283 p.a.**

The current sewer capital renewal (capital upgrades omitted) budget for **2019/20 FY** is **$424,000** and the current capital renewal budget over the medium term required is **$601,668** creating a shortfall of -$177,668 for year 1 of the planning period. The shortfall in funding does not allow for any upgrades of road infrastructure, only maintaining the pre-existing infrastructure.

In the medium term (10yrs) the average maintenance and capital renewal expenditure required is **$7,953 million p.a.** and the current maintenance and capital renewal budget is **$7,134 million**. This is funding shortfall of -$818,886 p.a. The difference in the required budget when compared to the actual budget indicates that the overall sewer network average age will continue to increase, and the overall condition could be expected to deteriorate.

Customer requests regarding the sewer system have, on a monthly average remained static. This suggests that the level of service provided by the sewer reticulation system being maintained and current maintenance expenditure is adequate.

The budget for maintenance and repair is currently forecast by adding an additional amount due to PPI on the previous year's budget. As the reticulation assets age and the network expands to meet the growth in areas of Bathurst, the expenditure required to meet maintenance needs will increase at a rate higher than the extra for PPI. If the current level of maintenance is not increased in line with the increasing maintenance requirements of the reticulation network more surcharge incidents and a generally lower level of service could be reasonably expected.

The assets within the reticulation network have varied useful lives as published in the NSW Office of Water Reference Rates Manual, 2014. The Reference Rates manual gives useful lives of sewer pipes ranging from **40** years for ductile iron pipe to **70** years for uPVC and vitreous clay. In reality the individual assets within the pipe network have different life expectancies dependant not only the material of their construction, but the makeup of the wastewater in the pipe and the ground the pipe is laid in. Although the final assessment on capital renewal of sewer pipes will be based on the criteria in 5.4.1, asset age is the best indicator available to predict the future expenditure required to replace sewer infrastructure that has deteriorated to a point where it is no longer serviceable.

The information contained within the asset management plan sets a benchmark for the sewer reticulation network at the close of the 2019 calendar year. By continuing to collect information on the condition of the network and closely monitoring the expenditure on maintenance and renewal of the network the performance of the Council's sewer reticulation strategies can be measured, reported on and improved in the future.

9. PLAN IMPROVEMENT AND MONITORING

9.1 Performance Measures

- The degree to which the required cash flows identified in this asset management plan are incorporated into council's long-term financial plan and Strategic Management Plan;
- The degree to which 1-5-year detailed works programs, budgets, business plans and organisational structures take into account the 'global' works program trends provided by the asset management plan;

The asset management improvement plan generated from this asset management plan is shown in Table 9.2.

9.2 Monitoring and Review Procedures

This asset management plan will be reviewed during annual budget preparation and amended to recognise any changes in service levels and/or resources available to provide those services as a result of the budget decision process.

The Plan has a life of 4 years and is due for revision and updating within 2 years of each Council election.

Table 9.2 Improvement Plan

Task	Responsibility	Resources Required	Timeline
Review plan Annually	Asset Team	Input from Sewer Section Staff	4 years
Development of advanced asset management plan for Wastewater Treatment Plan	Asset Technician	Input from WWTP Staff & Supervisors	
Improve the date of construction or replacement information within the asset register	Asset Technician/Water & Sewer Crew Supervisor	Any plans, diagrams and/or other evidence of works	

Sewer Pump Station No.34, Reid Park Mount Panorama

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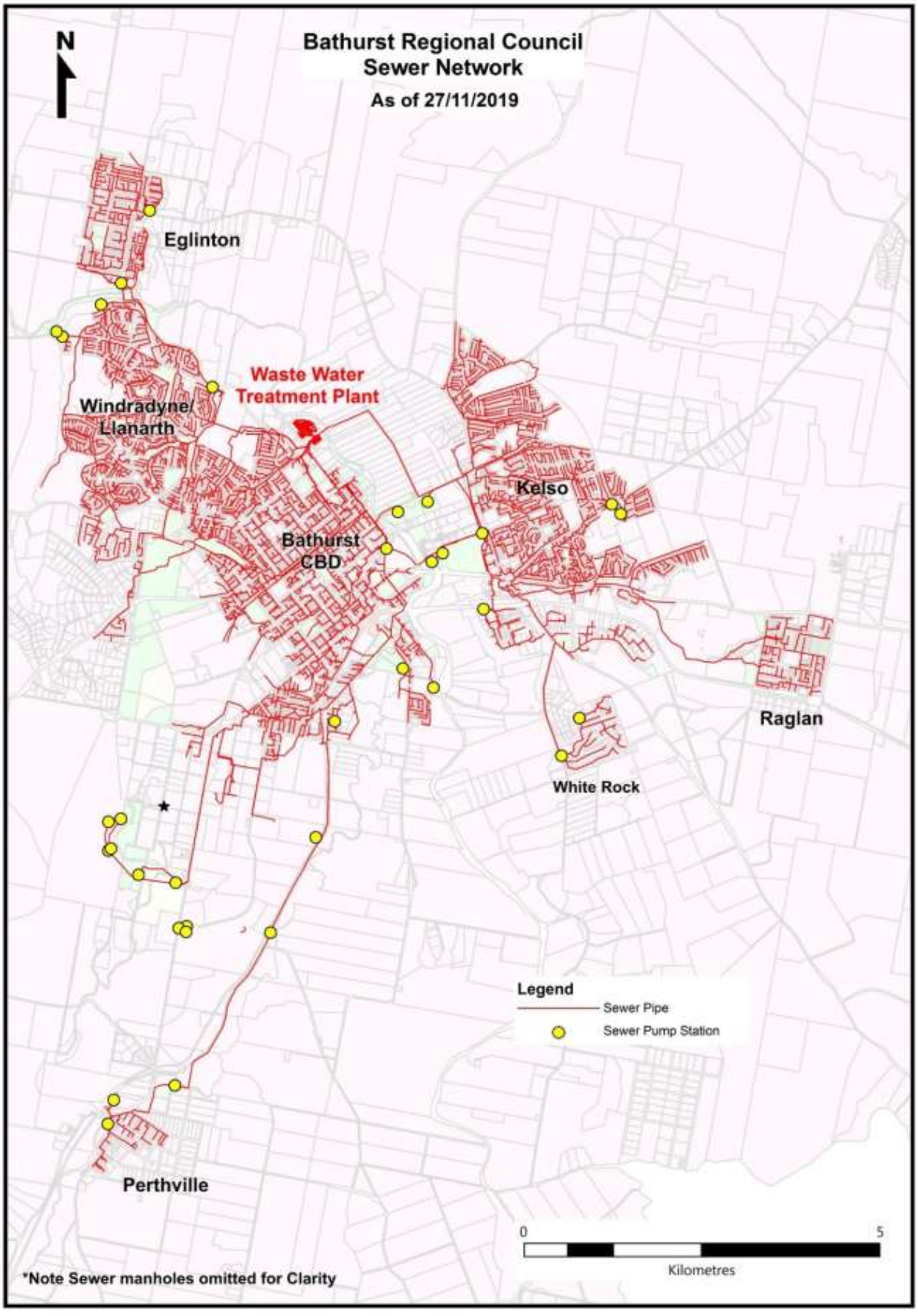

N
Bathurst Regional Council
Sewer Network
As of 27/11/2019
Eglinton
Waste Water
Treatment Plant
Windradyne/
Llanarth
Kelso
Bathurst
CBD
Raglan
White Rock
Perthville
Legend
Sewer Pipe
Sewer Pump Station
0
5
Kilometres
*Note Sewer manholes omitted for Clarity

BATHURST
REGIONAL COUNCIL

SOLID WASTE
ASSET MANAGEMENT PLAN

Version 2.0
August 2019

Bathurst Waste Management Centre, College Road

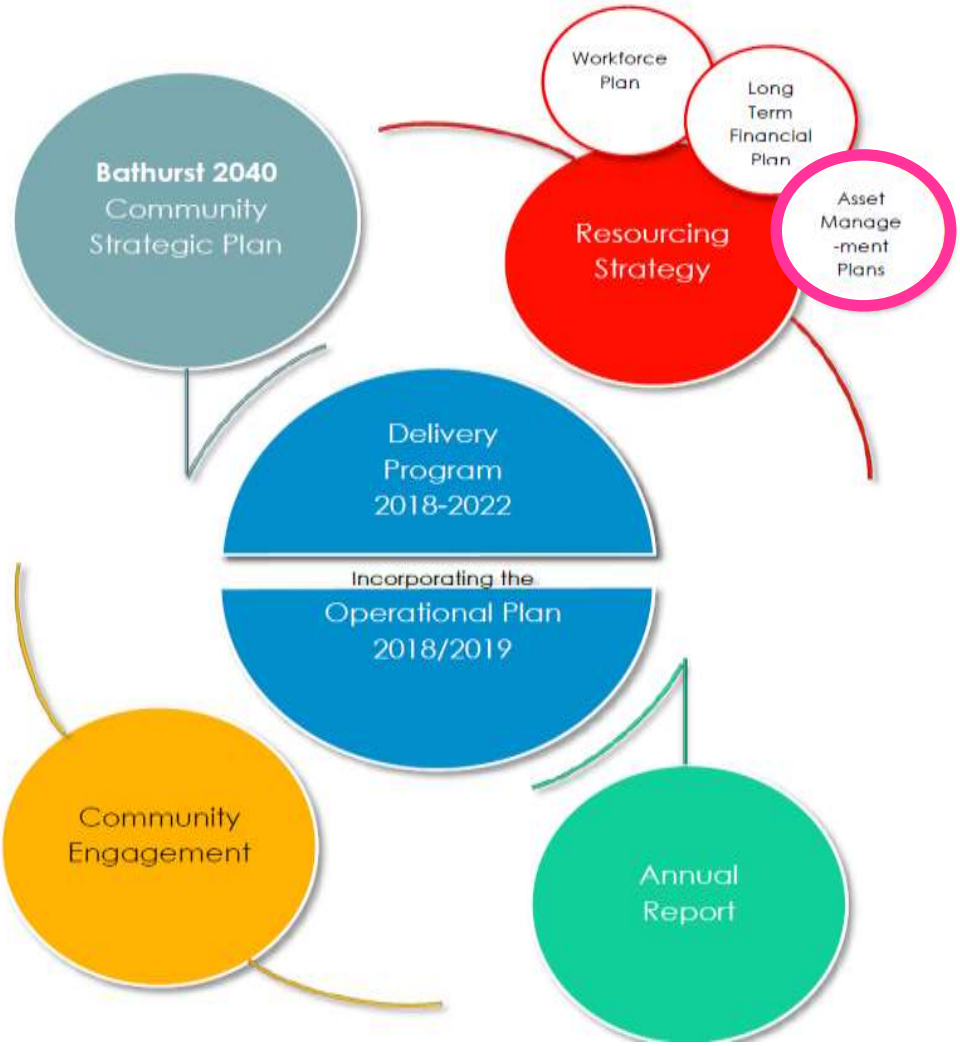
Document Control	Bathurst Regional Council

Document ID: Solid Waste_ AMP_August 2019_Ver 2.0.docx					
Version No.	Date	Version Details	Author	Reviewer	Approver
0.1	October 2011	First draft	BDO	AC-W/AR	DP
0.2	November 2011	Second Draft	BDO	RD/PB	DP
1.0	August 2012	Adopted by Council 15/8/2012	BDO	RD/PB	DP
2.0	August 2019	Draft Version	BH	RD/RB/PB	DS

Key:

BDO: Ben O'Regan	Asset Engineer (Previous)	AC-W: Anthony Cullen-Ward	Solid Waste Co-Ordinator
AR: Alison Reilly (Now Thompson)	Environmental Programs Officer	DP: Douglas Patterson	Director Engineering Services (Previous)
RD: Russell Deans	Manager Water & Waste	PB: Peter Benson	Administration Engineer
DS: Darren Sturgiss	Director Engineering Services	RB: Robyn Dilnot	Asset Engineer
BH: Ben Hudson	Asset Technician		

Integrated Planning and Reporting Framework



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ABBREVIATIONS

AAAC	Average annual asset consumption
AMP	Asset management plan
ARI	Average recurrence interval
CRC	Current replacement cost
DA	Depreciable amount
DoH	Department of Health
PPI	Producer Price Index
EF	Earthworks/formation
IRMP	Infrastructure risk management plan
LCC	Life Cycle cost
LCE	Life cycle expenditure
MMS	Maintenance management system
PCI	Pavement condition index
RTS	Rural Transfer Station
RV	Residual value
vph	Vehicles per hour
WMC	Waste Management Centre

GLOSSARY

Annual service cost (ASC)
An estimate of the cost that would be tendered, per annum, if tenders were called for the supply of a service to a performance specification for a fixed term. The Annual Service Cost includes operating, maintenance, depreciation, finance/ opportunity and disposal costs, less revenue.

Asset class
Grouping of assets of a similar nature and use in an entity's operations (AASB 166.37).

Asset condition assessment
The process of continuous or periodic inspection, assessment, measurement and interpretation of the resultant data to indicate the condition of a specific asset so as to determine the need for some preventative or remedial action.

Asset management
The combination of management, financial, economic, engineering and other practices applied to physical assets with the objective of providing the required level of service in the most cost-effective manner.

Assets
Future economic benefits controlled by the entity as a result of past transactions or other past events (AAS27.12).

Property, plant and equipment including infrastructure and other assets (such as furniture and fittings) with benefits expected to last more than 12 month.

Average annual asset consumption (AAAC)*
The amount of a local government's asset base consumed during a year. This may be calculated by dividing the Depreciable Amount (DA) by the Useful Life and totalled for each and every asset OR by dividing the Fair Value (Depreciated Replacement Cost) by the Remaining Life and totalled for each and every asset in an asset category or class.

Brownfield asset values**
Asset (re)valuation values based on the cost to replace the asset including demolition and restoration costs.

Capital expansion expenditure
Expenditure that extends an existing asset, at the same standard as is currently enjoyed by residents, to a new group of users. It is discretional expenditure, which increases future operating, and maintenance costs, because it increases council's asset base, but may be associated with additional revenue from the new user group, eg. extending a drainage or formed footpath and cycleway network, the provision of an oval or park in a new suburb for new residents.

Capital expenditure
Relatively large (material) expenditure, which has benefits, expected to last for more than 12 months. Capital expenditure includes renewal, expansion and upgrade. Where capital projects involve a combination of renewal, expansion and/or upgrade expenditures, the total project cost needs to be allocated accordingly.

Capital funding
Funding to pay for capital expenditure.

Capital grants
Monies received generally tied to the specific projects for which they are granted, which are often upgrade and/or expansion or new investment proposals.

Capital investment expenditure
See capital expenditure definition

Capital new expenditure
Expenditure which creates a new asset providing a new service to the community that did not exist beforehand. As it increases service potential it may impact revenue and will increase future operating and maintenance expenditure.

Capital renewal expenditure
Expenditure on an existing asset, which returns the service potential or the life of the asset up to that which it had originally. It is periodically required expenditure, relatively large (material) in value compared with the value of the components or sub-components of the asset being renewed. As it reinstates existing service potential, it has no impact on revenue, but may reduce future operating and maintenance expenditure if completed at the optimum time, e.g. resurfacing or resheeting a material part of a formed footpath and cycleway network, replacing a material section of a drainage network with pipes of the same capacity, resurfacing an oval. Where capital projects involve a combination of renewal, expansion and/or upgrade expenditures, the total project cost needs to be allocated accordingly.

Capital upgrade expenditure
Expenditure, which enhances an existing asset to provide a higher level of service or expenditure that will increase the life of the asset beyond that which it had originally. Upgrade expenditure is discretional and often does not result in additional revenue unless direct user charges apply. It will increase operating and maintenance expenditure in the future because of the increase in the council's asset base, e.g. widening the sealed area of an existing formed footpath and cycleway, replacing drainage pipes

with pipes of a greater capacity, enlarging a grandstand at a sporting facility. Where capital projects involve a combination of renewal, expansion and/or upgrade expenditures, the total project cost needs to be allocated accordingly.

Carrying amount
The amount at which an asset is recognised after deducting any accumulated depreciation/amortisation and accumulated impairment losses thereon.

Class of assets
See asset class definition

Component
An individual part of an asset which contributes to the composition of the whole and can be separated from or attached to an asset or a system.

Cost of an asset
The amount of cash or cash equivalents paid or the fair value of the consideration given to acquire an asset at the time of its acquisition or construction, plus any costs necessary to place the asset into service. This includes one-off design and project management costs.

Current replacement cost (CRC)
The cost the entity would incur to acquire the asset on the reporting date. The cost is measured by reference to the lowest cost at which the gross future economic benefits could be obtained in the normal course of business or the minimum it would cost, to replace the existing asset with a technologically modern equivalent new asset (not a second hand one) with the same economic benefits (gross service potential) allowing for any differences in the quantity and quality of output and in operating costs.

Current replacement cost "As New" (CRC)
The current cost of replacing the original service potential of an existing asset, with a similar modern equivalent asset, i.e. the total cost of replacing an existing asset with an as NEW or similar asset expressed in current dollar values.

Cyclic Maintenance**
Replacement of higher value components/sub-components of assets that is undertaken on a regular cycle including repainting, building roof replacement, replacement of air conditioning equipment, etc. This work generally falls below the capital/ maintenance threshold and needs to be identified in a specific maintenance budget allocation.

Depreciable amount
The cost of an asset, or other amount substituted for its cost, less its residual value (AASB 116.6)

Depreciated replacement cost (DRC)
The current replacement cost (CRC) of an asset less, where applicable, accumulated depreciation calculated on the basis of such cost to reflect the already consumed or expired future economic benefits of the asset

Depreciation / amortisation
The systematic allocation of the depreciable amount (service potential) of an asset over its useful life.

Economic life
See useful life definition.

Expenditure
The spending of money on goods and services. Expenditure includes recurrent and capital.

Fair value
The amount for which an asset could be exchanged, or a liability settled, between knowledgeable, willing parties, in an arm's length transaction.

Greenfield asset values **
Asset (re)valuation values based on the cost to initially acquire the asset.

Heritage asset
An asset with historic, artistic, scientific, technological, geographical or environmental qualities that is held and maintained principally for its contribution to knowledge and culture and this purpose is central to the objectives of the entity holding it.

Impairment Loss
The amount by which the carrying amount of an asset exceeds its recoverable amount.

Infrastructure assets
Physical assets of the entity or of another entity that contribute to meeting the public's need for access to major economic and social facilities and services, e.g. formed footpath and cycleways, drainage, footpaths and cycleways. These are typically large, interconnected networks or portfolios of composite assets. The components of these assets may be separately maintained, renewed or replaced individually so that the required level and standard of service from the network of assets is continuously sustained. Generally, the components and hence the assets have long lives. They are fixed in place and are often have no market value.

Investment property
Property held to earn rentals or for capital appreciation or both, rather than for:
(a) use in the production or supply of goods or services or for administrative purposes; or
(b) sale in the ordinary course of business (AASB 140.5)

Level of service
The defined service quality for a particular service against which service performance may be measured. Service levels usually relate to quality, quantity, reliability, responsiveness, environmental, acceptability and cost).

Life Cycle Cost **
The life cycle cost (LCC) is average cost to provide the service over the longest asset life cycle. It comprises annual maintenance and asset consumption expense, represented by depreciation expense. The Life Cycle Cost does not indicate the funds required to provide the service in a particular year.

Life Cycle Expenditure **
The Life Cycle Expenditure (LCE) is the actual or planned annual maintenance and capital renewal expenditure incurred in providing the service in a particular year. Life Cycle Expenditure may be compared to Life Cycle Cost to give an initial indicator of life cycle sustainability.

Loans / borrowings
Loans result in funds being received which are then repaid over a period of time with interest (an additional cost). Their primary benefit is in 'spreading the burden' of capital expenditure over time. Although loans enable works to be completed sooner, they are only ultimately cost effective where the capital works funded (generally renewals) result in operating and maintenance cost savings, which are greater than the cost of the loan (interest and charges).

Maintenance and renewal gap
Difference between estimated budgets and projected expenditures for maintenance and renewal of assets, totalled over a defined time (e.g. 5, 10 and 15 years).

Maintenance and renewal sustainability index
Ratio of estimated budget to projected expenditure for maintenance and renewal of assets over a defined time (e.g. 5, 10 and 15 years).

Maintenance expenditure
Recurrent expenditure, which is periodically or regularly required as part of the anticipated schedule of works required to ensure that the asset achieves its useful life and provides the required level of service. It is expenditure, which was anticipated in determining the asset's useful life.

Materiality
An item is material is its omission or misstatement could influence the economic decisions of users taken on the basis of the financial report. Materiality depends on the size and nature of the omission or misstatement judged in the surrounding circumstances.

Modern equivalent asset.
A structure similar to an existing structure and having the equivalent productive capacity, which could be built using modern materials, techniques and design. Replacement cost is the basis used to estimate the cost of constructing a modern equivalent asset.

Non-revenue generating investments
Investments for the provision of goods and services to sustain or improve services to the community that are not expected to generate any savings or revenue to the Council, e.g. parks and playgrounds, footpaths, formed footpath and cycleways and bridges, libraries, etc.

Operating expenditure
Recurrent expenditure, which is continuously required excluding maintenance and depreciation, e.g. power, fuel, staff, plant equipment, on-costs and overheads.

Pavement management system
A systematic process for measuring and predicting the condition of formed footpath and cycleway pavements and wearing surfaces over time and recommending corrective actions.

Planned Maintenance**
Repair work that is identified and managed through a maintenance management system (MMS). MMS activities include inspection, assessing the condition against failure/breakdown criteria/experience, prioritising scheduling, actioning the work and reporting what was done to develop a maintenance history and improve maintenance and service delivery performance.

PMS Score
A measure of condition of a formed footpath and cycleway segment determined from a Pavement Management System.

Rate of annual asset consumption*
A measure of average annual consumption of assets (AAAC) expressed as a percentage of the depreciable amount (AAAC/DA). Depreciation may be used for AAAC.

Rate of annual asset renewal*
A measure of the rate at which assets are being renewed per annum expressed as a percentage of depreciable amount (capital renewal expenditure/DA).

Rate of annual asset upgrade*
A measure of the rate at which assets are being upgraded and expanded per annum expressed as a percentage of depreciable amount (capital upgrade/expansion expenditure/DA).

Reactive maintenance
Unplanned repair work that carried out in response to service requests and management/supervisory directions.

Recoverable amount
The higher of an asset's fair value, less costs to sell and its value in use.

Recurrent expenditure
Relatively small (immaterial) expenditure or that which has benefits expected to last less than 12 months. Recurrent expenditure includes operating and maintenance expenditure.

Recurrent funding
Funding to pay for recurrent expenditure.

Rehabilitation
See capital renewal expenditure definition above.

Remaining life
The time remaining until an asset ceases to provide the required service level or economic usefulness. Age plus remaining life is economic life.

Renewal
See capital renewal expenditure definition above.

Residual value
The net amount which an entity expects to obtain for an asset at the end of its useful life after deducting the expected costs of disposal.

Revenue generating investments
Investments for the provision of goods and services to sustain or improve services to the community that are expected to generate some savings or revenue to offset operating costs, e.g. public halls and theatres, childcare centres, sporting and recreation facilities, tourist information centres, etc.

Risk management
The application of a formal process to the range of possible values relating to key factors associated with a risk in order to determine the resultant ranges of outcomes and their probability of occurrence.

Section or segment
A self-contained part or piece of an infrastructure asset.

Service potential
The capacity to provide goods and services in accordance with the entity's objectives, whether those objectives are the generation of net cash inflows or the provision of goods and services of a particular volume and quantity to the beneficiaries thereof.

Service potential remaining*
A measure of the remaining life of assets expressed as a percentage of economic life. It is also a measure of the percentage of the asset's potential to provide services that are still available for use in providing services (DRC/DA).

Strategic Management Plan (SA) **
Documents Council objectives for a specified period (3-5 yrs), the principle activities to achieve the objectives, the means by which that will be carried out, estimated income and expenditure, measures to assess performance and how rating policy relates to the Council's objectives and activities.

Sub-component
Smaller individual parts that make up a component part.

Useful life
Either:
(a) the period over which an asset is expected to be available for use by an entity, or
(b) the number of production or similar units expected to be obtained from the asset by the entity.

It is estimated or expected time between placing the asset into service and removing it from service, or the estimated period of time over which the future economic benefits embodied in a depreciable asset, are expected to be consumed by the council. It is the same as the economic life.

Value in Use
The present value of estimated future cash flows expected to arise from the continuing use of an asset and from its disposal at the end of its useful life. It is deemed to be depreciated replacement cost (DRC) for those assets whose future economic benefits are not primarily dependent on the asset's ability to generate new cash flows, where if deprived of the asset its future economic benefits would be replaced.

Source: DVC 2006, Glossary
Note: Items shown * modified to use DA instead of CRC
Additional glossary items shown **

1. EXECUTIVE SUMMARY

What Council Provides

Council provides solid waste collection, disposal and processing facilities to give residents of the region a certain level of amenity (maintain public health) to match Council's Vision laid out in Objectives; 1.4, 3.1, 3.3, 4.6, 6.1, 6.4 & 6.6 from Council' adopted 2040 Community Strategic Plan

The collection service and facilities provided are different for rural and urban areas. Currently, these facilities cater for a population of approximately 42,389 (2016 Census). Council's strategic planning processes aim to have capacity to provide for a population of 80,000 by 2050.

The main assets include:

- A Waste Management Centre (WMC) which includes;
  - Landfill Space
  - Two Weighbridges, associated Gate House and computer software
  - Transfer station
- Dropoff bays for recycling, e-waste, metal, green waste, oil, batteries (x2), mobile phones, household hazardous waste, printer cartridges
- Amenities block and office for staff
- Various items of heavy plant: 1xCompactor (CAT), 1x Loader (Volvo 912), 2x Skid-Steer loader (Bob-Cat) (1 x WMC transfer station, 1 x for Rural Transfer Stations), 2 x ISUZU Hook Lifts tipper, 4 x IVECO Kerbside Collections trucks (collection and compaction)
- Waste transfer stations at Sofala, Rockley, Sunny Corner, Trunkey Creek and Hill End Landfill
- Kerbside collection facility for solid waste and Recycling in the urban areas of Bathurst, Kelso, Eglinton, Raglan and Perthville
- Kerbside Recycling which has had a significant impact on amount of waste being taken to WMC
- Methane collection and flaring facility installed in 2007 (not Council owned) - future opportunities for capture and use in power generation

What does it Cost?

There are two key indicators of cost to provide the Waste Collection and processing facilities.

• The life cycle cost being the average cost over the life cycle of the asset, and

• The total maintenance and capital renewal expenditure required to deliver existing service levels in the next 10 years covered by Council's long-term financial plan.

The life cycle cost to provide the Solid Waste assets is estimated at **$7.377 million per annum.** Council's planned life cycle expenditure for year 1 of the asset management plan is **$6.941 million** which gives a life cycle sustainability index of **0.94**, equating to an estimated annual shortfall of -$436,606.

The total maintenance and capital renewal expenditure required to provide the Solid Waste assets over the next 10 years is estimated at **$86.298 million**.
This is an average of **$8.630 million per annum.**
Council's maintenance and capital renewal expenditure for year 1 of the asset management plan of **$6.941 million** giving a 10-year sustainability index of **0.80.**

Plans for the Future

Council plans to operate and maintain the Solid Waste assets to achieve the following strategic objectives.

1. Ensure the Solid Waste collection/disposal is functioning and available for users.
2. Ensure the Solid Waste collection/disposal process is maintained at a safe and functional standard as set out in this infrastructure asset management plan.
3. Ensure that future expansion or capital improvement of the Solid Waste asset portfolio is planned appropriately to cater for growth.
4. Maximise an assets useful life whilst minimising lifecycle expenditure.
5. Maintain a high level of community satisfaction in the provision of Solid Waste services.

Measuring our Performance

Specific KPIs are not yet adopted for the operation of the WMC or other Solid Waste services; however, they are listed to be developed during the 2019/20 FY. The following represents some broad, general measures that are applicable across all asset management plans.

Quality

Waste Management assets will be maintained in a reasonably usable condition. Defects found or reported that are outside the stated standard will be repaired.

Function

It is intended Waste Management assets will be maintained in partnership with other levels of government and stakeholders to ensure community satisfaction is maintained and safety/public health is not compromised.

The following key functional objectives are met:

- Safe and efficient operation of the WMC.
- Maintenance and renewal of the Solid Waste assets is within budget.

Safety

Council will respond to complaints and requests regarding Waste Management assets according to reasonable response times. These are prioritised according to the perceived risk each complaint presents weighed against the available budget in the Bathurst Regional Council Management Plan.

The Next Steps

The actions resulting from this asset management plan are:

- Implementation of the Plan & Review of the Plan
- Improve financial data collection;
- Improve integration of projections from this plan into Council's broader plans (Delivery, Management, Budget)
- Improve valuation and depreciation projections

2. INTRODUCTION

2.1 Background

This asset management plan is to demonstrate responsive management of assets (and services provided from assets), compliance with regulatory requirements, and to communicate funding needed to provide the required levels of service.

Assets owned and maintained by Council ensure that disposal of a variety of residential and commercial wastes plus a small amount of 'self-directed' recycling are made possible. There are a number of commercial waste collection operators that also use the WMC, and service both residential and commercial customers. Other collections also include "DrumMuster" (collection of used farm chemical containers) and household hazardous waste collection which is held annually.

In 2007 the WMC was described as having an **estimated life span of 85 years**. Based on a **commencement date of 1980**, this would suggest an **end of life date of 2065 (46 years remaining in 2019)**. These predictions do not take into account any extension due to increased recycling or other waste diversion programmes. As Council pursues these programmes into the future, the end of life date will continue to extend.

The asset management plan is to be read with the following associated planning documents:

- Bathurst Regional Council Delivery Plan 2019-2023 and Annual Operating Plan
- Bathurst Regional Council Detailed Budget 2019-2023
- Bathurst Regional Council Community Strategic Plan 2040
- Bathurst Regional Council 2018 Community Survey
- NSW Waste Avoidance and Resource Recovery Strategy 2014-2021

Table 2.1. Assets covered by this Plan

Category	Dimension	Replacement Value ($)*
Land	96.75 ha	$791,000
Buildings	23.05m^2	$1,990,553
Other Structures	119.80m^2	$630,418
Total		**$3,411,971**

- Replacement value is the 'what would it cost to buy tomorrow' price based on current values and does not take into account any future site remediation costs.
- Estimated cost shown for Land – values produced from Council's rates records and are indicative.

Key stakeholders in the preparation and implementation of this asset management plan are:

Councillors	Formulate policy for the allocation of resources to maximise benefit to the community whilst minimising the Council's exposure to risk.
The Council	To manage the implementation of policy in a timely and cost-effective manner. To ensure resources are effectively utilised.
General Public	End users of the network.
Commercial Waste Collection Operators	Users of Solid Waste facilities on a commercial basis (waste contractors).
Construction & Demolition/Commercial & Industrial	Commercial requiring disposal e.g. factories, businesses.
Construction and Demolition	Commercial operators requiring disposal – building and demolition firms.

2.2 Goals and Objectives of Asset Management

The Council exists to provide services to its community. Some of these services are provided by infrastructure assets. Council has acquired infrastructure assets by 'purchase', by contract, construction by council staff and by donation of assets constructed by developers and others to meet increased levels of service.

Council's goal in managing infrastructure assets is to meet the required level of service in the most cost-effective manner for present and future consumers. The key elements of infrastructure asset management are:

- Taking a life cycle approach,
- Developing cost-effective management strategies for the long term,
- Providing a defined level of service and monitoring performance,
- Understanding and meeting the demands of growth through demand management and infrastructure investment,
- Managing risks associated with asset failures,
- Sustainable use of physical resources,
- Continuous improvement in asset management practices.[1]

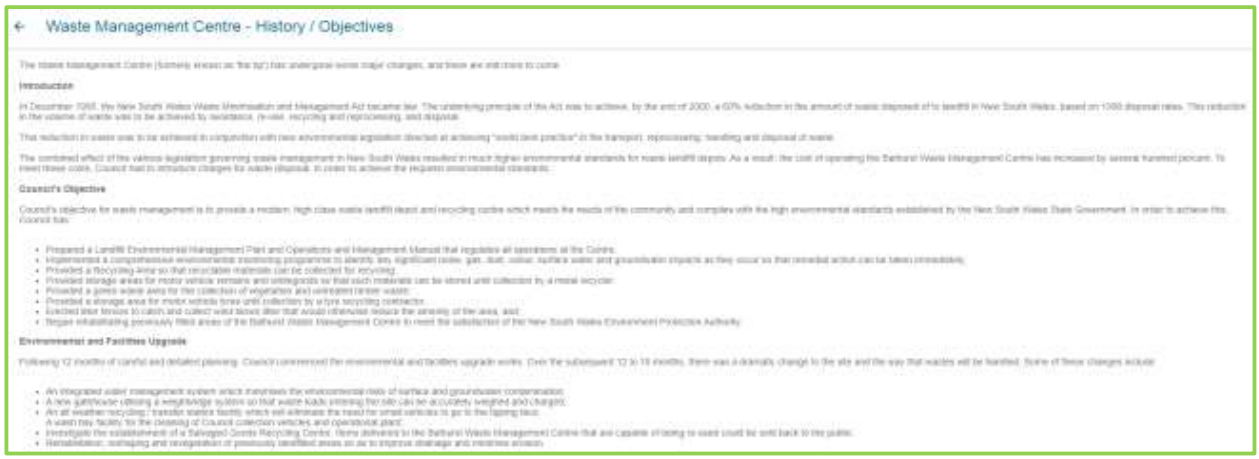
This asset management plan is prepared under the direction of Council's vision, mission, goals and objectives.

Council's vision:
"Bathurst: A vibrant & innovative region that values our heritage, culture, diversity & strong economy."

Relevant Council goals and objectives from the adopted 2040 Community Strategic Plan and how these are addressed in this asset management plan are:

Table 2.2. Council Goals and how these are addressed in this Plan

Community Strategic Plan Objective	How Objectives are addressed in AMP
1.4 Protect and improve the region's landscapes, views, vistas and open spaces.	Managing Waste in the LGA and WMC Assets to allow adequate capacity for waste in the surrounding area.
3.1 Protect and improve natural areas and ecosystems, including the Macquarie River and other waterways.	
3.3 Minimise the city's environmental footprint, live more sustainably and use resources more wisely.	Increased use of sustainable materials, less impact on landfill and assets used for Waste Management.
4.6 Plan for, assess and regulate development activity.	Construction of Waste Transfer stations, provision on WMC site for greater capacity to cater for future population growth.
6.1 Communicate and engage with the community, government and business groups on important matters affecting the Bathurst Region.	Along with conducting community surveys of council's assets, consultation of relevant renewal/upgrade projects with the community to ensure acceptable level of service is met.
6.4 Meet legislative and compliance requirements.	All works conducted completed under relevant policies and standards. Following correct procedures.
6.6 Manage our money and our assets to be sustainable now and into the future.	Communication between Council's Departments to manage expenditure for renewal/upgrade works.



Council's Waste Management Centre Objectives - Website interactive portal
https://calendars.impactapps.com.au/bathurst/waste-info/#/info-details/22

[1] IIMM 2018 Sec 1.1.3, p 1.3

2.3 Plan Framework

Key elements of the plan are:

- Levels of service – specifies the services and levels of service to be provided by council.
- Future demand – how this will impact on future service delivery and how this is to be met.
- Life cycle management – how Council will manage its existing and future assets to provide the required services
- Financial summary – what funds are required to provide the required services.
- Asset management practices
- Monitoring – how the plan will be monitored to ensure it is meeting Council's objectives.
- Asset management improvement plan

A road map for preparing an asset management plan is shown over.

2.4 Core and Advanced Asset Management

This asset management plan is prepared as a 'core' asset management plan in accordance with the International Infrastructure Management Manual. It is prepared to meet minimum legislative and organisational requirements for sustainable service delivery and long-term financial planning and reporting. Core asset management is a 'top down' approach where analysis is applied at the 'system' or 'network' level.

Future revisions of this asset management plan will incorporate a review of the benefits of an 'advanced' plan offset the investment in systems and processes to provide better value for Council[2].

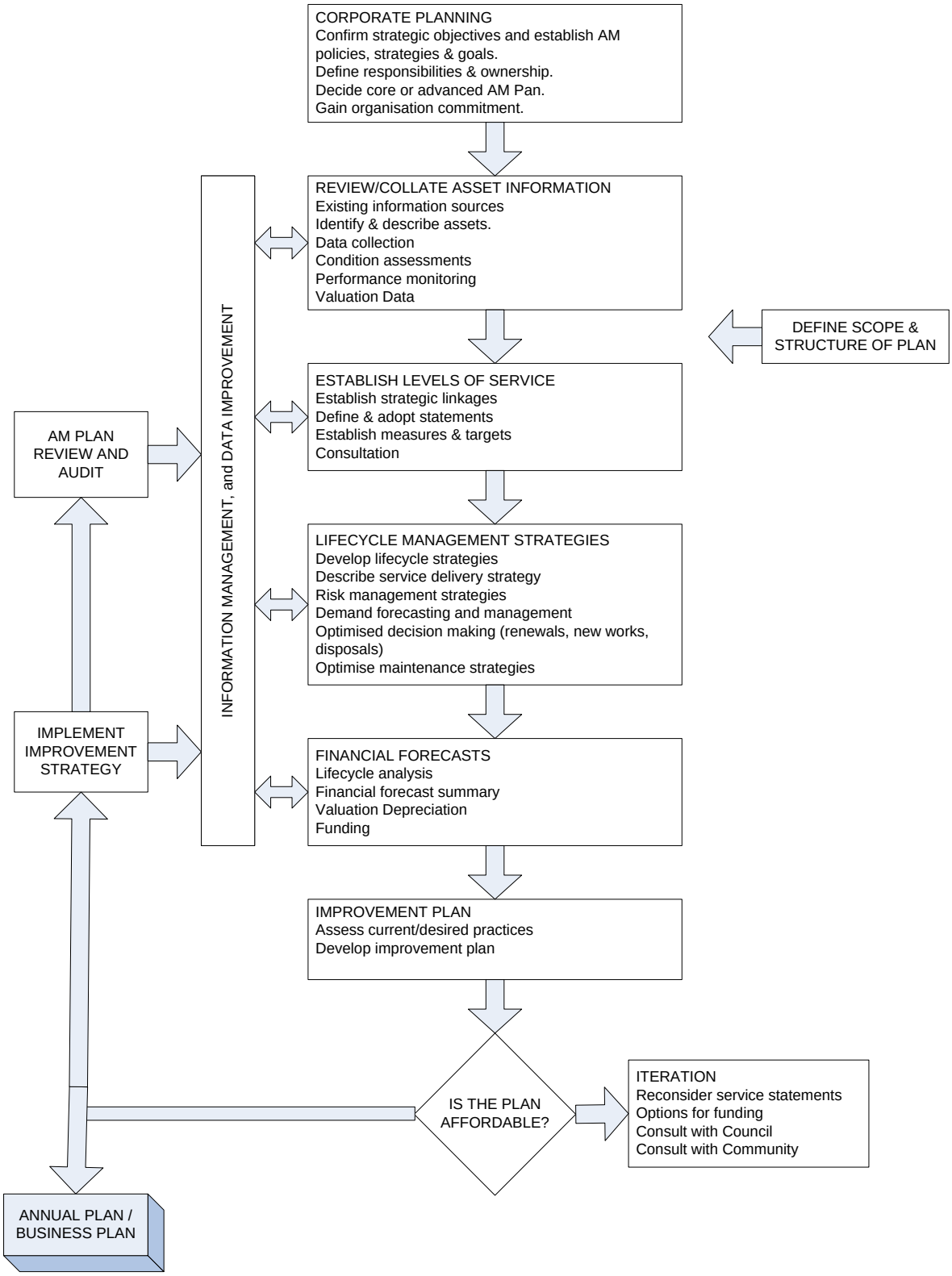
See Next Page.

Weigh Bridge and Gate House

[2] *[See pp 14 NAMS PLUS3 Guidelines]:*
"Seeking advanced practice in all areas may not be the best solution for all organisations. It will depend on the scale and type of assets the organisation manages and the business context. Significant investment in systems, data and process is required to achieve advanced asset management."

Road Map for preparing an Asset Management Plan

Source: IIMM Fig 1.5.1, p 1.11

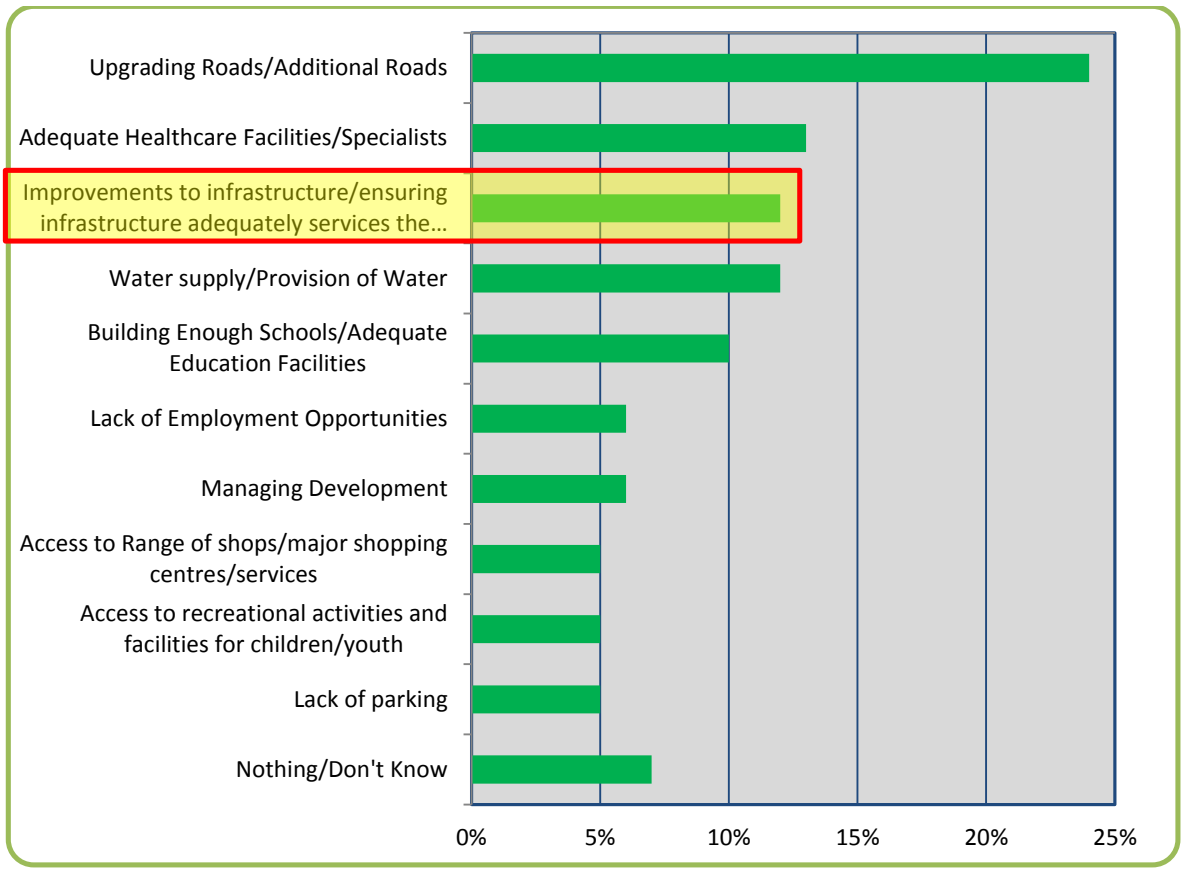


3. LEVELS OF SERVICE

3.1 Customer Research and Expectations

The Council undertakes community surveys on an annual basis to gauge community expectations and satisfaction with the service Council provides. A series of questions are put to a broad cross section of the community including residents from rural and urban areas each year. The survey for 2009 has changed the method of data collection from telephone survey to a mailed written survey. Using the data from the Community Survey helps council meet Objectives; 1.4, 3.1, 3.3, 4.6, 6.1, 6.4 and 6.6 within Council's adopted 2040 Community Strategic Plan.

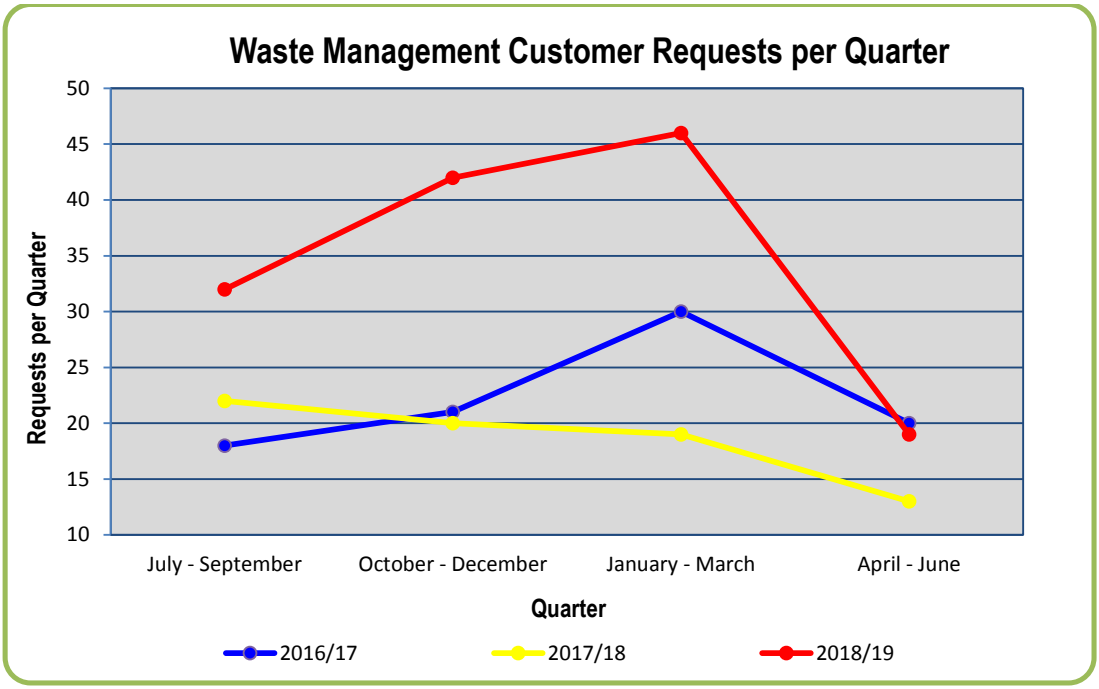
Respondents were asked to select and rank priorities for Bathurst Regional Council in the Community Survey, conducted in 2018. The results in order of priority are:



Respondents were provided with a list of the key infrastructure projects identified in the Adopted 2040 Community Strategic Plan and were asked to nominate on a scale of 1 to 10, with 10 being the highest level of importance, how important each project was to them. Although Waste management topics, were not separated in the above graph, In the 2018 Community Survey, Waste management was given an importance and satisfaction rating from 1 to 5 (Scale: 1 = not at all satisfied, 5 = very satisfied). See Below Table. In addition to the key findings of the community survey council continues to use the measure of the network performance from Customer Requests (see fig 3.1.1).

Community Performance Gap Ranking	Service/Facility	Importance Rating	Satisfaction Rating	Performance Gap
25	Recycling/waste management/landfills	4.47	3.74	0.73

Fig 3.1.1 Customer Requests impacting the WMC



The above graph a large increase in the number of waste related requests for the 2018/19 FY, particularly the January – March Quarter. A contributing factor for the large increase may be due the inception of council's Confirm Customer Service browser platform customer service platform.

The graph is comprised of Request Subjects within the CCS (Confirm Customer Service) which impact the WMC; Land-Pollution (Transfer Stations, Rubbish, Littering, Spills & Landfilling) and Waste Collection; Garbage, Recycle and Green Waste Bin Categories have been omitted from the graph as data is not available for 2016/17, 2017/18 financial years. The remaining Waste & Environmental Subjects do not directly apply to the WMC and are in relation to managing Waste & Environmental requests with customers and/or environmental authorities.

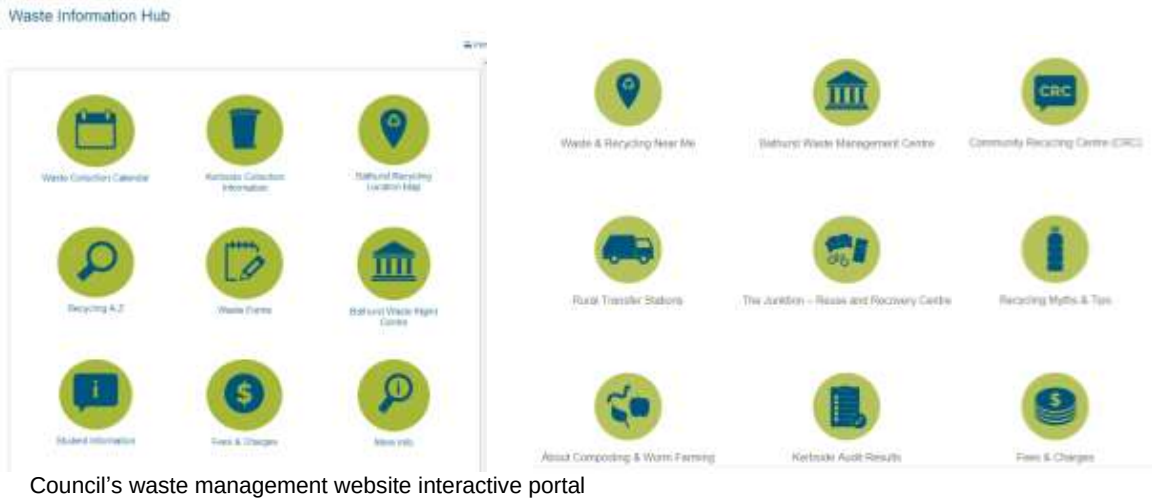
Council's Kerbside Collection Truck

3.2 Legislative Requirements

Council must meet many legislative requirements including Australian and State legislation and State regulations. These include:

Table 3.2. Legislative Requirements

Legislation	Requirement
Local Government Act 1993	Sets out role, purpose, responsibilities and powers of local governments including the preparation of a long-term financial plan supported by asset management plans for sustainable service delivery. Details Council's role as custodian and trustee of public assets, and its associated responsibility to effectively account for and manage these assets.
Native Vegetation Conservation Act 1997	Provides overriding control of tree and other vegetation destruction in NSW.
Civil Liabilities Act 2002	Sets out the provisions that give protection from civil liability and the responsibilities of Council and public alike.
Environmental Planning and Assessment Act 1979	The proper management, development and conservation of natural resources, including agricultural land, natural areas, forests, minerals, water, the city, towns and villages for the purpose of promoting the social and economic welfare of the community and a better environment.
Protection of the Environment Operations Act 1997	To protect, restore and enhance the quality of the environment having regard to the need to maintain ecologically sustainable development.
Rural Fires Act 1997	Aims for the prevention, mitigation and suppression of bush and other fires in local government areas Ensures co-ordination of bush firefighting and bush fire prevention throughout the State
Noxious Weeds Act 1993	Defines the roles of government, councils, private landholders and public authorities in the management of noxious weeds. The Act sets up categorisation and control actions for the various noxious weeds, according to their potential to cause harm to our local environment.
Native Title (New South Wales) Act 1994	An Act about native title in relation to land or waters; and for other purposes.
Work Health & Safety Act 2011 **Occupational Health and Safety Act 2000 and** **Occupational Health and Safety Regulation 2001**	Provides for the health, safety and welfare of persons at work; and for other purposes.



Council's waste management website interactive portal
https://www.bathurst.nsw.gov.au/residents/waste/waste-information-hub.html

3.3 Current Levels of Service

Council has defined service levels in two terms.

Community Levels of Service relate to how the community receives the service in terms of safety, quality, quantity, reliability, responsiveness, cost/efficiency and legislative compliance.

Supporting the community service levels are operational or technical measures of performance developed to ensure that the minimum community levels of service are met. These technical measures relate to service criteria such as:

Service Criteria	Technical measures may relate to
Quality	Provision of well-maintained Solid Waste assets
Function	Do Solid Waste assets meet functional standards
Availability	Meeting Future demand
Safety	The management of safety risks associated with the Solid Waste

Council's current service levels are detailed in Table 3.3.

Table 3.3. Current Service Levels

COMMUNITY LEVELS OF SERVICE

Key Performance Measure	Level of Service	Performance Measure Process	Performance Target	Current Performance
Quality	Areas of importance and high pedestrian activity are provided with a quality paved footpath	Satisfaction Level of Council's Assets, (Relating to WMC Site) Scored out of 5, based on Community Survey Results.	**>3/5**	**3.74**
Function	Meets appropriate requirements for - Capacity for Waste - Accessibility/Availability	Customer service requests relating to the perceived Functionality of the WMC Site	**<100 p.a.**	**65* (2019)**
Safety	Management of safety risks associated with Solid Waste	Slips, trips and fall incidents due to defects in footpath	**<5 claims p.a.**	**0 claims (2019)**

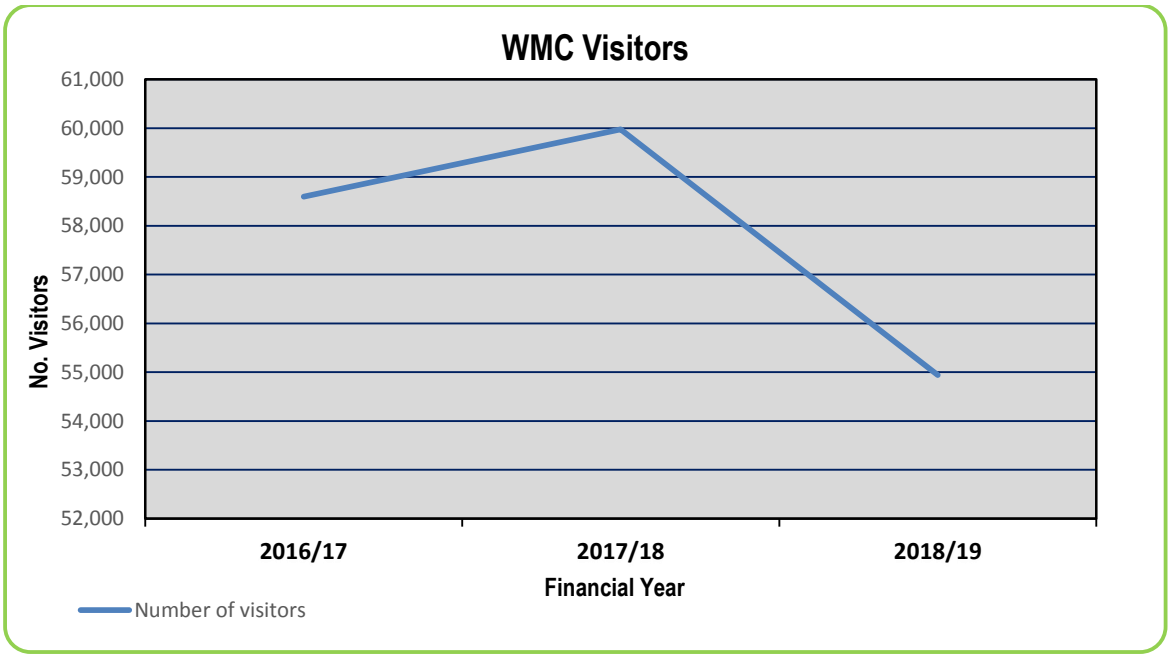
Waste Transfer Station, Waste Management Centre

TECHNICAL LEVELS OF SERVICE

Key Performance Measure	Level of Service	Performance Measure Process	Performance Target		Current Performance	
			Desired Budget for Optimum (p.a.)		2018/19 Budget (p.a.)	
Quality	Provision of well-maintained Solid Waste assets	Organisation measure of Maintenance and Operations Budget Expenditure	Avg. Solid Waste	$7,367,264	Avg. Solid Waste	$6,721,673
			Avg. Domestic Waste	$7,621,283	Avg. Domestic Waste	$7,032,914
			Avg. Rural Waste (WTS, Landfill)	$1,069,364	Avg. Rural Waste (WTS, Landfill)	$987,452
			Total	$16,057,911	Total	$14,742,039
Function/ Availability	Meet Future Demand	Void Capacity for Solid Waste Present on site	2065 (Projected End of Void Life)		46yrs Remaining	
Safety	Management of safety risks associated with Solid Waste		Inspection cycles are completed on time		Yes	

- Desired for Optimum budget expenditure figures have been determined by projected maintenance figures using 2.1% PPI Producer Price Index) Factor over a 10-year period and are indicative of potential future expenditure required to maintain assets at the desired level of service.
- Maintenance/Operational expenditure complied from budget references; 43410 (Solid Waste), 43420 (Domestic Waste) & 43430 (Rural Waste)
- Void life projection from Waste Management Strategy 2007

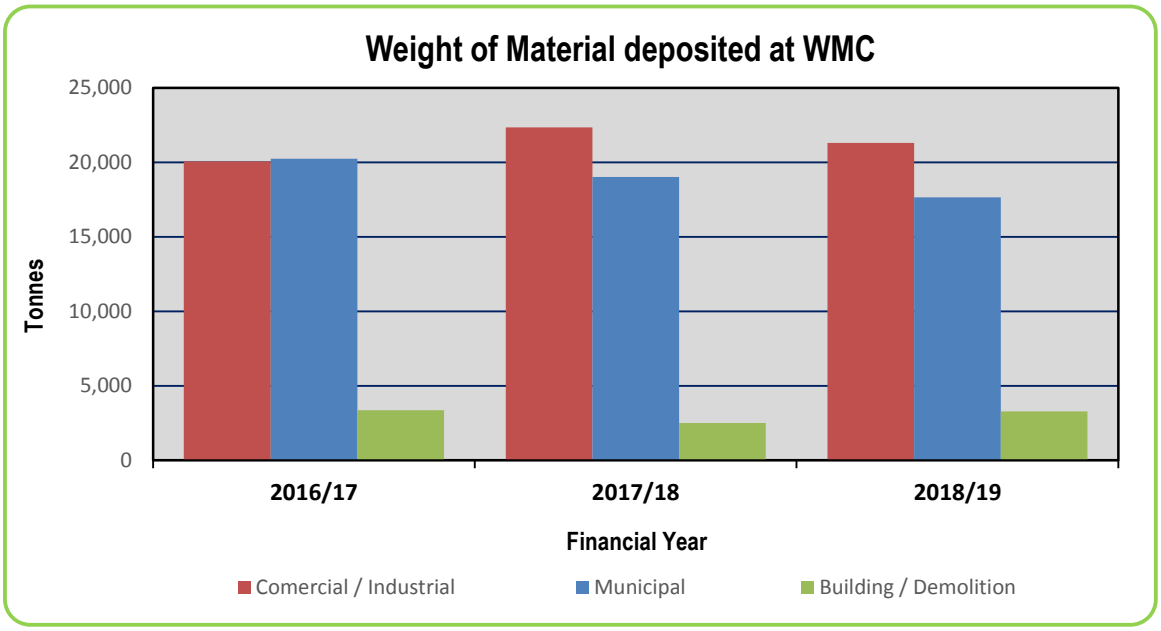
Fig 3.3.1 Number of visitors for Waste Management Centre



The number of visitors at the Waste Management Centre has been reduced by 12% from the 2017/18 to 2018/19 and have remained <60,000 over the last few financial years.

- Data provided by Solid Waste Co-ordinator (AC-W)

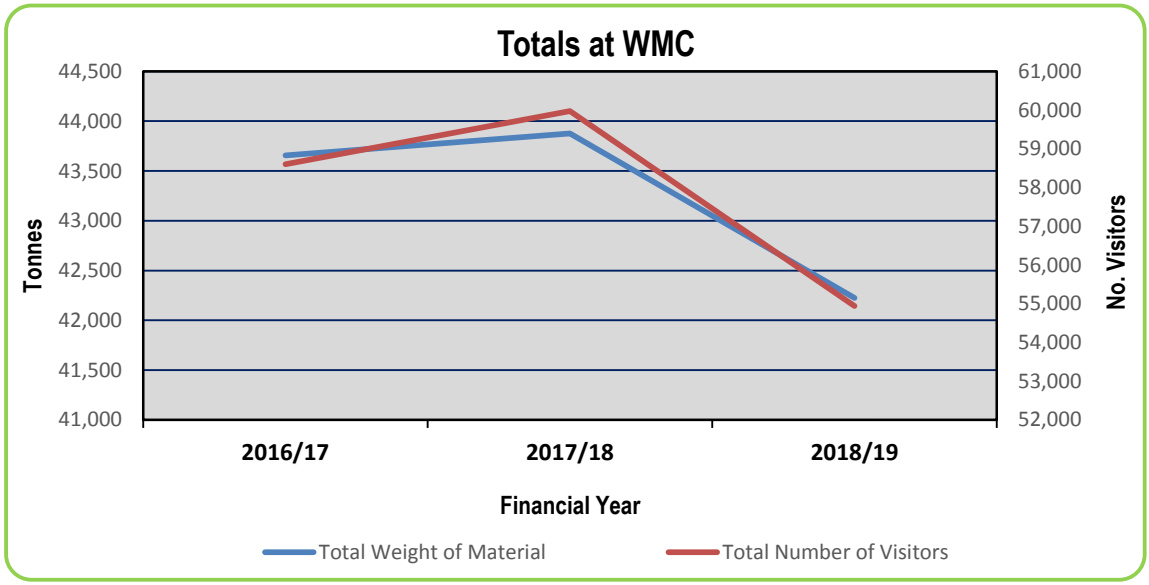
3.3.2 Weight of Material deposited at Waste Management Centre



Waste categorised in to the above used in the graph consist of the following;

- Building Demolition; Asbestos/Building and Demolition Waste
- Commercial/Industrial; Cover material/Business Sludge (e.g. Devro)
- Municipal; Mixed Household waste via kerbside collection

Fig 3.3.3 Total Weight of Material deposited & Visitors at Waste Management Centre



Waste material volume has reduced by 27% and WMC visitors has reduced by 12% from 2017/18 to 2018/19. Amount of material over the past few financial years as remained <50,000 tonnes while visitor numbers have remained <60,000.

- Data provided by Solid Waste Co-ordinator (AC-W)

4. FUTURE DEMAND

4.1 Demand Forecast

The major factor affecting demand is expectation from users of the Solid Waste, both commercial and residential.
This in turn is influenced directly by population change. The Bathurst Region growth rate between 2006 and 2016 census has increased by 0.9%. Meeting the needs of the increased population and demographic changes is outlined within Objectives; 1.4, 3.1, 3.3, 4.6, 6.1, 6.4 & 6.6 from Council' adopted 2040 Community Strategic Plan.

Table 4.1. Demand Factors, Projections and Impact on Services

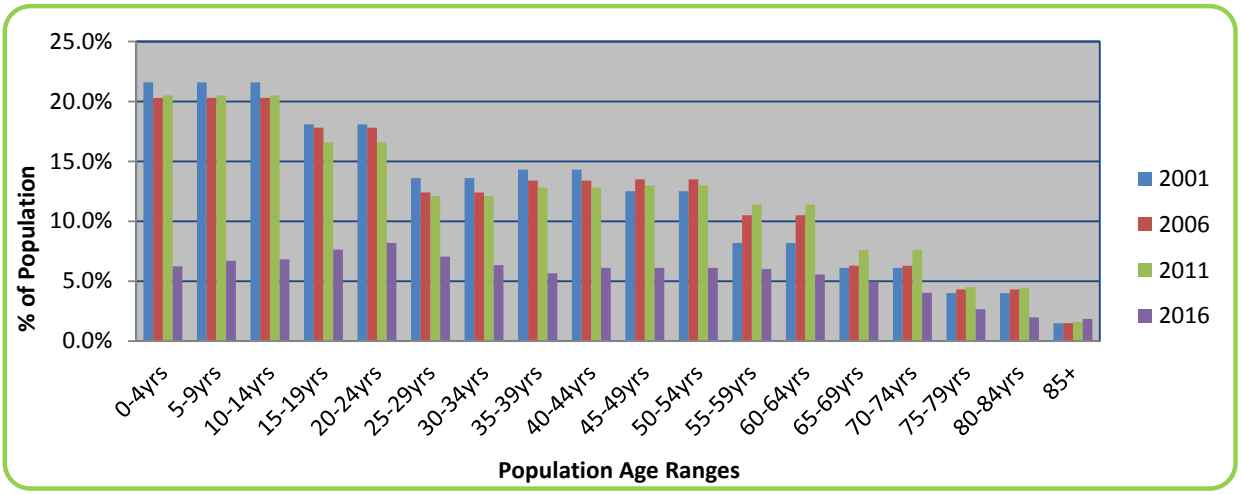
Demand factor	Present position	Projection	Impact on services
Population	42,389 (2016 census)	52,500 (2031)	Increased population means increased infrastructure. In this case more formed footpath and cycleways will be built.
Demographic (see Fig.3)	22.2% of population >60 yrs in 2016 26.9% of population <20 yrs in 2016	26.1% of population >60 yrs in 2031 25.6% of population <20 yrs in 2031	Reduction in demand on facilities directed at younger people. Increased demand on facilities directed at retirees (travellers and users of recreation areas).
Out of LGA Use	Quantity of receivables is disproportionate to LGA population, Commercial operators from outside LGA use BRC WMC due to lower fee structure		WMC useful life is shortened. (2065 End Year – Void Space)

4.2 Changes in Technology

Technology Change	Impact on services
Population	Increased population will lead to increasing expectations of greater availability for transport options and recreational aviation facilities.
Diversion Programmes	Demand for landfill diversion programme support (reduce, reuse, recycle).
Methane Capture	Opportunities for power co-generation to supplement or offset energy consumption by Solid Waste facilities.
New materials and packaging (e.g. starch shopping bags)	Change in 'breakdown rates' within waste collected, extension in void life expectancy.

Recycling Bin arrangement, Rockley Waste Transfer Station

Fig. 4.2 Population Demographics of Bathurst.

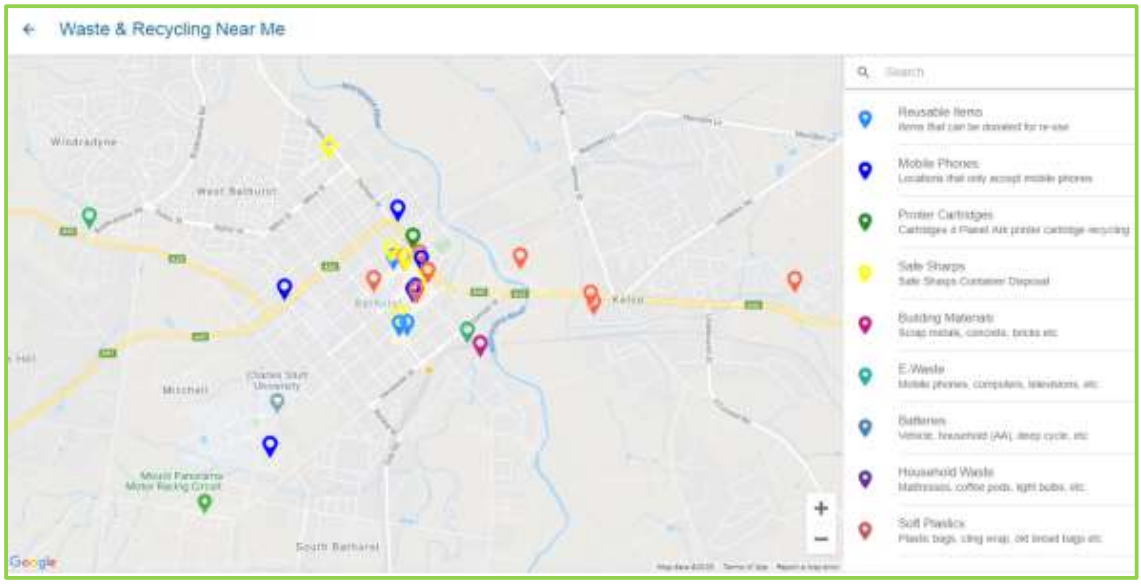


The most notable demographic changes for the period of 2011 to 2016, has been the significant decrease in the proportion of population for age ranges from 2011 to 2016 by an average of 6.6%. The only exception to this is with the 85+ age range being the only portion to increase in this time by 0.2%.

4.3 Demand Management Plan

Table 4.3. Demand Management Plan Summary

Technology Change	Impact on services
Planning for Future Solid Waste Activity	Undertake community consultation to assess the demand for various types of infrastructure required to process and dispose of Solid Waste.
	Waste to energy, other strategies. Diversion from Waste strategy.



Council's recycling locations - website interactive portal
https://calendars.impactapps.com.au/bathurst/waste-info/#/info-multi-map/12

4.4 New Assets from Growth

The majority of infrastructure WMC and Transfer Stations are less than 20 years old; therefore, any major new assets from growth will occur in a time horizon beyond the scope of this AMP. New assets may however result from increased usage of the existing Solid Waste assets (and a consequential increase in usage fees) and/or a need to develop a new WMC location (current void space filled).

Acquiring these new assets will commit Council to fund ongoing operations and maintenance costs for the period that the service provided from the assets is required. These future costs are identified and considered in developing forecasts of future operating and maintenance costs.

Year	Capital Works
2019/20	Plant and equipment Sofala Waste Transfer Station Operations Sunny Corner Transfer Station Operations Rockley Waste Transfer Station Operations Trunkey Waste Transfer Station Operations Hill End Landfill Operations Waste Management Centre Internal Road Upgrade
2020/21	Plant and equipment Sofala Waste Transfer Station Operations Sunny Corner Transfer Station Operations Rockley Waste Transfer Station Operations Trunkey Waste Transfer Station Operations Hill End Landfill Operations
2021/22	Plant and equipment Sofala Waste Transfer Station Operations Sunny Corner Transfer Station Operations Rockley Waste Transfer Station Operations Trunkey Waste Transfer Station Operations Hill End Landfill Operations
2022/23	Plant and equipment Sofala Waste Transfer Station Operations Sunny Corner Transfer Station Operations Rockley Waste Transfer Station Operations Trunkey Waste Transfer Station Operations Hill End Landfill Operations

Waste Transfer Station, Waste Management Centre

5. LIFECYCLE MANAGEMENT PLAN

The lifecycle management plan details how Council plans to manage and operate waste management assets at the agreed level of service (refer to Section 3 for Technical and Community levels Service Standards).

5.1 Background Data

5.1.1 Physical Parameters

Aerial View of Waste Management Centre, College Road - December 2018

Table 5.1a Solid Waste Assets

Asset Type	Useful Life (Years)	Approximate Quantity
Land	N/A	**28.67 ha**
Buildings	100	**12 Buildings**
Other Structures	25 – 50	**11 Structures**

5.1.1 Age of Solid Waste assets

The majority of infrastructure WMC and Transfer Stations is less than 20 years old.

Table 5.1.2 Known Service Deficiencies

Location	Service Deficiency
No Known Deficiencies	N/A

5.1.2 Asset capacity and performance

Council's services are generally provided to meet design standards where these are available. Locations where deficiencies in service performance are known are detailed in Table 5.1.2.

5.1.3 Asset condition

Public areas at the WMC and the general landfill areas are inspected daily, while other assets are inspected on a varying basis.

5.1.3b Buildings

The majority of the buildings used for Solid Waste are nearing 10 years old and fit within the good or even excellent condition category.

Staff office and Amenities Building at the WMC

5.1.4 Asset inspections

Regular asset and safety inspections are carried out at the WMC for the purposes of the daily operation. Rural Transfer Stations are inspected when possible within the constraints of available resources.

Currently, building inspections are carried out by external contractors for valuation and insurance purposes. In the future Council may develop a program of condition inspections for Council building assets. As part of any future inspection program the Solid Waste building assets should be included

5.1.5 Asset Valuations

The valuation data assembled below has been based on estimation gathered from various sources. See Section 6.4 for details on valuation assumptions.

Current Replacement Cost	**$4,621 million (Land Cost Omitted)**
Depreciable Amount	**$3,706 million**
Depreciated Replacement cost	**$915,041**
Annual depreciation expense	**$10,173**

Sustainability reporting reports the rate of annual asset consumption and compares this to asset renewal and asset upgrade and expansion.

Asset consumption	**0.80%**
Asset renewal	**0.00% - No Renewals planned in 2019/20 Budget**
Annual upgrade/expansion	**0.04% - Only WMC Internal Road Upgrade Planned**

Asset Consumption	- Current Replacement Cost/Depreciated Replacement Cost
Asset Renewal	- Renewal Budget % of overall Solid Waste Expenditure
Annual Upgrade/Expansion	- Capital Works Budget % of overall Solid Waste Expenditure

5.2 Risk Management Plan

An assessment of risks associated with service delivery from infrastructure assets has identified critical risks to Council. The risk assessment process identifies credible risks, the likelihood of the risk event occurring, the consequences should the event occur, develops a risk rating, evaluates the risk and develops a risk treatment plan for non-acceptable risks.

Critical risks, being those assessed as 'Very High' - requiring immediate corrective action and 'High' – requiring prioritised corrective action identified in the infrastructure risk management plan are summarised in Table 5.2.

Recycling Oil Container, Rockley Waste Transfer Station

Sofala Waste Transfer Station

Table 5.2. Critical Risks and Treatment Plans

Asset at Risk	What can Happen	Risk Rating	Risk Treatment Plan	Residual Risk
Buildings	Security/Vandalism	**HIGH**	Security systems review. WMC is covered by Council's Security Contract – Monitoring and Patrols.	Incident could occur between patrols.
	Electrical Fault	**HIGH**	Regular inspections and preventative treatments increase visual inspections.	The defect, although made may still cause an accident or possible increase of deterioration, between inspection and commencement of works.
	Public Liability	**HIGH**	Regular and documented inspections. Upgrade Safety Inspections to include action report.	
	Fire (Internally generated within Building	**HIGH**	Maintain fire equipment in high use and building rules. Implement Annual Inspections.	Fault in equipment could occur between inspections or an item may be missed during inspections.
Illegal Dumping	Hazardous Material Disposal (e.g. Asbestos)	**HIGH**	Identification of material and removal to appropriate location at WMC in accordance with regulations.	Residual hazardous Material may still be present. Further Containment may be required.
Licence	Breach of EPA Licence	**HIGH**	Constant review of procedures against licence requirements to ensure compliance.	Changes in legislative/EPA Licence requirements may change Increase Operational Costs.
Fauna	Fauna interference with operations	**MEDIUM**	Fauna management controls.	On-going costs for management controls.
Capacity	Void Space filled to capacity	**MEDIUM**	Planning process in place to identify new site(s) to reduce current landfilling rate.	Limited space available for new site(s) or complete re-location may be required.

Illegal Dumping Investigation, December 2018

5.2 Routine Maintenance Plan

Routine maintenance is the regular on-going work that is necessary to keep assets operating, including instances where portions of the asset fail and need immediate repair to make the asset operational again.

5.3.1 Maintenance plan

Maintenance includes reactive, planned and cyclic maintenance work activities.
Reactive maintenance is unplanned repair work carried out in response to service requests and management/supervisory directions. Reactive maintenance to the Solid Waste assets includes:

- Grass Mowing
- Repair of buildings
- Repair of roadways
- Repair of water infrastructure (fire-fighting near landfill)
- Repair of plant/equipment
- Repair/replacement of signage

Planned maintenance is repair work that is identified and managed through a maintenance management system (MMS). MMS activities include inspection, assessing the condition against failure/breakdown experience, prioritising, scheduling, actioning the work and reporting what was done to develop a maintenance history and improve maintenance and service delivery performance. Planned maintenance includes:

- Grass Mowing
- Internal road resealing
- Replacement of collection assets at transfer station(s)

Cyclic maintenance is work carried out on a periodic basis, not prompted by inspection or complaints. This can include:

- Grass Mowing
- Repair of buildings
- Repair of roadways
- Repair of water infrastructure (fire-fighting near landfill)
- Repair of plant/equipment
- Repair/replacement of signage
- Renewal of line marking on parking and movement areas
- Litter picking in vicinity of WMC or RTS

Maintenance expenditure trends are shown in Table 5.3.1

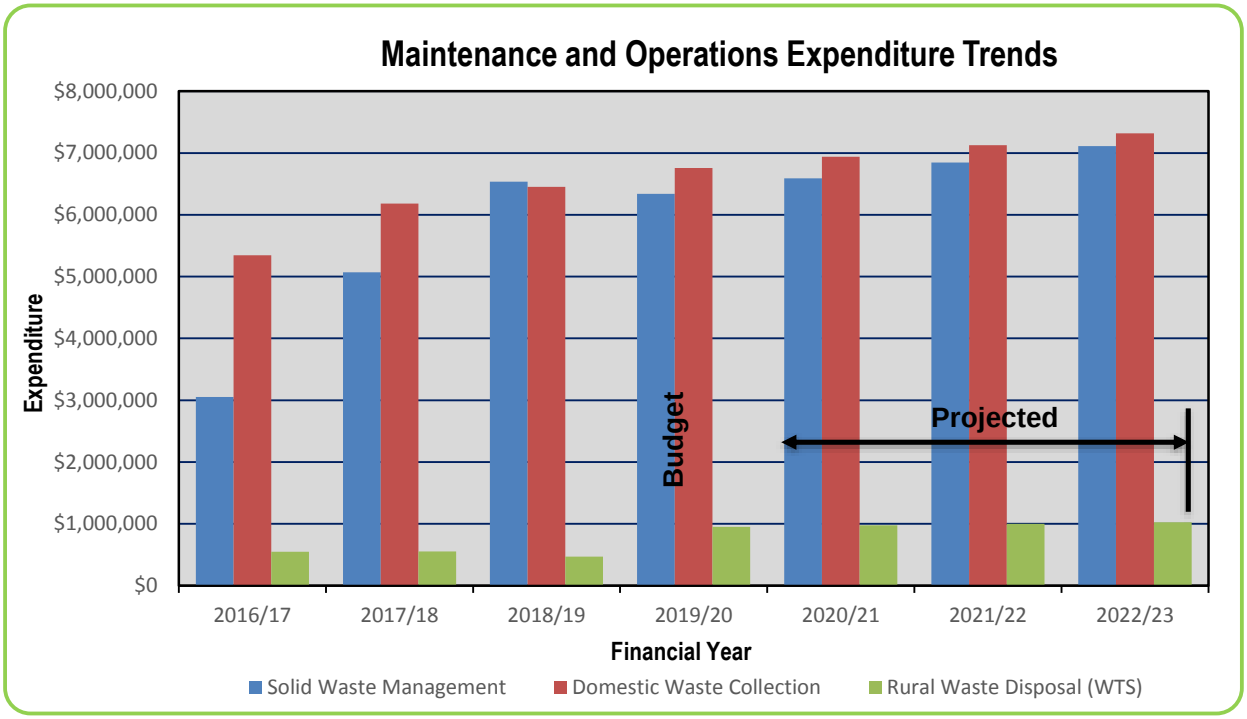
New Rubbish Bin – Customer Service Request, October 2018

Table 5.3.1 Maintenance Expenditure Trends

Financial Year	Operating & Maintenance Expenditure
2016/17	$3,053,669
2017/18	$5,070,607
2018/19	$6,534,318
2019/20 (Budget)	$6,340,831
2020/21 (Estimate)	$6,588,024
2021/22 (Estimate)	$6,844,914
2022/23 (Estimate)	$7,112,923

* Expenditure Values shown in the above table are Solid Waste Management operation and maintenance expenditure only. Domestic Waste Collection and Rural Waste Disposal operating figures have been omitted for clarity. See Fig 5.3.1.

Fig 5.3.1 Solid Waste Management and Domestic Waste Collection Comparison



Past and projected operating figures shown for Solid Waste Management average $5,935,041p.a. and the average expenditure for Domestic Waste Collection $6,586,588 p.a. The above graph shows an increase of $4,059,254 for Solid Waste expenditure from 2016/17 to 2022/23 which, can be associated with many factors including; growing population and required expenditure to meet EPA licence compliance.

5.3.3 Standards and specifications

Maintenance work is carried out in accordance with the following Standards and Specifications and appropriate Australian Standards;

Building Code of Australia

CASA Manual Standards Part 139 Solid Wastes

WH&S Legislative Requirements

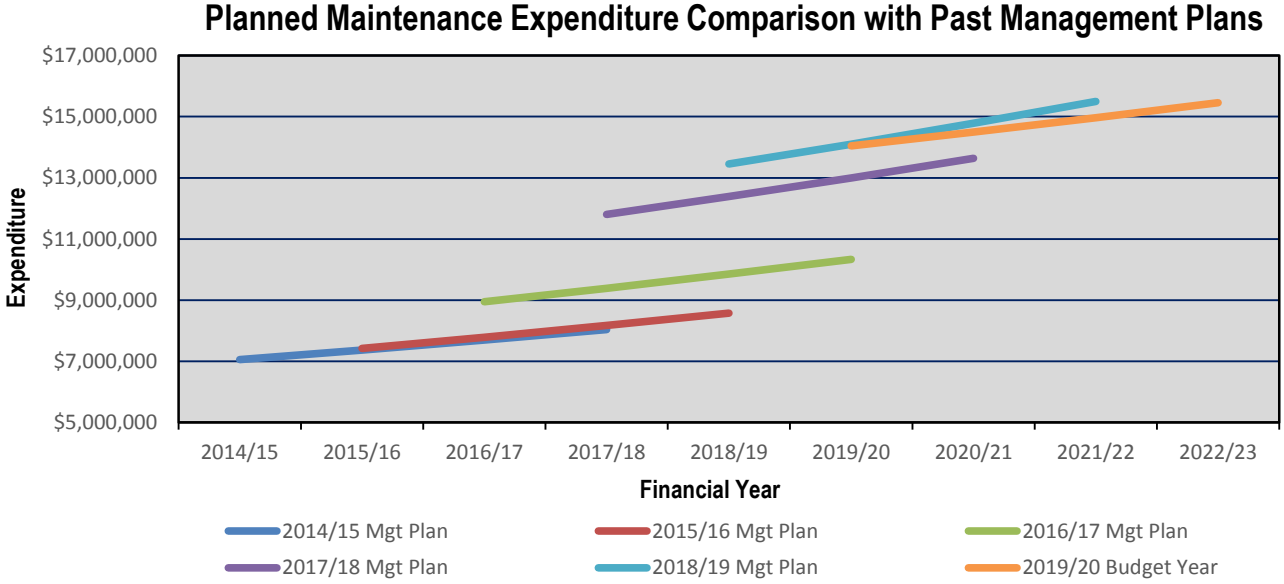
NSW Local Government Act 1993

Other Council Specifications and Guidelines

5.3.4 Summary of future maintenance expenditures

Future maintenance expenditure is forecast to trend in line with the value of the asset stock. The minimum expenditure on maintenance will be current expenditure plus inflation variations.

Fig 5.3.4a Planned Maintenance Expenditure Comparison with Past Management Plans



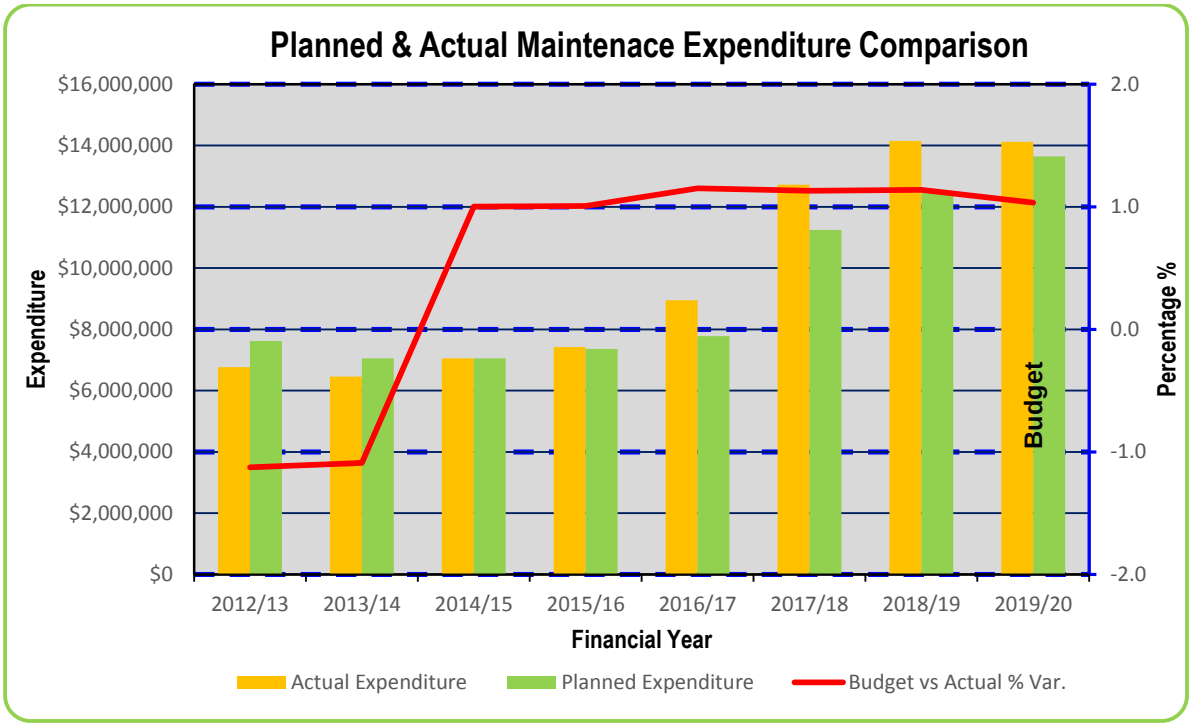
NOTES on Fig 6.

- Budget forecasting is reviewed annually and adjusted for PPI (Producer Price Index) variations.
- See 5.3.1 for comments

Deferred maintenance i.e. works that are identified for maintenance and unable to be funded are to be included in the risk assessment process in the infrastructure risk management plan.

Maintenance is funded from Council's operating budget and grants where available. This is further discussed in Section 6.2.

Fig 5.3.4b History: Planned Maintenance Expenditure & Actual Maintenance Expenditure



The above figure shows the difference between Actual and Planned Maintenance expenditure has been within +-2% over the last 6 financial years, while actual expenditure itself has increasing from 2015/16 by an average of $2,244,321p.a. and the largest increase occurring between 2016/17 - 2017/18 $3,770,883.

Bobcat working within Transfer Station, Waste Management Centre

5.4 Renewal/Replacement Plan

Renewal expenditure is major work which does not increase the asset's design capacity but restores, rehabilitates, replaces or renews an existing asset to its original service potential. Work over and above restoring an asset to original service potential is upgrade/expansion or new works expenditure. There is often a poorly defined line between renewal and upgrade.

5.4.1 Renewal plan

Larger assets that are made up of many individual components may be renewed at the component level over a period of time. The implication of this method of maintenance is that records don't show a renewed asset, which over a period of time has been renewed.

Assets will be renewed or replaced as necessary at the end of their useful life and as the budget allows and subject to the conditions outlined in table 5.4.1.

There is no specific long-term plan or budgetary allocation for periodic renewal or replacement of assets. Rather, assets requiring renewal or replacement are identified during the compilation of Council's annual management plan.

Council's asset register recording asset ages and conditions assist in forward programming of asset renewal and replacement and the associated budget implication.

Table 5.4.1 Renewal Priority Ranking Criteria

Criteria	Weighting
Condition of Asset	40%
Aesthetic value of Asset	20%
Population serviced by Asset	20%
Projected Capital Cost	10%
Proximity to similar Asset	10%
Total	100%

Compactor Working on Tip Face

5.4.2 Renewal standards

Renewal work is carried out in accordance with the Bathurst Regional Council's engineering guidelines and appropriate Australian Standards.

5.4.3 Summary of future renewal expenditure

Due to the age of many of the Solid Waste assets, future renewals are beyond the horizon of this plan.

Trunkey Waste Transfer Station

5.5 Creation/Acquisition/Upgrade Plan

New works are those works that create a new asset that did not previously exist or works which upgrade or improve an existing asset beyond its existing capacity. They may result from growth, social or environmental needs. Assets may also be acquired at no cost to the Council from land development. These assets from growth are considered in Section 4.4. Table 5.5.1 outlines a basic scoring system that may be used to prioritise upgrade candidate proposals.

5.5.1 Upgrade Priority Ranking Criteria

Criteria	Weighting
Safety	**40%**
Access	**40%**
Economic Development & Commercial Potential	**20%**
Total	**100%**

Compactor Working on Tip Face

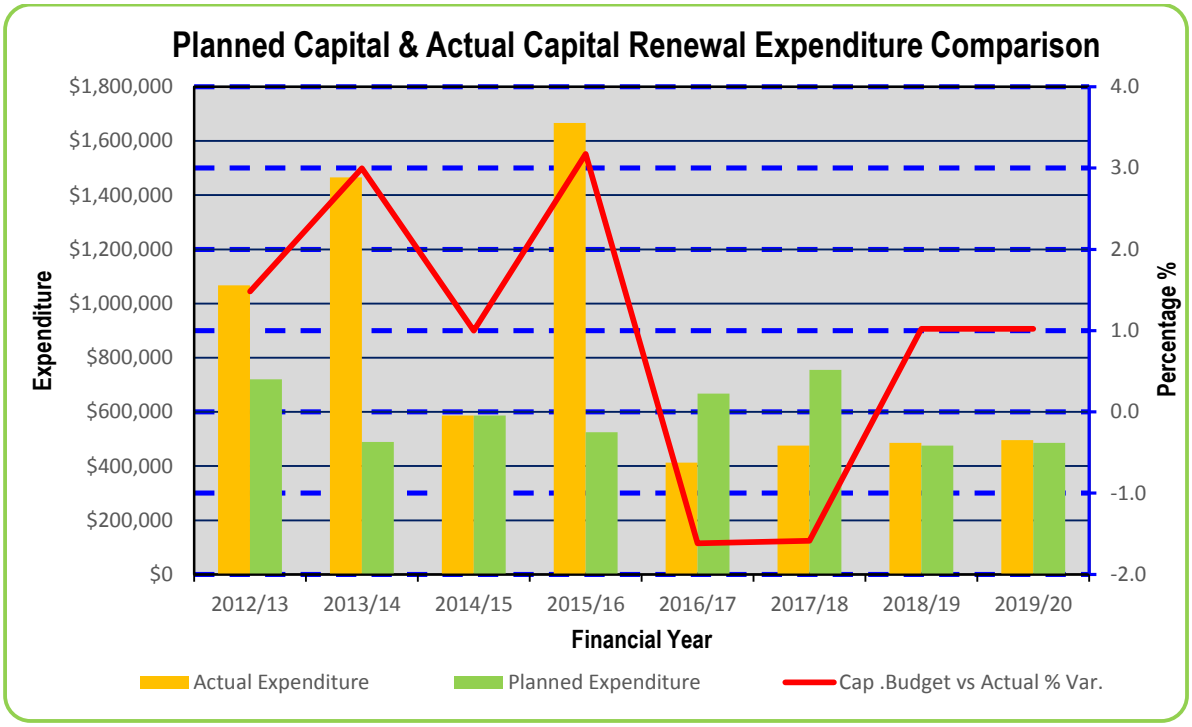
5.5.2 Standards and specifications

New work is carried out in accordance with the Bathurst Regional Council's engineering guidelines and appropriate Australian Standards.

5.5.3 Summary of future Operational and Upgrade assets expenditure

Year	Total Allocation	Works	Operations/ Maintenance	Upgrade
2019/20	200,100	Sofala Rubbish Transfer Station Operating Expenses	200,100	0
	175,200	Sunny Corner Transfer Station Operating Expenses	175,200	0
	174,385	Rockley Rubbish Transfer Station	174,385	0
	162,900	Trunkey Rubbish Transfer Station Operating Expenses	162,900	0
	161,900	Hill End Rubbish Transfer Station Operating Expenses	161,900	0
	600,000	Waste Management Centre Internal Roads Upgrade	0	600,000
2020/21	205,794	Sofala Rubbish Transfer Station Operating Expenses	205,794	0
	180,296	Sunny Corner Transfer Station Operating Expenses	180,296	0
	179,396	Rockley Rubbish Transfer Station	179,396	0
	167,250	Trunkey Rubbish Transfer Station Operating Expenses	167,250	0
	166,348	Hill End Rubbish Transfer Station Operating Expenses	166,348	0
2021/22	211,576	Sofala Rubbish Transfer Station Operating Expenses	211,576	0
	185,504	Sunny Corner Transfer Station Operating Expenses	185,504	0
	185,301	Rockley Rubbish Transfer Station	185,301	0
	171,699	Trunkey Rubbish Transfer Station Operating Expenses	171,699	0
	170,908	Hill End Rubbish Transfer Station Operating Expenses	170,908	0
2022/23	217,451	Sofala Rubbish Transfer Station Operating Expenses	217,451	0
	190,930	Sunny Corner Transfer Station Operating Expenses	190,930	0
	191,030	Rockley Rubbish Transfer Station	191,030	0
	176,250	Trunkey Rubbish Transfer Station Operating Expenses	176,250	0
	175,588	Hill End Rubbish Transfer Station Operating Expenses	175,588	0
Total	**$4,249,806**		**$3,649,806**	**$600,000**

Fig 5.3.4a Planned Maintenance Expenditure Comparison with Past Management Plans



The above graph shows large differences between planned and actual expenditure for majority of the past financial years, this is due to carry over expenditure from the previous year for projects/works. For the last three financial years actual expenditure has come in lower than planned which, may be due to Waste Assets being renewed/upgraded in earlier years.

5.6 Disposal Plan

- There are no current plans for asset disposal from the Solid Waste asset register.
- Plant is disposed of at the time of acquisition of replacement items in order to maximise the financial return.
- If kerbside collection service and operation of WMC was contracted out, some provision for disposal of some assets would need to be taken into consideration of the outsourcing.

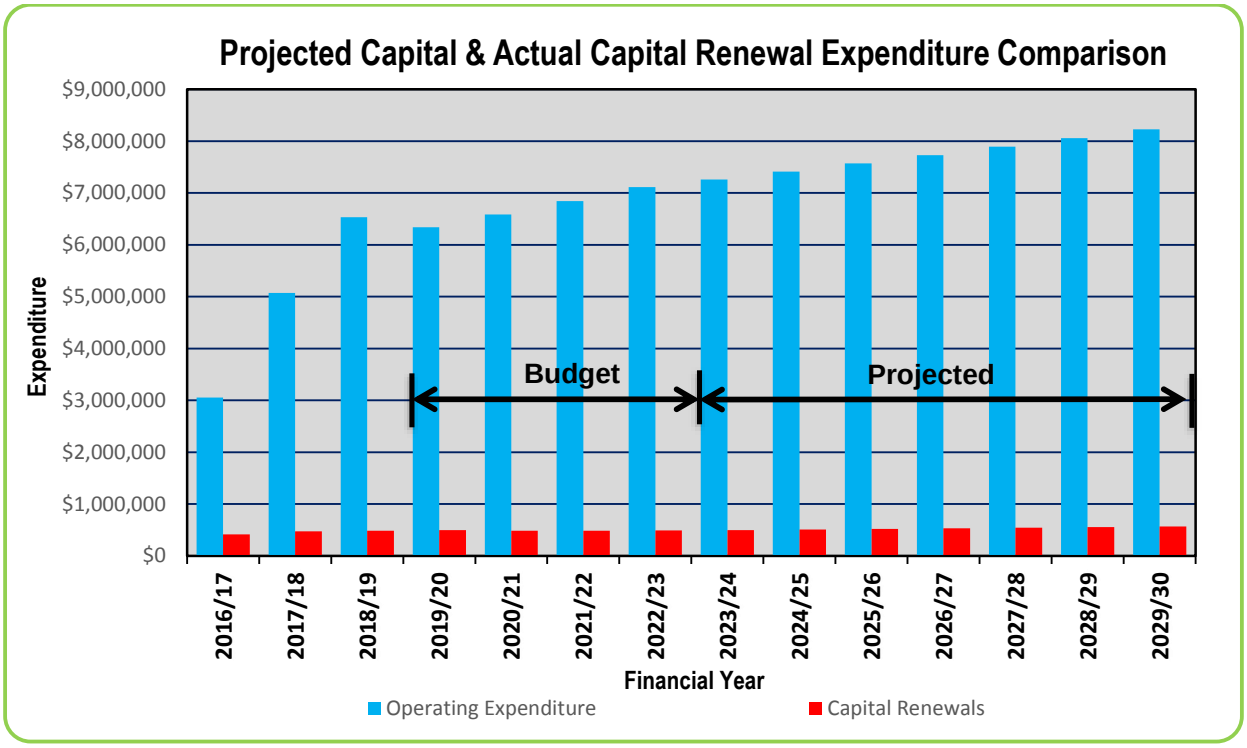
Transfer/Recycling/Green Waste Station, Waste Management Centre

6. FINANCIAL SUMMARY

This section contains the financial requirements resulting from all the information presented in the previous sections of this asset management plan. The financial projections will be improved as further information becomes available on desired levels of service and current and projected future asset performance.

6.1 Financial Statements and Projections

The financial projections are shown in Fig 6.1 for planned operating (operations and maintenance) and capital expenditure (renewal and upgrade of assets).



NOTE

- It is unlikely that growth will continue at the projected rate for 10 years
- Budget forecasting is reviewed annually and adjusted for PPI (Producer Price Index) variations.
- Note that all costs are shown in 2019-dollar values.
- Planned maintenance costs are forecast to increase proportionally with planned capital expenditure. (See 2019/20 Budget Expenditure Source in the Appendices)
- The projection is for 10 years only as the available data is not sufficient enough to provide a useful long-term prediction.

Compactor working on Landfill Face, Waste Management Centre

6.1.1 Sustainability of service delivery

There are two key indicators for financial sustainability that have been considered in the analysis of the services provided by this asset category, these being long term life cycle costs and medium-term costs over the 10-year financial planning period.

Long term - Life Cycle Cost

Life cycle costs (or whole of life costs) are the average costs that are required to sustain the service levels over the longest asset life. Life cycle costs include maintenance/operational expenditure and asset consumption (depreciation expense). The annual average life cycle cost for the services covered in this asset management plan is **$7,377,437**.

Life cycle costs can be compared to life cycle expenditure to give an indicator of sustainability in service provision. Life cycle expenditure includes maintenance/operational plus capital renewal expenditure. Life cycle expenditure will vary depending on the timing of asset renewals. The life cycle expenditure at the start of the plan is **$6,940,831**.

- Maintenance/operational expenditure sourced from Budget Reference 43410 (Solid Waste) Only.
- Capital renewal expenditure sourced from Budget Reference 47410 (Solid Waste) & 47420 (Domestic Waste)

A gap between life cycle costs and life cycle expenditure gives an indication as to whether present consumers are paying their share of the assets, they are consuming each year. The purpose of this asset management plan is to identify levels of service that the community needs and can afford and develop the necessary long-term financial plans to provide the service in a sustainable manner.

The life cycle gap for services covered by this asset management plan is **-$436,606** per annum. The life cycle sustainability index is **0.94**.

Medium term – 10-year financial planning period

This asset management plan identifies the estimated maintenance and capital expenditures required to provide an agreed level of service to the community over a 20-year period for input into a 10-year financial plan and funding plan to provide the service in a sustainable manner. This may be compared to existing or planned expenditures in the 20-year period to identify any gap. In a core asset management plan, a gap is generally due to increasing asset renewals.

The current budget compilation method of short-term programming of asset renewal does not allow for long term future predictions.

Using the valuation, remaining useful life estimations and the 2019/20 Management Plan Section 6.4 the following assumptions can be made - (from 5.5.3)

- See next page for table

Methane Gas being flared off (burnt)

Methane Collection Well

Year	Total Allocation	Works	Operations/ Maintenance	Upgrade
2019/20	$200,100	Sofala Waste Transfer Station Operating Expenses	$200,100	0
	$175,200	Sunny Corner Waste Transfer Station Operating Expenses	$175,200	0
	$174,385	Rockley Waste Transfer Station	$174,385	0
	$162,900	Trunkey Waste Transfer Station Operating Expenses	$162,900	0
	$161,900	Hill End Landfill Operating Expenses	$161,900	0
	$600,000	Waste Management Centre Internal Roads Upgrade	0	$600,000
2020/21	$205,794	Sofala Waste Transfer Station Operating Expenses	$205,794	0
	$180,296	Sunny Corner Waste Transfer Station Operating Expenses	$180,296	0
	$179,396	Rockley Waste Transfer Station	$179,396	0
	$167,250	Trunkey Waste Transfer Station Operating Expenses	$167,250	0
	$166,348	Hill End Landfill Operating Expenses	$166,348	0
2021/22	$211,576	Sofala Waste Transfer Station Operating Expenses	$211,576	0
	$185,504	Sunny Corner Waste Transfer Station Operating Expenses	$185,504	0
	$185,301	Rockley Waste Transfer Station	$185,301	0
	$171,699	Trunkey Waste Transfer Station Operating Expenses	$171,699	0
	$170,908	Hill End Landfill Operating Expenses	$170,908	0
2022/23	$217,451	Sofala Waste Transfer Station Operating Expenses	$217,451	0
	$190,930	Sunny Corner Waste Transfer Station Operating Expenses	$190,930	0
	$191,030	Rockley Waste Transfer Station	$191,030	0
	$176,250	Trunkey Waste Transfer Station Operating Expenses	$176,250	0
	$175,588	Hill End Landfill Operating Expenses	$175,588	0
Total	**$4,249,806**		**$3,649,806**	**$600,000**

- Due to the average useful life age of Solid Waste Assets being >70yrs, the data in the above table shows operational expenditure only, except for the Waste Management Centre Internal Road Upgrade which at the time of this plan the road assets have exceeded their useful life.

Using the valuation estimations and remaining useful life the estimated capital renewal and maintenance expenditure required over the next 10 years is **$86.299 million.**

This is an average expenditure of **$8.630 million pa.** Estimated maintenance and capital renewal expenditure in year 1 is **$6.941 million.** The 10-year sustainability index is **0.80**.

It should be noted that the Solid Waste maintenance budget as defined by the management plan contains cost items for both operational expenditure and maintenance and as such is not a good indication of the level of maintenance on capital value assets. (see section 8.2.5 budgetary recommendations).

Figures shown in the above paragraphs sourced from the following Budget References;

- 43410 Solid Waste Management Operation
- 47410 Solid Waste Management Capital Works
- 47420 Domestic Waste Collection Capital Expenditure

6.2 Funding Strategy

This is one of the few Asset Management Plans where a funding stream is readily available. Any surplus from Domestic Waste Management must, under the Local Govt act be returned to Domestic Waste Mgt operations (i.e. a 'closed fund') and not returned to 'Consolidated Revenue'.

The entire Solid Waste budget for 2019/20 financial year is approximately **$14,644,720**. Income for the same period is estimated at **$6,659,702** as per the projected figures from the Council management plan.

Internal reserve accounts at 30 June 2018 of **$14,285,192** (Solid Waste Depot $7,068,788; Domestic Waste Collection $6,754,404 and Rural Waste Disposal $462,000), following amounts transferred to and from the previous year's budgets.

The breakup of the Solid Waste budget will continue to be made up of the same components. Council's current management practices are resulting in a level of service that appears to be meeting expectations of the Solid Waste users, based on the results of the 2018 Community Survey.

6.3 Valuation Forecasts

Asset values are forecast to increase as additional assets are added to the asset stock from construction and acquisition by Council and from assets constructed by land developers and others and donated to Council. As there is no firm long-term capital works plan it is not possible to provide a meaningful valuation forecast.

6.4 Key Assumptions made in Financial Forecasts

This section details the key assumptions made in presenting the information contained in this asset management plan and in preparing forecasts of required operating and capital expenditure and asset values, depreciation expense and carrying amount estimates. It is presented to enable readers to gain an understanding of the levels of confidence in the data behind the financial forecasts.

Key assumptions made in this asset management plan are:

Asset Group	Replacement Value	Useful life (Avg.	Remaining Life (Avg.)	Depreciated Replacement Cost
Land	$791,000	N/A	N/A	$791,000
Buildings	$2,393,074	80yrs	70yrs	$1,990,553
Other Structures	$888,859	50yrs	32yrs	$630,418
Total	**$4,072,933**		**Total**	**$3,411,971**

- Values as at 30 June 2019
- Remaining life is the average of all assets in this group
- Useful lives have been estimated through experience and by using published lives from the Local Government Asset Accounting Manual published by the NSW DLG.
- Annualised PPI (Producer Price Index) have been calculated using the figures published by the Australian Bureau of Statistics http://www.abs.gov.au/AUSSTATS/abs@.nsf/DetailsPage/6401.0Sep%202009?OpenDocument
  - Depreciation is calculated using the straight-line method.
  - Accuracy of future financial forecasts may be improved in future revisions of this asset management plan by the following actions
  - Estimated cost shown for Land – values produced from Council's Rates Records and are indicative.

.7. ASSET MANAGEMENT PRACTICES

7.1 Accounting/Financial Systems

Council currently uses Civica Authority as the primary Corporate System

Administrator: IT manager

Relevant accounting standard is AAS 27 “Financial Reporting by Local Governments”

Actions required by the finance system resulting from the asset management plan:

- Obtaining new formed footpath and cycleway assets for take-up at the conclusion of the financial year from the asset section rather than from the financial system.

7.2 Asset Management Systems

Council uses CONFIRM asset management software. The current version is 19.00e.AM.12665.

CONFIRM team:

Team leader:	Administration Engineer
Administrator:	Asset Engineer
Data entry:	3 x Asset Technicians
Field inspections:	Asset Inspector

Confirm consists of:

- A comprehensive formed footpath and cycleway inventory;
- Condition rating for the formed footpath and cycleway network;
- Defect inspection and recording via the ConfirmConnect mobile solution;
- Data Management, with reporting procedure to present inventory and assessment information;
- Asset Accounting, AAS27 reporting capability and life cycle costing
- MapInfo GIS system linked to CONFIRM.

As a result of this plan it is intended to improve the Asset management system by:

- Linking of Confirm to Financial Software to gain more accurate costs of works.

7.3 Information Flow Requirements and Processes

The key information flows *into* this asset management plan are:

- The asset register data on size, age, value, remaining life of the network;
- The unit rates for categories of work/material;
- The adopted service levels;
- Projections of various factors affecting future demand for services;
- Correlations between maintenance and renewal, including decay models;
- Data on new assets acquired by council.

The key information flows *from* this asset management plan are:

- The assumed Works Program and trends;
- The resulting budget, valuation and depreciation projections;
- The useful life analysis.

These will impact the Long-Term Financial Plan, Strategic Business Plan, annual budget and departmental business plans and budgets. The current communication between financial and asset systems is limited to manually entering the relevant data.

8. CONCLUSIONS

8.1 Current position statement

The provision of Solid Waste assets as part of operating the Waste Management Centre is one of Council's Business Units.

In line with environmental and legislative requirements (refer to Table 3.2) and objectives contained within NSW EPA WARR strategy 2014-2021. In addition to these, council has initiated several initiatives to provide information to the wider community and guidance on managing waste on site to lessen the impact on the local environment and on waste management infrastructure.
Initiatives/programs such as;

- Waste Information Hub - https://www.bathurst.nsw.gov.au/residents/waste/waste-information-hub.html
- Support of The Junktion – reuse shop located adjacent to Waste Management Centre.
- NetWaste – Bathurst Regional Council is a member of the NetWaste Group, (26 Councils Across NSW).
- Community Recycling Centre opened at WMC – collecting batteries of various kinds, motor and cooking oil, paint, smoke detectors, fluro tubes, fire extinguishers and gas bottles.
- Introduction of food and garden organics collection service.
- Mattress and tyre recycling underway.
- Participation in regional waste diversion contracts – used oil, Greenwaste chipping, scrap. metal, e-waste, household hazardous collections.
- Implementation of battery, mobile phone and printer cartridge collections at Civic Centre.
- Maintenance of a methane flare and bore fields.
- Continued provision of waste vouchers to residents in lieu of bulky goods collection.
- Development of waste app.
- Ongoing support of co-mingled recycling (yellow kerbside bin).
- Ongoing Waste education for residents.
- Implementation of public place recycling at events.
- Improved litter management in CBD.
- Management of Rural Transfer Stations under BRC management including collection trucks, bins & equipment.
- Improved management of dumping and misuse at waste transfer stations.
- Review of WMC landfill plan by external consultant.
- Review of stormwater management at WMC completed by external consultant.

The main implication for the WMC is the effect on the usable life of the current facility; this will be dependent on the inflows which will be affected by the above-mentioned recycling and also other factors such as lower tipping fees attracting waste from outside the LGA. An adjustment in the fees charged at the WMC (and for kerbside collection) will improve the overall bottom line but the finite amount of waste that can be put into the 'void space' is the end limiting factor.

The current replacement cost of the Solid Waste asset portfolio is estimated at **$4.621 million**. The annual depreciation expense is estimated at **$10,173**. A detailed asset valuation has not been performed on the Solid Waste assets. The outcomes of this plan will be improved as detailed valuations are performed and a more accurate picture of the current status of the assets is formed. The estimations that have been performed are at greenfield rates and are based on rates published by Rawlinsons Australian Construction Handbook (2019) and actual financial information collected from the financial records of Council.

The current operations and maintenance budget for the Solid Waste asset portfolio is an average of approximately **$14.742 million p.a.**
Customer requests regarding WMC and WTS assets are very minimal since the implementation of the Council's current customer request management system in September 2005. This may suggest that the level of service provided by the Council through the Solid Waste assets is being maintained and current maintenance expenditure is adequate or that a more formalised system of feedback from users of the Solid Waste is required.

Customer Requests relating to kerbside collections show a varying trend suggesting changeable levels of customer satisfaction. This is countered by the Community Survey results that put collection at or near the top of the 'importance' rating and satisfaction with the WMC in the mid-range.

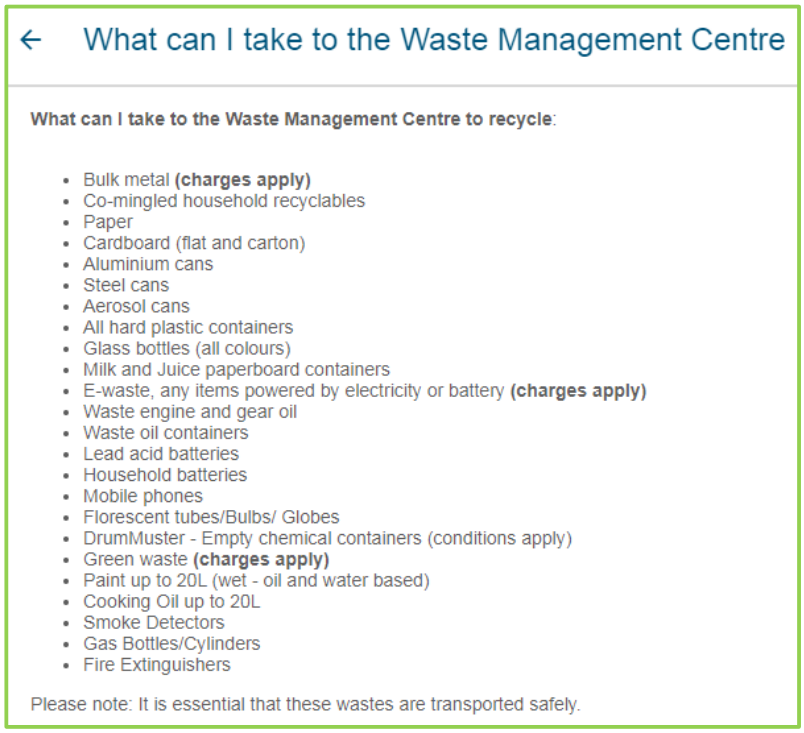
In technical terms the re-current maintenance budget appears to be satisfactory for the Solid Waste assets. The asset deterioration rate appears to be in line with or slower than the useful life used to calculate remaining asset life. A more thorough maintenance management system, including a program of inspection will better allow the Council to ascertain the effectiveness of the budget allocation.

The budget for maintenance and repair is currently forecast by adding an additional amount due to PPI (Producer Price Index) on the previous year's budget. As the Solid Waste assets age and the portfolio expands to meet the expectations of users and meet growth in areas use of the Solid Waste, the expenditure required to meet maintenance needs will increase at a rate higher than the PPI (Producer Price Index). If the current level of maintenance is not increased in line with the increasing maintenance requirements of the Solid Waste assets, a reduction in safety, amenity and aesthetics could reasonably be expected.

The Solid Waste assets have varied useful lives. As mentioned previously, the majority of Solid Waste assets are relatively new (under 20 years old). The useful life will vary from asset to asset depending on the level of maintenance performed. From the estimations of useful life (Section 6.4) most asset groups apart from Other Structures at the WMC have around **87%** of useful life remaining. As an asset group the WMC Other Structures have approximately **72%** remaining life.

When the current WMC landfill area has a remaining lifespan of 15 years, a reserve will need to be built up to cater for the new facility or other strategies. This will need to be accommodated in the budgeting process from approximately, the **2049/50 Financial Year**.

The information contained within the asset management plan sets a benchmark for the Solid Waste asset portfolio at the close of the 2018 calendar year. By continuing to collect information on the condition of the Solid Waste asset portfolio and monitoring the expenditure on maintenance and renewal of Solid Waste assets the performance of the Council's strategies can be measured, reported on and improved in the future.



WMC Accepted Waste - Website interactive portal
https://calendars.impactapps.com.au/bathurst/waste-info/#/info-details/21

8.2 Recommendations

Council aims to ensure all assets are sustainable and appropriate. The key outcomes of this asset management plan are to keep the Solid Waste assets in good condition and ensure that current and future development of these assets are relevant to the needs of the community while appropriate funding is planned for maintenance and capital upgrades.
To ensure that Council can achieve this, the following actions have been identified:

8.2.1 Asset management recommendations

- Include specific questions relating to Solid Waste in the next Community Survey.
- Asset inspection results and condition information should be recorded on the Council's asset management system
- Maintenance and renewal costs should be closely monitored using the asset management system's maintenance management capabilities. This will provide more accurate unit rates and better valuation figures.

8.2.2 Maintenance recommendations

- Current levels of maintenance must be maintained

8.2.3 Renewal recommendations

- Nil

8.2.4 Upgrade and new asset recommendations

- When considering new or upgraded assets the whole of life costs is to be considered extra to capital costs, including maintenance, operations, depreciation and any disposal costs. Maintenance and operations budgets **will** be altered to reflect increased or decreased budgetary requirements OR
- the community will be consulted on the reduced level of service that may be experienced if budgets are not increased with increased maintenance loads;

8.2.5 Budgetary recommendations

- Appropriate levels of funding are to be set aside each year from reserves to cover large capital costs as they become necessary;
- An increase in the maintenance budget in real terms to maintain the current asset stock plus additional new and upgraded assets.
- A clearer delineation of expenditure between operational and maintenance cost allocations.

Waste Bin - Website interactive portal
https://calendars.impactapps.com.au/bathurst/waste-info/#/info-details/21

9. PLAN IMPROVEMENT AND MONITORING

9.1 Performance Measures

The effectiveness of the asset management plan can be measured in the following ways:

- The degree to which the required cashflows identified in this asset management plan are incorporated into council's long-term financial plan and Strategic Management Plan;
- The degree to which 1-5-year detailed works programs, budgets, business plans and organisational structures take into account the 'global' works program trends provided by the asset management plan;

9.2 Monitoring and Review Procedures

This asset management plan will be reviewed during annual budget preparation and amended to recognise any changes in service levels and/or resources available to provide those services as a result of the budget decision process.

The Plan has a life of 4 years and is due for revision and updating within 2 years of each Council election.

9.2 Improvement Plan

Task	Responsibility	Resources Required	Timeline
Incorporation of plant assets into register	Asset Technician/Waste Management Centre Supervisor	Purchase Cost and Date of purchase	4 Years
More specific categorisation of Budget items into Operations/Maintenance/Upgrade/Renewal	Finance Section/Asset Section	-	
More detailed Asset data collection for Waste Management Centre and Waste Transfer Stations	Asset Technician	Construction Costs & Installation Dates	

Green waste stack, Waste Management Centre

Green waste converted to mulch, Waste Management Centre

REFERENCES

- Bathurst Regional Council, 'Management Plan 2019-2023',
- Bathurst Regional Council, 'Detailed Financial Budget and Revenue Policy 2018-2019'
- Bathurst Regional Council Community Strategic Plan 2040
- IPWEA, 2011 'International Infrastructure Management Manual', Institute of Public Works Engineering Australia, Sydney
- IPWEA, 2009 First Ed 'Australian Infrastructure Financial Management Guidelines' , Institute of Public Works Engineering Australia, Sydney
- Rawlinsons, 2019 'Australian Construction Handbook', Rawlinsons Publishing, Perth.

NSW Department of Local Government, 1999 *Local Government Asset Accounting Manual - update 4* NSW DLG, Nowra

- Consultation with BRC staff (A C-W), (RD) *Refer to Key from Version Table
  - F:\Studies\Community Strategic Plan - Studies 2036ENV19_Bathurst Region Urban Strategy.pdf
  - F:\Studies\Community Strategic Plan - Studies 2036\ENV20_Rural Strategy - Adopted Dec 08_1
- NSW Waste Avoidance and Resource Recovery Strategy 2014-2021 https://www.epa.nsw.gov.au/-/media/epa/corporate-site/resources/wastestrategy/140876-warr-strategy-14-21.pdf?la=en&hash=EC6685E6624995242B0538B18C2E80C0CA2E51B3

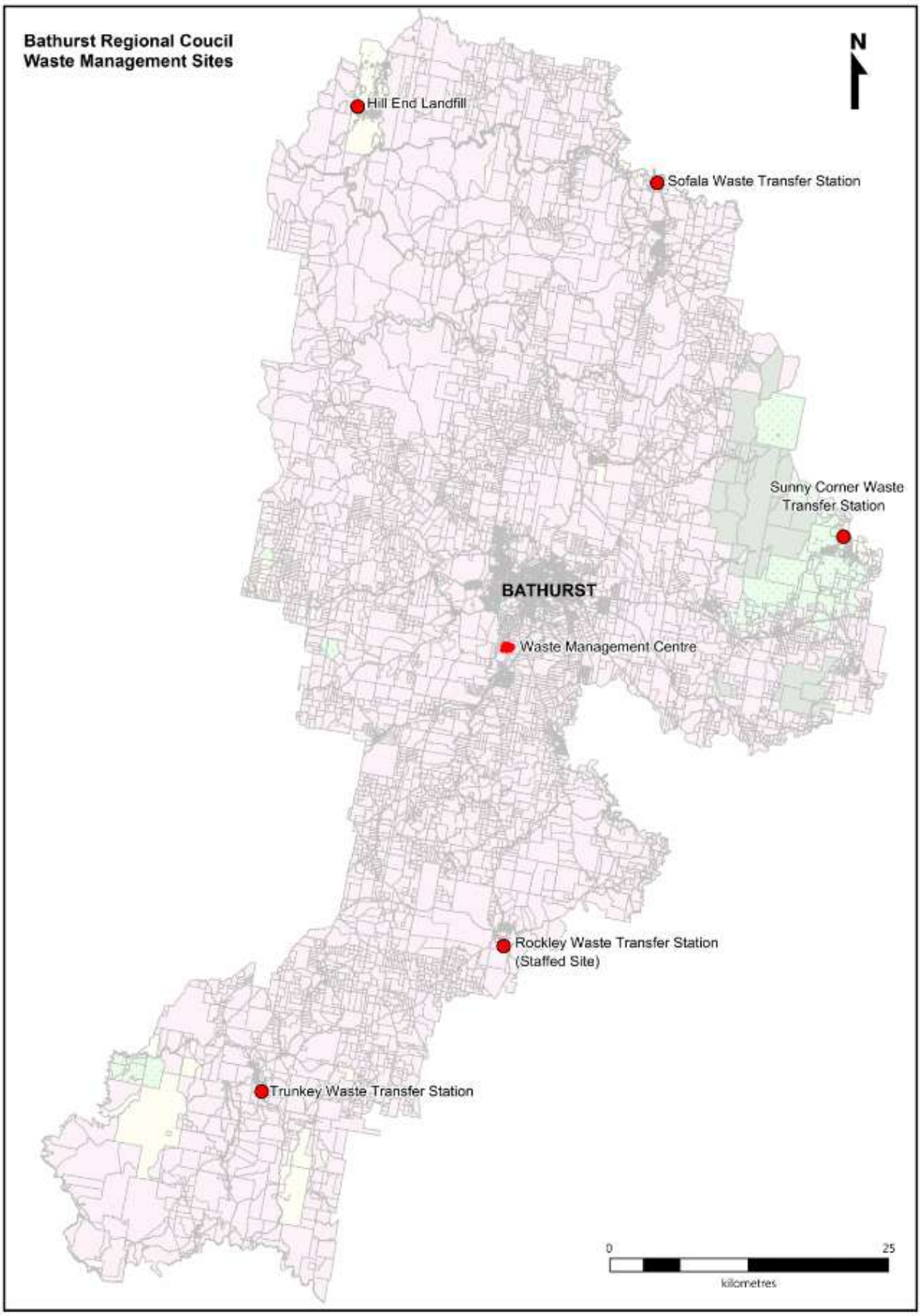
  - Waste Management Plans;
    - F:\Studies\Studies\8000_Engineering\8004_Waste Management Strategy (2007)
    - F:\Studies\Studies\8000_Engineering8057_Bathurst Waste Transport Study (2011)

  - Producer Price Index (PPI) - https://www.abs.gov.au/ausstats/abs@.nsf/mf/6427.0
  - Bathurst Regional Council Waste Information Hub - https://www.bathurst.nsw.gov.au/residents/waste/waste-information-hub.html

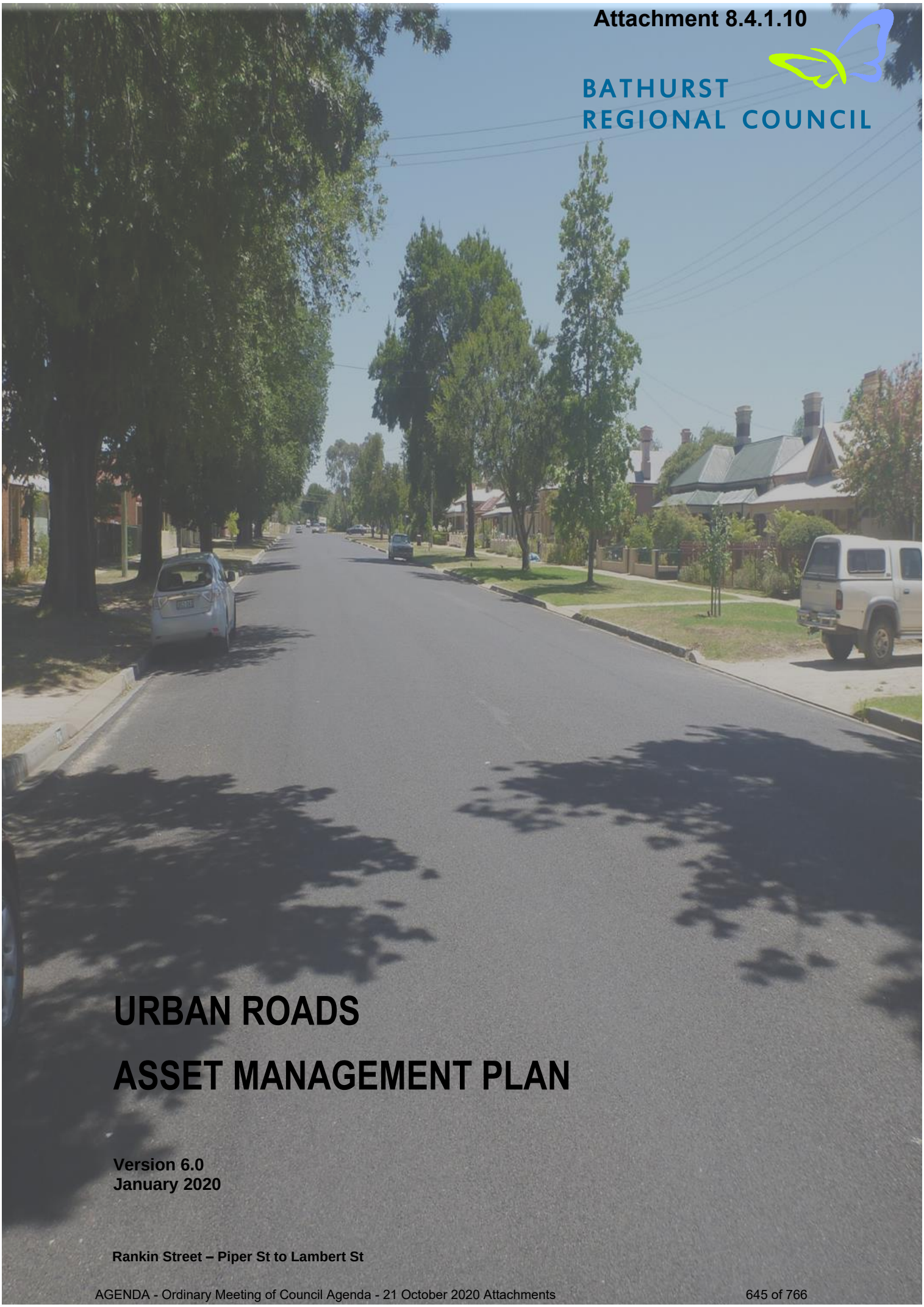
APPENDICES

Bathurst Regional Council
Annual Operating Plan 2019/20 and Delivery Plan 2020-2023
Detailed Budget

Major Project Expenditure		2019/20	2020/21	2021/22	2022/23
Sofala Waste Transfer Station Operating Expenses		200,100	205,794	211,576	217,451
Sunny Corner Waste Transfer Station Operating Expenses		175,200	180,296	185,504	190,930
Rockley Waste Transfer Station		174,385	179,396	185,301	191,030
Trunkey Waste Transfer Station Operating Expenses		162,900	167,250	171,699	176,250
Hill End Landfill Operating Expenses		161,900	166,348	170,908	175,588
Waste Management Centre Internal Roads Upgrade		600,000	0	0	0
2019/20 Budget Expenditure					
Budget Reference					
43410	Solid Waste Management Operations	6,340,831	6,588,024	6,844,914	7,112,923
43420	Domestic Waste Collection Operations	6,754,404	6,936,772	7,124,066	7,316,414
43430	Rural Waste Disposal Site Operations	949,485	974,084	999,988	1,026,249
47410	Solid Waste Management Capital Works	33,915	33,915	33,915	33,915
47420	Domestic Waste Collection Capital Expenditure	462,000	453,404	454,846	456,327
Total		**$14,540,635**	**$14,986,199**	**$15,457,729**	**$15,945,828**


Bathurst Regional Coucil
Waste Management Sites
N
Hill End Landfill
Sofala Waste Transfer Station
Sunny Corner Waste
Transfer Station
BATHURST
Waste Management Centre
Rockley Waste Transfer Station
(Staffed Site)
Trunkey Waste Transfer Station
0
25
kilometres

BATHURST
REGIONAL COUNCIL



URBAN ROADS
ASSET MANAGEMENT PLAN

Version 6.0
January 2020

Rankin Street – Piper St to Lambert St

Document Control	Bathurst Regional Council				
Document ID: Urban Roads_ AMP_January 2020_Ver 6.0.docx					
Version No.	Date	Version Details	Author	Reviewer	Approver
1.0	May 2009	Section 8. Conclusion added	GF	PB	DP
2.0	July 2009	Section 5.3.4. - Resealing added	GF	PB	DP
3.0	September 2009	Added table 8.1 - Projected Urban Road Network Budget Requirements	GF	PB	DP
4.0	July 2010	Adoption by Council	PB	PB	PB
5.0	January 2014	Revised Plan	PB	PB	DP
6.0	January 2020	Revised Plan	RD	BH	DS

Key:

GF: Greg Fraser
DS: Darren Sturgiss
BH: Ben Hudson

Asset Engineer (Previous)
Director Engineering Services
Asset Technician

DP: Douglas Patterson
PB: Peter Benson
RD: Robyn Dilnot

Director Engineering Services (Previous)
Administration Engineer
Asset Systems Administrator

TABLE OF CONTENTS

ABBREVIATIONS

AAAC	Average annual asset consumption
AMP	Asset management plan
ARI	Average recurrence interval
BOD	Biochemical (biological) oxygen demand
CRC	Current replacement cost
PPI	Producer Price Index
CWMS	Community wastewater management systems
DA	Depreciable amount
DoH	Department of Health
EF	Earthworks/formation
IRMP	Infrastructure risk management plan
LCC	Life Cycle cost
LCE	Life cycle expenditure
MMS	Maintenance management system
PCI	Pavement condition index
RV	Residual value
SS	Suspended solids
vph	Vehicles per hour

GLOSSARY

Annual service cost (ASC)
An estimate of the cost that would be tendered, per annum, if tenders were called for the supply of a service to a performance specification for a fixed term. The Annual Service Cost includes operating, maintenance, depreciation, finance/ opportunity and disposal costs, less revenue.

Asset class
Grouping of assets of a similar nature and use in an entity's operations (AASB 166.37).

Asset condition assessment
The process of continuous or periodic inspection, assessment, measurement and interpretation of the resultant data to indicate the condition of a specific asset so as to determine the need for some preventative or remedial action.

Asset management
The combination of management, financial, economic, engineering and other practices applied to physical assets with the objective of providing the required level of service in the most cost-effective manner.

Assets
Future economic benefits controlled by the entity as a result of past transactions or other past events (AAS27.12).
Property, plant and equipment including infrastructure and other assets (such as furniture and fittings) with benefits expected to last more than 12 month.

Average annual asset consumption (AAAC)*
The amount of a local government's asset base consumed during a year. This may be calculated by dividing the Depreciable Amount (DA) by the Useful Life and totalled for each and every asset OR by dividing the Fair Value (Depreciated Replacement Cost) by the Remaining Life and totalled for each and every asset in an asset category or class.

Brownfield asset values**
Asset (re)valuation values based on the cost to replace the asset including demolition and restoration costs.

Capital expansion expenditure
Expenditure that extends an existing asset, at the same standard as is currently enjoyed by residents, to a new group of users. It is discretional expenditure, which increases future operating, and maintenance costs, because it increases council's asset base, but may be associated with additional revenue from the new user group, e.g. extending a drainage or formed footpath and cycleway network, the provision of an oval or park in a new suburb for new residents.

Capital expenditure
Relatively large (material) expenditure, which has benefits, expected to last for more than 12 months. Capital expenditure includes renewal, expansion and upgrade. Where capital projects involve a combination of renewal, expansion and/or upgrade expenditures, the total project cost needs to be allocated accordingly.

Capital funding
Funding to pay for capital expenditure.

Capital grants
Monies received generally tied to the specific projects for which they are granted, which are often upgrade and/or expansion or new investment proposals.

Capital investment expenditure
See capital expenditure definition

Capital new expenditure
Expenditure which creates a new asset providing a new service to the community that did not exist beforehand. As it increases service potential it may impact revenue and will increase future operating and maintenance expenditure.

Capital renewal expenditure
Expenditure on an existing asset, which returns the service potential or the life of the asset up to that which it had originally. It is periodically required expenditure, relatively large (material) in value compared with the value of the components or sub-components of the asset being renewed. As it reinstates existing service potential, it has no impact on revenue, but may reduce future operating and maintenance expenditure if completed at the optimum time, e.g. resurfacing or re-sheeting a material part of a formed footpath and cycleway network, replacing a material section of a drainage network with pipes of the same capacity, resurfacing an oval. Where capital projects involve a combination of renewal, expansion and/or upgrade expenditures, the total project cost needs to be allocated accordingly.

Capital upgrade expenditure
Expenditure, which enhances an existing asset to provide a higher level of service or expenditure that will increase the life of the asset beyond that which it had originally. Upgrade expenditure is discretional and often does not result in additional revenue unless direct user charges apply. It will increase operating and maintenance expenditure in the future because of the increase in the council's asset base, e.g. widening the sealed area of an existing formed footpath and cycleway, replacing drainage pipes

Source: DVC 2006, Glossary
Note: Items shown * modified to use DA instead of CRC
Additional glossary items shown **

with pipes of a greater capacity, enlarging a grandstand at a sporting facility. Where capital projects involve a combination of renewal, expansion and/or upgrade expenditures, the total project cost needs to be allocated accordingly.

Carrying amount
The amount at which an asset is recognised after deducting any accumulated depreciation / amortisation and accumulated impairment losses thereon.

Class of assets
See asset class definition

Component
An individual part of an asset which contributes to the composition of the whole and can be separated from or attached to an asset or a system.

Cost of an asset
The amount of cash or cash equivalents paid, or the fair value of the consideration given to acquire an asset at the time of its acquisition or construction, plus any costs necessary to place the asset into service. This includes one-off design and project management costs.

Current replacement cost (CRC)
The cost the entity would incur to acquire the asset on the reporting date. The cost is measured by reference to the lowest cost at which the gross future economic benefits could be obtained in the normal course of business or the minimum it would cost, to replace the existing asset with a technologically modern equivalent new asset (not a second hand one) with the same economic benefits (gross service potential) allowing for any differences in the quantity and quality of output and in operating costs.

Current replacement cost "As New" (CRC)
The current cost of replacing the original service potential of an existing asset, with a similar modern equivalent asset, i.e. the total cost of replacing an existing asset with an as NEW or similar asset expressed in current dollar values.

Cyclic Maintenance**
Replacement of higher value components/sub-components of assets that is undertaken on a regular cycle including repainting, building roof replacement, replacement of air conditioning equipment, etc. This work generally falls below the capital/ maintenance threshold and needs to be identified in a specific maintenance budget allocation.

Depreciable amount
The cost of an asset, or other amount substituted for its cost, less its residual value (AASB 116.6)

Depreciated replacement cost (DRC)
The current replacement cost (CRC) of an asset less, where applicable, accumulated depreciation calculated on the basis of such cost to reflect the already consumed or expired future economic benefits of the asset

Depreciation / amortisation
The systematic allocation of the depreciable amount (service potential) of an asset over its useful life.

Economic life
See useful life definition.

Expenditure
The spending of money on goods and services. Expenditure includes recurrent and capital.

Fair value
The amount for which an asset could be exchanged, or a liability settled, between knowledgeable, willing parties, in an arm's length transaction.

Greenfield asset values **
Asset (re)valuation values based on the cost to initially acquire the asset.

Heritage asset
An asset with historic, artistic, scientific, technological, geographical or environmental qualities that is held and maintained principally for its contribution to knowledge and culture and this purpose is central to the objectives of the entity holding it.

Impairment Loss
The amount by which the carrying amount of an asset exceeds its recoverable amount.

Infrastructure assets
Physical assets of the entity or of another entity that contribute to meeting the public's need for access to major economic and social facilities and services, e.g. formed footpath and cycleways, drainage, footpaths and cycleways. These are typically large, interconnected networks or portfolios of composite assets. The components of these assets may be separately maintained, renewed or replaced individually so that the required level and standard of service from the network of assets is continuously sustained. Generally, the components and hence the assets have long lives. They are fixed in place and are often have no market value.

Investment property
Property held to earn rentals or for capital appreciation or both, rather than for:
(a) use in the production or supply of goods or services or for administrative purposes; or
(b) sale in the ordinary course of business (AASB 140.5)

Source: DVC 2006, Glossary
Note: Items shown * modified to use DA instead of CRC
Additional glossary items shown **

Level of service
The defined service quality for a particular service against which service performance may be measured. Service levels usually relate to quality, quantity, reliability, responsiveness, environmental, acceptability and cost).

Life Cycle Cost **
The life cycle cost (LCC) is average cost to provide the service over the longest asset life cycle. It comprises annual maintenance and asset consumption expense, represented by depreciation expense. The Life Cycle Cost does not indicate the funds required to provide the service in a particular year.

Life Cycle Expenditure **
The Life Cycle Expenditure (LCE) is the actual or planned annual maintenance and capital renewal expenditure incurred in providing the service in a particular year. Life Cycle Expenditure may be compared to Life Cycle Cost to give an initial indicator of life cycle sustainability.

Loans / borrowings
Loans result in funds being received which are then repaid over a period of time with interest (an additional cost). Their primary benefit is in 'spreading the burden' of capital expenditure over time. Although loans enable works to be completed sooner, they are only ultimately cost effective where the capital works funded (generally renewals) result in operating and maintenance cost savings, which are greater than the cost of the loan (interest and charges).

Maintenance and renewal gap
Difference between estimated budgets and projected expenditures for maintenance and renewal of assets, totalled over a defined time (e.g. 5, 10 and 15 years).

Maintenance and renewal sustainability index
Ratio of estimated budget to projected expenditure for maintenance and renewal of assets over a defined time (e.g. 5, 10 and 15 years).

Maintenance expenditure
Recurrent expenditure, which is periodically or regularly required as part of the anticipated schedule of works required to ensure that the asset achieves its useful life and provides the required level of service. It is expenditure, which was anticipated in determining the asset's useful life.

Materiality
An item is material is its omission or misstatement could influence the economic decisions of users taken on the basis of the financial report. Materiality depends on the size and nature of the omission or misstatement judged in the surrounding circumstances.

Modern equivalent asset.
A structure similar to an existing structure and having the equivalent productive capacity, which could be built using modern materials, techniques and design. Replacement cost is the basis used to estimate the cost of constructing a modern equivalent asset.

Non-revenue generating investments
Investments for the provision of goods and services to sustain or improve services to the community that are not expected to generate any savings or revenue to the Council, e.g. parks and playgrounds, footpaths, formed footpath and cycleways and bridges, libraries, etc.

Operating expenditure
Recurrent expenditure, which is continuously required excluding maintenance and depreciation, e.g. power, fuel, staff, plant equipment, on-costs and overheads.

Pavement management system
A systematic process for measuring and predicting the condition of formed footpath and cycleway pavements and wearing surfaces over time and recommending corrective actions.

Planned Maintenance**
Repair work that is identified and managed through a maintenance management system (MMS). MMS activities include inspection, assessing the condition against failure/breakdown criteria/experience, prioritising scheduling, actioning the work and reporting what was done to develop a maintenance history and improve maintenance and service delivery performance.

PMS Score
A measure of condition of a formed footpath and cycleway segment determined from a Pavement Management System.

Rate of annual asset consumption*
A measure of average annual consumption of assets (AAAC) expressed as a percentage of the depreciable amount (AAAC/DA). Depreciation may be used for AAAC.

Rate of annual asset renewal*
A measure of the rate at which assets are being renewed per annum expressed as a percentage of depreciable amount (capital renewal expenditure/DA).

Rate of annual asset upgrade*
A measure of the rate at which assets are being upgraded and expanded per annum expressed as a percentage of depreciable amount (capital upgrade/expansion expenditure/DA).

Reactive maintenance
Unplanned repair work that carried out in response to service requests and management/supervisory directions.

Recoverable amount
The higher of an asset's fair value, less costs to sell and its value in use.

Source: DVC 2006, Glossary
Note: Items shown * modified to use DA instead of CRC
Additional glossary items shown **

Recurrent expenditure
Relatively small (immaterial) expenditure or that which has benefits expected to last less than 12 months. Recurrent expenditure includes operating and maintenance expenditure.

Recurrent funding
Funding to pay for recurrent expenditure.

Rehabilitation
See capital renewal expenditure definition above.

Remaining life
The time remaining until an asset ceases to provide the required service level or economic usefulness. Age plus remaining life is economic life.

Renewal
See capital renewal expenditure definition above.

Residual value
The net amount which an entity expects to obtain for an asset at the end of its useful life after deducting the expected costs of disposal.

Revenue generating investments
Investments for the provision of goods and services to sustain or improve services to the community that are expected to generate some savings or revenue to offset operating costs, e.g. public halls and theatres, childcare centres, sporting and recreation facilities, tourist information centres, etc.

Risk management
The application of a formal process to the range of possible values relating to key factors associated with a risk in order to determine the resultant ranges of outcomes and their probability of occurrence.

Section or segment
A self-contained part or piece of an infrastructure asset.

Service potential
The capacity to provide goods and services in accordance with the entity's objectives, whether those objectives are the generation of net cash inflows or the provision of goods and services of a particular volume and quantity to the beneficiaries thereof.

Service potential remaining*
A measure of the remaining life of assets expressed as a percentage of economic life. It is also a measure of the percentage of the asset's potential to provide services that are still available for use in providing services (DRC/DA).

Strategic Management Plan (SA) **
Documents Council objectives for a specified period (3-5 yrs), the principle activities to achieve the objectives, the means by which that will be carried out, estimated income and expenditure, measures to assess performance and how rating policy relates to the Council's objectives and activities.

Sub-component
Smaller individual parts that make up a component part.

Useful life
Either:
(a) the period over which an asset is expected to be available for use by an entity, or
(b) the number of production or similar units expected to be obtained from the asset by the entity.

It is estimated or expected time between placing the asset into service and removing it from service, or the estimated period of time over which the future economic benefits embodied in a depreciable asset, are expected to be consumed by the council. It is the same as the economic life.

Value in Use
The present value of estimated future cash flows expected to arise from the continuing use of an asset and from its disposal at the end of its useful life. It is deemed to be depreciated replacement cost (DRC) for those assets whose future economic benefits are not primarily dependent on the asset's ability to generate new cash flows, where if deprived of the asset its future economic benefits would be replaced.

Source: DVC 2006, Glossary
Note: Items shown * modified to use DA instead of CRC
Additional glossary items shown **

Alexander Street, Eglinton

1. EXECUTIVE SUMMARY

What Council Provides

Council provides a road network to enable the infrastructure necessary for the safe and efficient transport of people and goods within and throughout the Bathurst Region to meet the changing needs of the community.

The network consists of **291.35 km** of urban roads and **455 km** of kerb and gutter.

What does it Cost?

There are two key indicators of cost to provide the urban roads service.

- The life cycle cost being the average cost over the life cycle of the asset, and
- The total maintenance and capital renewal expenditure required to deliver existing service levels in the next 10 years covered by Council's long-term financial plan.

The life cycle cost to provide the urban roads service is estimated at **$5,271 million** per annum. Council's planned life cycle expenditure for year 1 of the asset management plan is **$4,781 million** which gives a life cycle sustainability index of **0.91**, resulting in a funding shortfall of -$490,857 for year 1.

The total maintenance expenditure budgeted to provide the urban roads network in the next 10 years is estimated at **$52.7 million.** This is an average of **$5,271 million** per annum; giving a 10-year sustainability index of **0.91**, resulting in an anticipated shortfall of -$4,909 million over the medium term.

Plans for the Future

Council plans to operate and maintain the formed urban roads network to achieve the following strategic objectives.

1. To provide the infrastructure necessary for the safe and efficient transport of people and goods within and throughout the Bathurst Region to meet the changing needs of the community.
2. To provide resources for the continuing maintenance of the roads network and to provide new transport network systems in accordance with identified needs.

Measuring our Performance

Quality

Urban roads assets will be maintained in a reasonably usable condition. Defects found or reported that are outside our service standard will be repaired.

Function

Our intent is that an appropriate urban road network is maintained partnership with other levels of government to provide a safe and efficient network.

Urban roads assets will be maintained at a safe level and associated signage and equipment be provided as needed to ensure public safety. We need to ensure key functional objectives are met:

- Defects are detected, quantified and programmed for maintenance
- Maintain roads in a safe condition
- Prolong life of assets through effective maintenance

Safety

Council's asset inspector inspects all roads in accordance with its Maintenance Service Level Specification. Any defects found are recorded on the Confirm Customer Service (CCS) system and sent to the appropriate manager for assessment. Repairs are carried out in accordance with CCS timeframes and available funding.

Any defects reported by members of the public are also recorded in the CCS system and processed accordingly.

The Next Steps

The actions resulting from this asset management plan are:

- Develop an inspection schedule to ensure all council owned roads are inspected on a regular basis
- Improve the collection of physical data pertinent to the maintenance of the urban road network
- Make use of available financial data to produce accurate input to future budgets

Eglinton Road

2. INTRODUCTION

2.1 Background

This asset management plan is to demonstrate responsive management of assets (and services provided from assets), compliance with regulatory requirements, and to communicate funding needed to provide the required levels of service.

The asset management plan is to be read with the following associated planning documents:

- Bathurst Regional Council Delivery Plan 2018-2021 and Annual Operating Plan (2018-2021)
- Bathurst Regional Council Detailed Budget 2018-2021
- Bathurst Community Access and Cycling Plan 2011
- Bathurst City Council CBD Beautification Plan 1998

This asset management plan covers urbans roads assets within the Bathurst Regional Council local government area. Urban road assets include the road surface, the layers of road pavement beneath the surface of the road, the kerbs and gutters, cuttings, embankments and all civil works supporting the carriageway. This asset management plan does not include bridges or culverts.

Table 2.1. Assets covered by this Plan

Asset Category	Length (km)	Replacement Value ($000)
Urban Roads Access	157.78	$74,299.14
Urban Roads Collector	85.94	$40,858.18
Urban Roads Distributor	47.62	$27,591.90
Kerb and Gutter	455.00	$30,239.60
Bulk Earthworks	Included in other road assets	$51,898.27
Total	**746.36**	**$224,887.10**

Key stakeholders in the preparation and implementation of this asset management plan are:

Councillors	Agree to policy for the allocation of resources to maximise benefit to the community whilst minimising the Council's exposure to risk
The Council	To manage the implementation of policy in a timely and cost-effective manner. To ensure resources are effectively utilised
Access Committee	Representative of end users with particular access requirements
General Public	End users of the network

Bradwardine Road, West Bathurst

2.2 Goals and Objectives of Asset Management

The Council exists to provide services to its community. Some of these services are provided by infrastructure assets. Council has acquired infrastructure assets by purchase, by contract, construction by council staff and by donation of assets constructed by developers and others to meet increased levels of service.

Council's goal in managing infrastructure assets is to meet the required level of service in the most cost-effective manner for present and future consumers. The key elements of infrastructure asset management are:

- Providing a defined level of service and monitoring performance
- Managing the impact of growth through demand management and infrastructure investment
- Taking a life cycle approach to develop cost effective management strategies for the long term that meet the defined level of service
- Identifying, assessing and appropriately controlling risks associated with asset failures
- Having a Long-Term Financial Plan which identifies required expenditure and how it will be funded[1]

This asset management plan is prepared under the direction of Council's vision, mission, goals and objectives.

Council's vision:
Bathurst: A vibrant and innovative region that values our heritage, culture, diversity and strong economy."

Relevant Council goals and objectives from the adopted 2040 Community Strategic Plan and how these are addressed in this asset management plan are:

Table 2.2. Council Goals and how these are addressed in this Plan

Community Strategic Plan Objective	How Objectives are addressed in AMP
2.5 Support Mount Panorama as a premier motor support and event precinct	Maintain, improve internal road network for spectators, the mount panorama circuit itself and ensuring the facility meets level of service requirements for events held at Mount Panorama
2.6 Promote our city & villages as a tourist destination	Ensure adequate roads infrastructure is in place to provide access by road for future economic development of the Bathurst Regional area.
4.2 Provide safe and efficient road, cycleway and pathway networks to improve accessibility	Maintain and improve the urban road network, through capital renewal, upgrading urban road infrastructure to meet the appropriate levels of service
4.3 Ensure services, facilities and infrastructure to meet the changing needs of the region	The construction of new road assets to adequately serve the expected rise in population. This includes any upgrading of existing roads required to meet the expected growth.
5.2 Help make the Bathurst CBD, neighbourhoods and the regions villages attractive and full of life	Maintain and improve existing road infrastructure throughout the network, facilitating tourism of the region.
5.4 Make our public places safe and welcoming	Ensuring road assets meet community and technical service standards (See Section 3.3 Levels of Service).
6.1 Communicate and engage with the community, government and business groups on important matters affecting the Bathurst Region	Along with conducting community surveys of council's assets, consultation of relevant renewal/upgrade projects with the community to ensure acceptable level of service is met.
6.4 Meet legislative and compliance requirements	All works conducted and completed under relevant policies and standards. Following correct procedures.
6.6 Manage our money and our assets to be sustainable now and into the future	Communication between Council's Departments to manage expenditure for renewal/upgrade works. Apply for government funding for new assets.

[1] IIMM 2011 Sec 1.2.1, p 1/7

2.3 Plan Framework

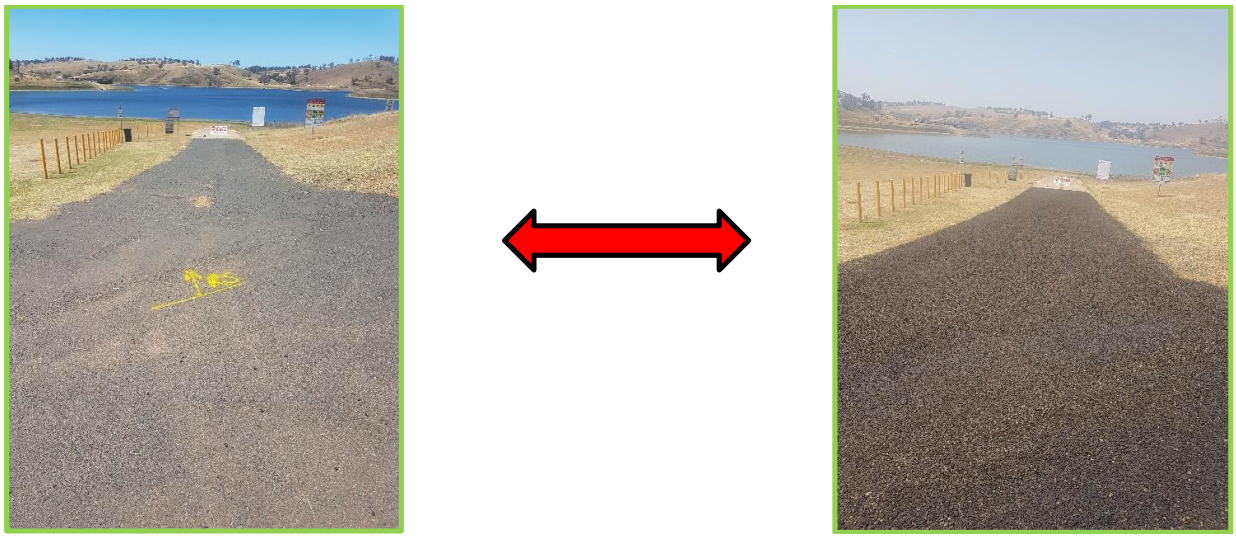
Key elements of the plan are:

- Levels of service – specifies the services and levels of service to be provided by council.
- Future demand – how this will impact on future service delivery and how this is to be met.
- Life cycle management – how Council will manage its existing and future assets to provide the required services
- Financial summary – what funds are required to provide the required services.
- Asset management practices
- Monitoring – how the plan will be monitored to ensure it is meeting Council's objectives.
- Asset management improvement plan

A road map for preparing an asset management plan is shown on the next page.

2.4 Concise and Comprehensive Asset Management

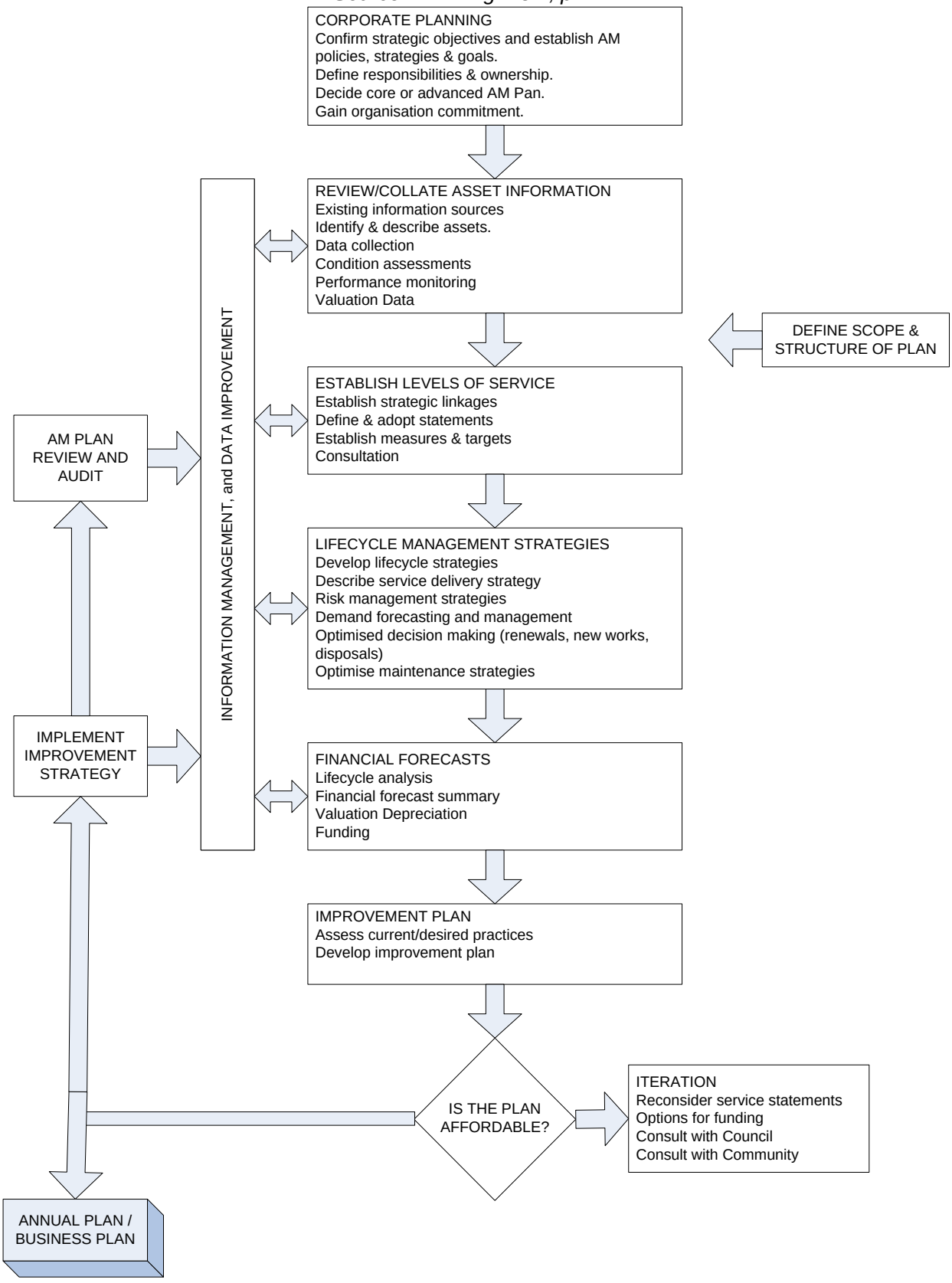
This asset management plan is prepared as a 'core' asset management plan in accordance with the International Infrastructure Management Manual (IIMM). It is prepared to meet minimum legislative and organisational requirements for sustainable service delivery and long-term financial planning and reporting. Core asset management is a 'top down' approach where analysis is applied at the 'system' or 'network' level.



Chifley Dam Internal Roads Upgrade 2019

Road Map for preparing an Asset Management Plan

Source: IIMM Fig 1.5.1, p 1.11



3. LEVELS OF SERVICE

3.1 Customer Research and Expectations

In the 2018 Community Survey, residents were asked to rate the importance and satisfaction they consider the sewer network is to them. They were asked to rate them on a scale of 1 to 5. 1 being not at all important and 5 being very important

Overall, the public rated the urban roads network as being 4.67 out of 5 in importance. In terms of saitisfaction, they rated the urban roads network as being 3.09 out of 5.

In addition to the key findings of the community survey council continues to use the measure of the network performance from Customer Requests (see fig 3.1).

Table 3.1. Community Survey Urban Roads Findings

Community Performance Gap Ranking	Service/Facility	Importance Rating	Satisfaction Rating	Performance Gap
3	Maintaining local urban roads	4.67	3.09	1.58
9	Overall condition of the local sealed road network	4.47	3.15	1.32
16	Road Safety	4.72	3.62	1.10

Fig 3.1. Customer Requests related to Urban Roads

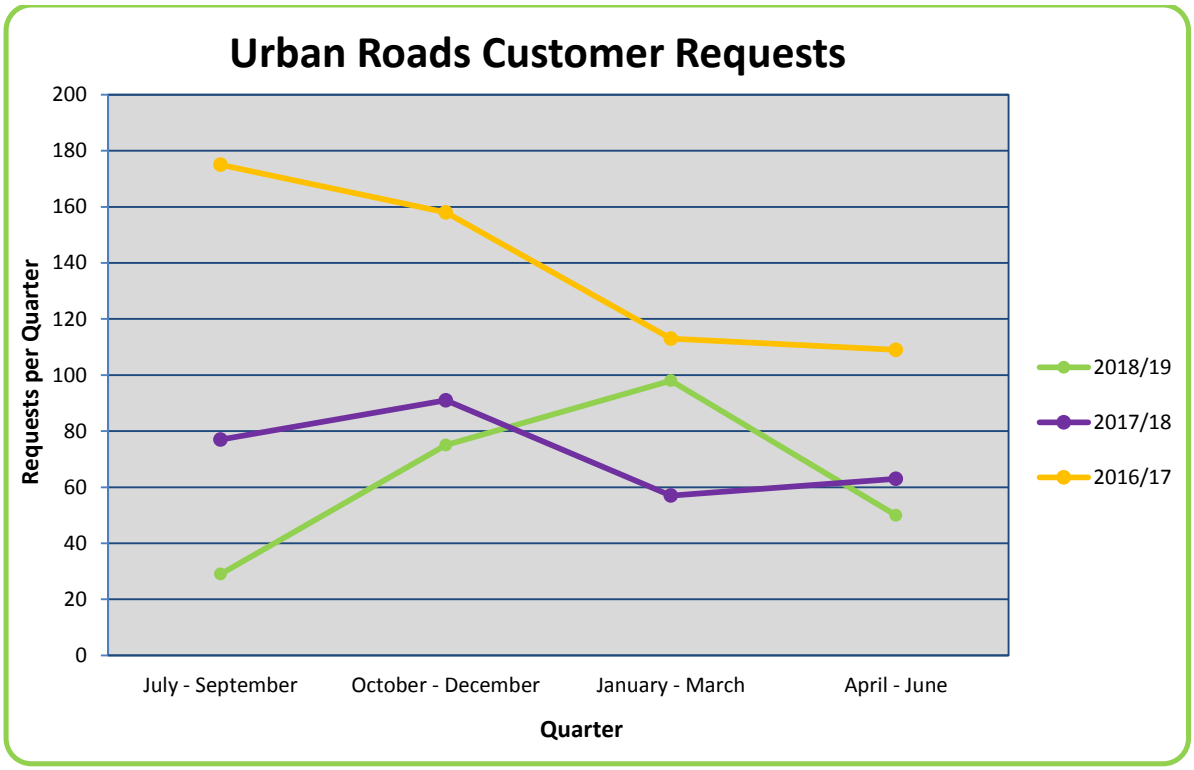


Figure 3.1 shows a spike in customer requests during major roundabout renovations in January – March 2019, but an overall declining trend in the number average number of complaints registered in Council's Customer Service System from July 2016 to June 2019.

3.2 Legislative Requirements

Council has to meet many legislative requirements including Australian and State legislation and State regulations. These include:

Table 3.2. Legislative Requirements

Legislation	Requirement
Local Government Act 1993	Sets out role, purpose, responsibilities and powers of local governments including the preparation of a long-term financial plan supported by asset management plans for sustainable service delivery. Details Council's role as custodian and trustee of public assets, and its associated responsibility to effectively account for and manage these assets.
Roads Act 1993	To confer certain functions (in particular, the function of carrying out road work) on Council and other road authorities and to regulate the carrying out of various activities on Council.
Civil Liabilities Act 2002	Sets out the provisions that give protection from civil liability and the responsibilities of Council and public alike.
Environmental Planning and Assessment Act 1979	The proper management, development and conservation of natural resources, including agricultural land, natural areas, forests, minerals, water, the city, towns and villages for the purpose of promoting the social and economic welfare of the community and a better environment.
Protection of the Environment Operations Act 1997	To protect, restore and enhance the quality of the environment having regard to the need to maintain ecologically sustainable development.
RMS Standards	Provides industry standards for design.
Australian Standards	Provides a minimum standard in many areas including road design, road signage, provision of guard rails, etc.
Work Health & Safety Act 2011	To secure and promote the health, safety and welfare of people at work.
Bathurst Regional Council Policies	• Bathurst Community Access and Cycling Plan 2011 • Community Strategic Plan 2013 • Bathurst CBD Car Parking Strategy 2013 • Bathurst City Traffic Study 1997

Short Street, West Bathurst

3.3 Current Levels of Service

Council has defined service levels in two terms.

Community Levels of Service relate to how the community receives the service in terms of safety, quality, quantity, reliability, responsiveness, cost/efficiency and legislative compliance.

Supporting the community service levels are operational or technical measures of performance developed to ensure that the minimum community levels of service are met. These technical measures relate to service criteria such as:

Service Criteria	Technical measures may relate to
Quality	Smoothness of road surface
Quantity	Total length of road network
Availability	The ease of access to and from the road network
Safety	Number of injury accidents

Council's current service levels are detailed in Table 3.3.

Table 3.3. Current Service Levels

COMMUNITY LEVELS OF SERVICE

Key Performance Measure	Level of Service	Performance Measure Process	Current Performance
Quality	Perceived level of comfort	Customer service requests relating to potholes in the road <150 per annum	**70 (2019)**
		Community satisfaction survey. Specifically: overall condition of the local sealed road network > 70%	**This is currently measured on a 1-5 scale and scores 3.15 or 63%**
Function	Meets appropriate requirements for - width - accessibility - traffic control devices including signs and line markings - appropriate levels of traffic	Customer service requests relating to the perceived functionality of the road. < 8 per annum	**Separation between standard works request and works requests relating to the function of the road is not currently noted within the CCS.**
	Meets appropriate requirements for traffic control devices including signs and line markings	Community satisfaction survey. Specifically: Road Safety. >75% community satisfaction	**This is currently measured on a 1-5 scale and scores 3.62 or 72.4%**
Safety	Reduce hazards and increase safety	Police reports of car accidents within the urban area < 90 per annum	**53***

*statistics taken from Transport for NSW Centre for Road Safety Crash and Casualty Statistics 2018.

TECHNICAL LEVELS OF SERVICE

Key Performance Measure	Level of Service	Performance Measure Process	Current Performance
Condition	Condition Rating on Urban Roads	Condition Rating Survey 2017 <3% at Condition 4 or 5 (Poor or Very Poor)	**5.8%**
	Road Roughness Counts	Average Roughness across a representative sample of Urban Roads network <110 NAASRA counts	**99.96 NAASRA counts**
	Maintain Seal	% of network sealed per annum (based on total network length) 7% per annum	**13.11% (sealed in 2019)**
		Average Age of Seal 7 years	**10.03 years**
	Increase Seal Coverage	% of Urban Network sealed >=95%	**97.85%**
	Maintain Pavement	Maximum Pavement Age <10% @ >20 years	**62% >20yrs**
Function	Congestion Complaints	Less than 5 per year	**<1**
	Road Traffic is Maintained at the design level	<15% of roads have traffic greater than design level	**5% (from 2018/19 traffic count data)**

Fitzroy Street, Peel

4. FUTURE DEMAND

4.1 Demand Forecast

Factors affecting demand include population change, changes in demographics, seasonal factors, vehicle ownership, consumer preferences and expectations, economic factors, agricultural practices, environmental awareness, etc.

Table 4.1. Demand Factors, Projections and Impact on Services

Demand factor	Present position	Projection	Impact on services
Population	42,389 (2016 census)	52,500 (2031)	**Increased population means increased infrastructure. In this case more roads will be built predominantly in urban areas.**
Households with 2 or more cars	8,221 (57% of households - 2016 Census)	10,111 (23% increase projected by 2036)	**The extra vehicle movements will accelerate the deterioration of the road layers, in particular the wearing surface which will need to be resurfaced more often.** **More trucks on the road will require more roads to be constructed to higher standards.**

4.2 Changes in Technology

Technology changes and the forecasted effect on service delivery are outlined in table 4.2.

Table 4.2. Technology Changes and forecast effect on Service Delivery

Technology Change	Effect on Service Delivery
New road construction techniques and plant efficiencies	**Road construction costs may be reduced while pavement life may be extended**
Improved methods of in situ pavement stabilisation	**An increase in pavement life and a reduction in overall reconstruction cost**
Improvements in asset management techniques including inspection and forecasting	**Funds are better directed to areas requiring maintenance resulting in longer asset life**

4.3 Demand Management Plan

Demand for new services will be managed through a combination of managing existing assets, upgrading of existing assets and providing new assets to meet demand and demand management. Demand management practices include non-asset solutions, insuring against risks and managing failures.

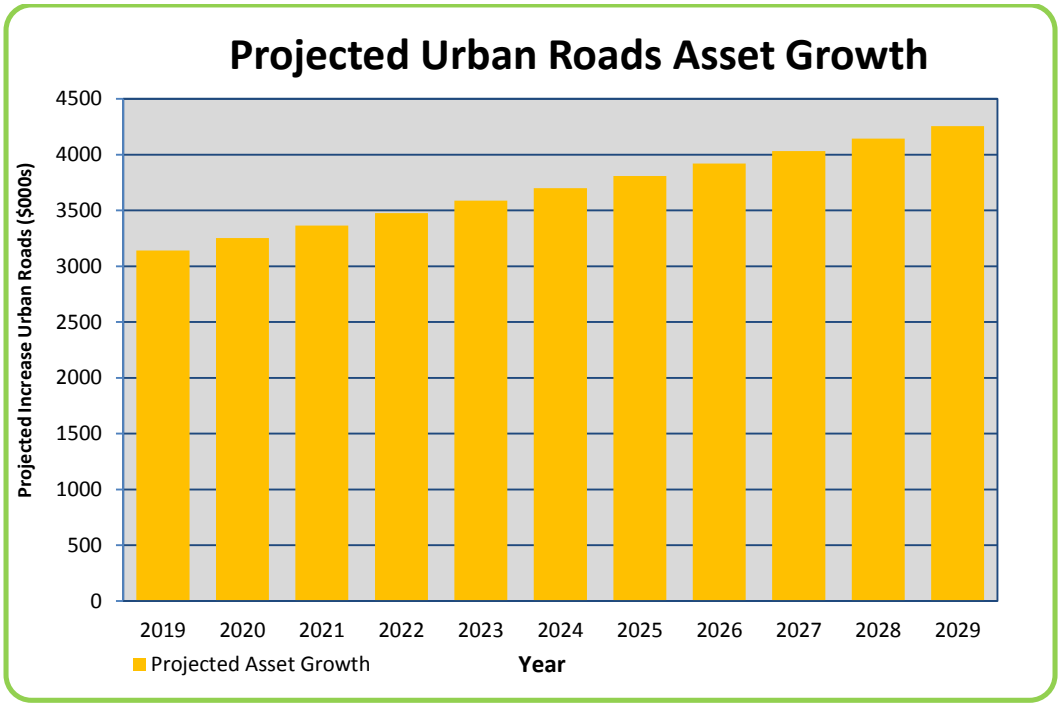
The Bathurst Regional Council Strategic Access Plan seeks to address the future demand expected of the footpath and cycleway network. Further opportunities will be developed in future revisions of this asset management plan.

Table 4.3. Demand Management Plan Summary

Demand Driver	Impact on Services	Demand Management Plan
Increasing Number of Cars/Increased traffic Urban Roads	Increased demand to construct new roads	Improve public transport options to reduce traffic movements Develop a cycleway network as a viable alternative to cars
	Increased maintenance expenditure and need for more frequent re-construction of the road	Resurfacing original asphaltic concrete surfaces with the appropriate sprayed seal to extend the useable life of the seal
		Extending the interval between pavement reconstruction on specific low used segments to allow a decrease in reconstruction intervals on specific high use segments of road
	Crowded roads and increased need for roads to be updated to higher capacity	Traffic pacifying devices such as speed humps, traffic islands and chicanes can be used to manage speed and traffic numbers on access road rather than upgrading the road

4.4 New Assets from Growth

The new assets required to meet growth will be acquired through development of land by council and other developers.



Acquiring these new assets will commit council to fund ongoing operations and maintenance costs. The future costs are identified and considered in developing forecasts of future operating and maintenance costs.

5. LIFECYCLE MANAGEMENT PLAN

The lifecycle management plan details how Council plans to manage and operate the assets at the agreed levels of service (defined in section 3) while optimising life cycle costs.

5.1 Background Data

5.1.1 Physical parameters

The assets covered by this asset management plan are shown below.

Table 5.1.1. Urban Roads Asset Breakdown

Asset category	Length (km)	Replacement Value ($)
Access Roads	157.78	$74,299.14
Collector Roads	85.94	$40,858.18
Distributor Roads	47.62	$27,591.90
Kerb and Gutter	455.00	$30,239.60
Bulk Earthworks	Included in other measures	$51,898.27
Total	**746.36**	**$224,887.10**

Urban Roads Assets can be characterised as:

Distributor Roads (and industrial roads)

- Road reserve is 22m wide
- Road carriageway is 13.0m wide
- A minimum of 2 traffic lanes of 3.5m in width
- 2 parking lanes of 3.0m width
- Footway on each side of the road of 4.5m width
- 150mm high integral kerb and gutter on each side of the road
- A design speed of 60-80 kph
- Design traffic 1.0 x 10^7 equivalent standard axles

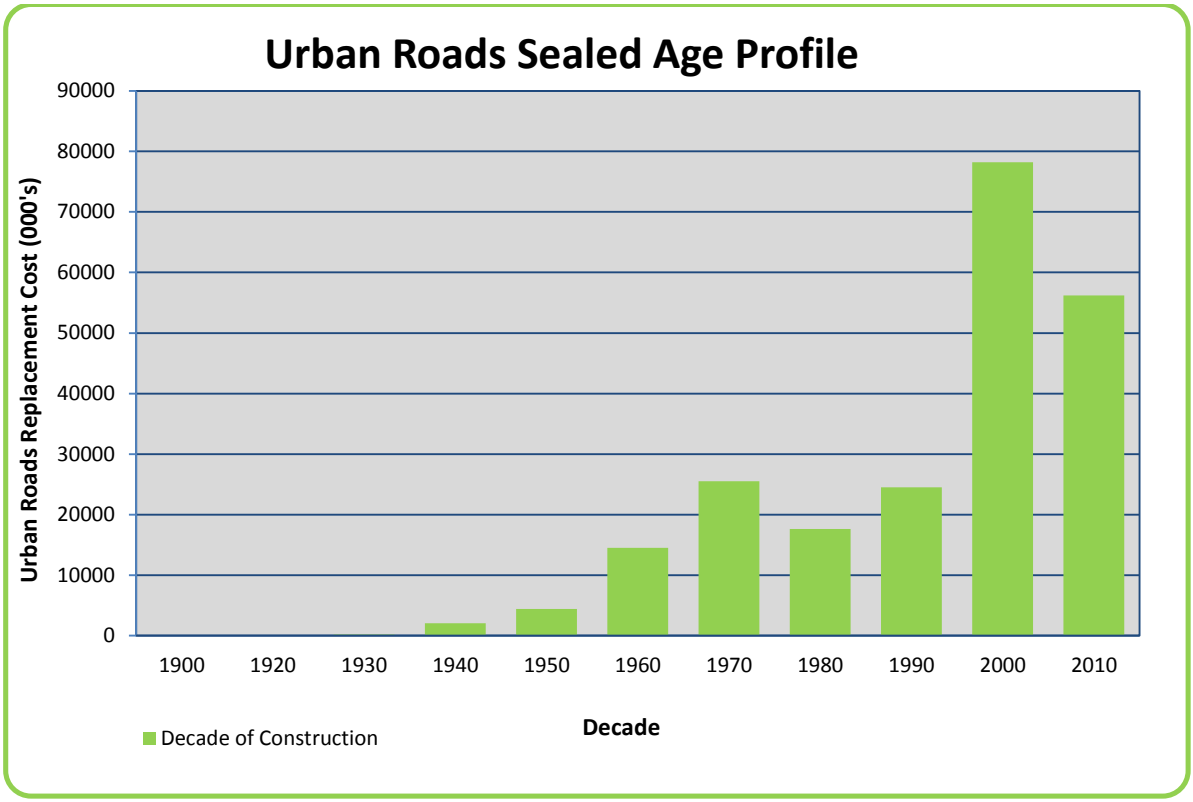
Collector Roads

- Road reserve is 20m wide
- Road carriageway is 11.0m wide.
- A minimum of 2 traffic lanes of 3.0m in width
- 2 parking lanes of 2.5m width
- Footway on each side of the road of 4.5m width
- 150mm high integral kerb and gutter on each side of the road
- A design speed of 60kph
- Design traffic 6.0 x 10^5 equivalent standard axles

Local Access Roads

- Road reserve is 17m wide
- Road carriageway is 8.0 wide.
- A minimum of 2 traffic lanes of 3.0m in width
- 1 parking lane of 2.0m width
- Footway on each side of the road of 4.5m width
- Roll top kerb and gutter on each side of the road
- A design speed of 40kph
- Design traffic 2.0 x 10^5 equivalent standard axles

Fig 5.1.1. Asset Age Profile



Average age of the road seals on the urban roads network is 10.03 years.

NOTE

- The maximum age profile of Council's urban road sealed assets is, for the majority of the network, 30 years. However, if the road is still in good condition at this point, the life of the seal may be increased until it drops below good condition.
- The information above has been determined from the asset register held within the Confirm Asset Management System. This system has been updated over time using information from various sources such as deposited plans that have dedicated roads to Council, historic parish maps and Council reconstruction records. Where no accurate data is available an estimate has been recorded and updated as the road is inspected and assessed.

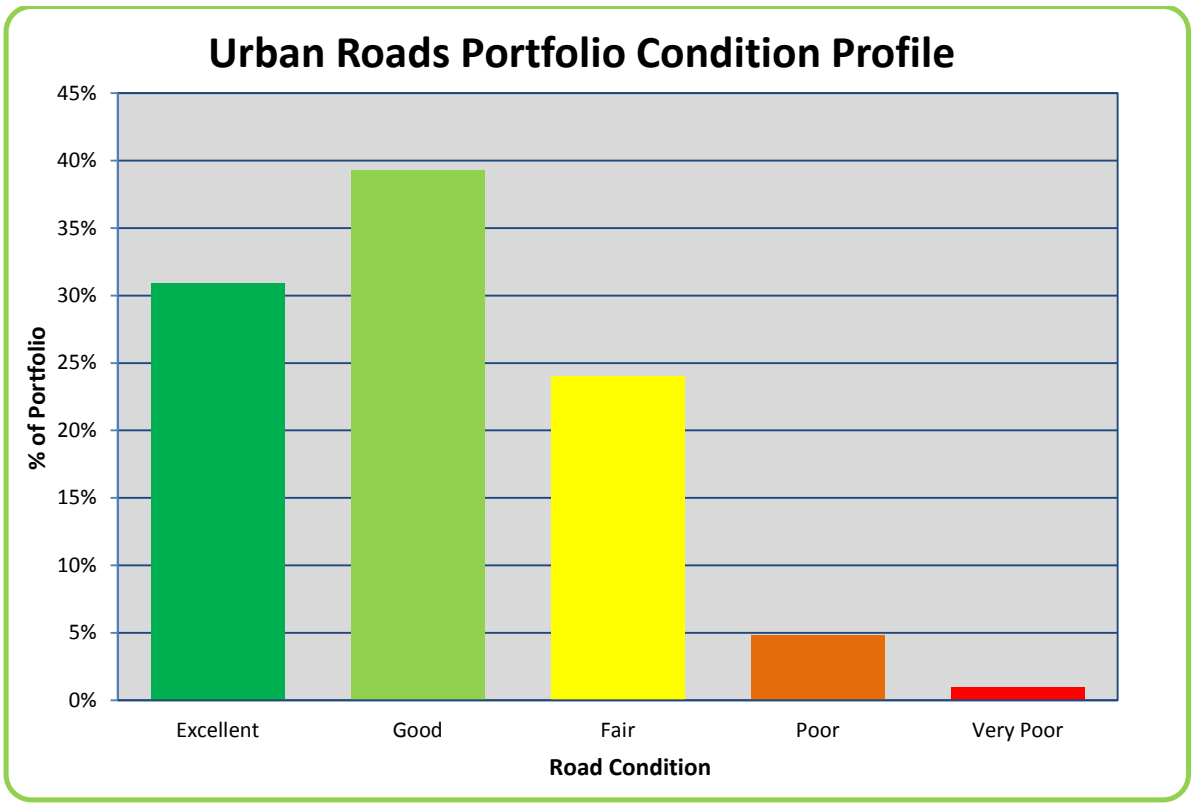
5.1.2 Asset capacity and performance

Council's services are generally provided to meet design standards where these are available. Locations where deficiencies in service performance are known are detailed in Table 5.1.2.

Table 5.1.2. Known Service Performance Deficiencies

Location	Service Deficiency
Urban Access Roads - Eglinton	A number of streets are not constructed to Council standard. Kerb and Guttering may not be installed.
Urban Access Roads – Raglan	
Urban Access Roads – Perthville	

Fig 5.1.2 Asset Condition Profile



The above graph shows 94.2% of Council's urban roads network has a condition of Fair or better. The last condition inspection of the urban roads network was completed in 2017. The next condition inspection of urban roads is due to commence in 2021.

Condition is measured using a 1 – 5 rating system, using an internal technical document to specify the criteria for each condition type.

5.1.3 Asset valuations

The value of assets as at 30 June 2018 covered by this asset management plan is summarised below.

Table 5.1.3. Asset Valuations

Current Replacement Cost	$223.35 Million
Depreciated Replacement Cost	$162.76 Million
Annual Depreciation Expense	$0.45 Million

The current replacement cost to replace all of council's urban roads network as of **30/06/2019** is **$223.35 million.** The depreciated replacement cost, the accumulated depreciation shown as the cost of the urban road asset network consumed/expired is **$162.76 million**. Meaning the network has depreciated by **$60.59 million or $0.45 million p.a**.

5.2 Risk Management Plan

An assessment of risks associated with service delivery from infrastructure assets has identified critical risks to Council. The risk assessment process identifies credible risks, the likelihood of the risk event occurring, the consequences should the event occur, develops a risk rating, evaluates the risk and develops a risk treatment plan for non-acceptable risks.

Critical risks, being those assessed as 'Very High' - requiring immediate corrective action and 'High' – requiring prioritised corrective action identified in the infrastructure risk management plan are summarised in Table 5.2.

Table 5.2. Critical Risks and Treatment Plans

Asset at Risk	What can Happen	Risk Rating	Risk Treatment Plan
Road Pavement	Large defect that compromises road seal and affects pavement within traffic lane on a collector or distributor road	**EXTREME**	Immediate action to restrict access to the area effected. Replace lid and effect any necessary repairs within 24 hours
Road Pavement	Any defect that compromises road seal and affects pavement within traffic lane on a collector or distributor road	**HIGH**	Effect appropriate temporary repairs until such time as a permanent repair can be programmed. Programme defect for permanent repair
Road Seal	Any large defect that compromises road seal within traffic lanes on a collector or distributor road	**HIGH**	Programme defect for repair
Traffic Lane	Any spillage of any substance that can affect the slip resistance of the road surface	**HIGH**	Remove substance within specified response time
Traffic Lane	Any object within the traffic lanes on any urban road	**EXTREME**	Remove obstruction within specified response time
Road Sign	Regulatory or Warning sign (AS1742.1) has been removed or damaged beyond legibility	**HIGH**	Sign to be replaced within specified response time
Guard Rail	Guard rail is damaged so as to affect its function	**HIGH**	Repair or replace guard rail as necessary within specified response time

Bathurst Street, Perthville

5.3 Routine Maintenance Plan

Routine maintenance is the regular on-going work that is necessary to keep assets operating, including instances where portions of the asset fail and need immediate repair to make the asset operational again.

5.3.1 Maintenance plan

Maintenance includes reactive, planned and cyclic maintenance work activities.

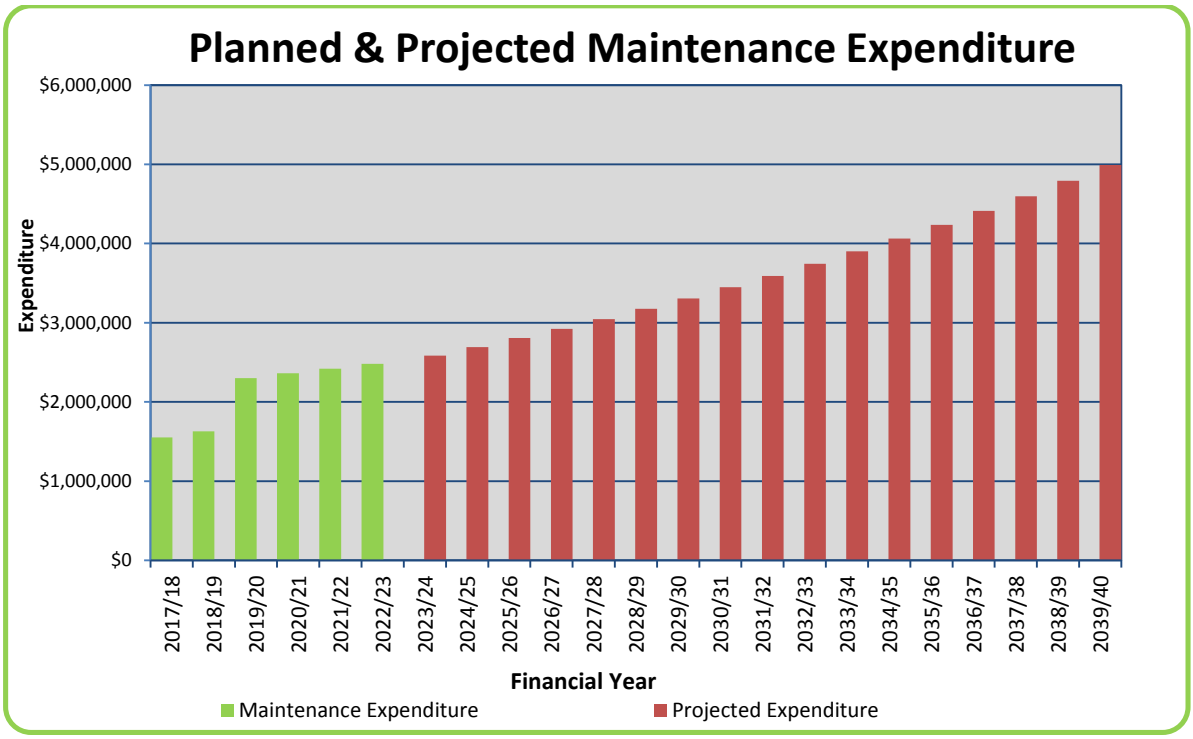
Reactive maintenance is unplanned repair work carried out in response to service requests (mostly through CCS) and management/supervisory directions. Reactive urban roads maintenance consists primarily of:

- Repair of surface defects considered by the appropriate officer to require urgent action
- Replacement of damaged or missing warning and regulatory signs
- Removal of any obstructions

Assessment and prioritisation of reactive maintenance is undertaken by Council staff using experience and judgement.

Planned maintenance is repair work that is identified and managed through a maintenance management system (MMS). MMS activities include inspection, assessing the condition against failure/breakdown experience, prioritising, scheduling, actioning the work and reporting what was done to develop a maintenance history and improve maintenance and service delivery performance.

Fig 5.3.1 Asset Planned and Projected Maintenance Expenditure



5.3.2 Standards and specifications

Maintenance work is carried out in accordance with the following Standards and Specifications.

- Asset Management Policy 2009
- Bathurst Regional Council - Guidelines for Engineering Works
- Austroads 2002 *Urban Road Design: a guide to the geometric design of major urban roads* Austroads Incorporated, Sydney
- Roads and Traffic Authority NSW 2000 *Road design guide* RTA Parramatta

5.4 Capital Renewal/Replacement Plan

Renewal expenditure is major work which does not increase the asset's design capacity but restores, rehabilitates, replaces or renews an existing asset to its original service potential. Work over and above restoring an asset to original service potential is upgrade/expansion or new works expenditure.

Assets requiring renewal are identified from estimates of remaining life obtained from the asset register. Remaining life is currently based on the pavement age or an estimation of pavement age. Candidate proposals are inspected to verify accuracy of remaining life estimate and to develop a preliminary renewal estimate. Verified proposals are ranked by priority and available funds are scheduled in future works programmes.

Renewal will be undertaken using 'low-cost' renewal methods where practical. The aim of 'low-cost' renewals is to restore the service potential or future economic benefits of the asset by renewing the assets at a cost less than replacement cost.

5.5 Creation/Acquisition/Upgrade Plan

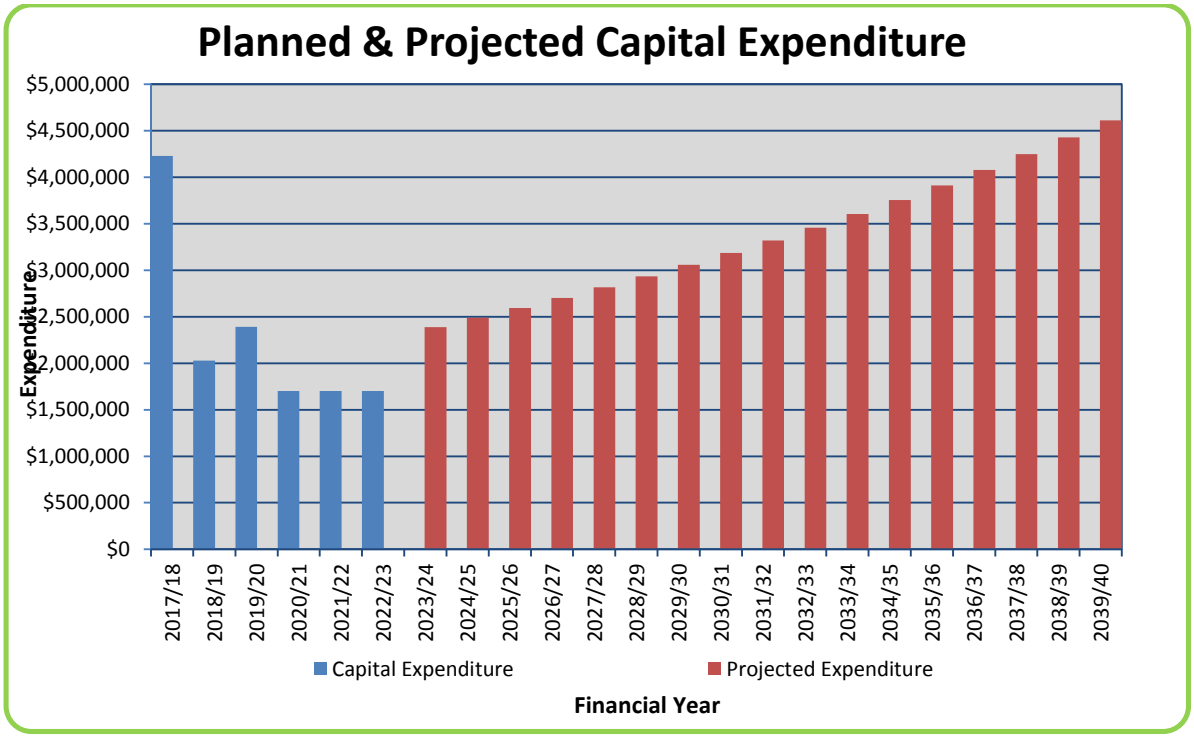
New works are those works that create a new asset that did not previously exist or works which upgrade or improve an existing asset beyond its existing capacity. They may result from growth, social or environmental needs. Assets may also be acquired at no cost to the Council from land development.

5.5.1 Selection criteria

New road assets are constructed as new development dictates. This is a function of the forward planning area of Council and as such the decisions involved in new road construction are not part of this asset management plan.

An upgrade of a road asset occurs when a road is reconstructed to a level of hierarchy above its present rating, for example a collector road reconstructed as a distributor road would be classified as an upgrade. The upgrade or expansion of existing road assets is identified from various sources such as community requests and proposals identified by strategic plans or partnerships with other organisations. Candidate proposals are inspected to verify need and to develop a preliminary renewal estimate. Verified proposals are ranked on criteria similar to those for ranking renewal, by priority and available funds and scheduled in future works programmes.

Fig 5.5.1 Asset Planned and Projected Capital Expenditure



5.6 Disposal Plan

Roads are not subject to disposal. Occasionally a road will be closed or re-aligned and ownership transferred to the surrounding land holder at value of the land. This is more relevant to rural roads and is not covered in this asset management plan.

Wellington Street, Peel

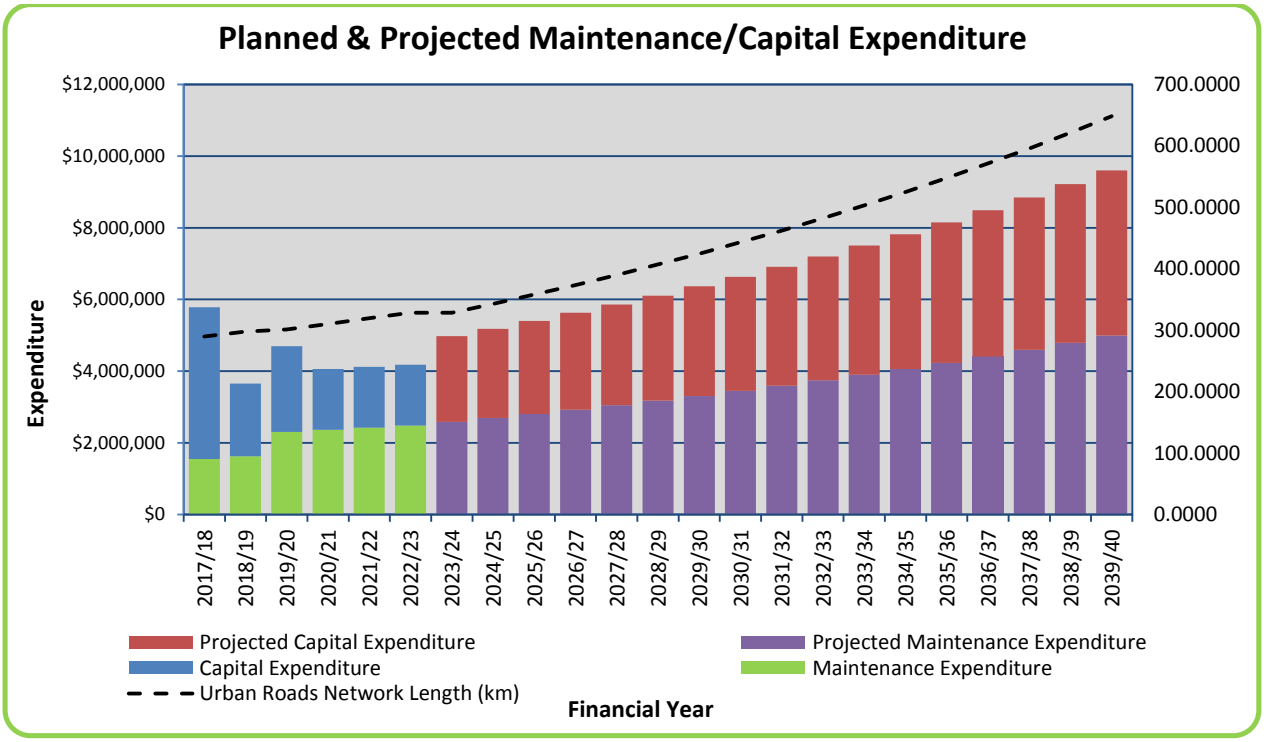
6. FINANCIAL SUMMARY

This section contains the financial requirements resulting from all the information presented in the previous sections of this asset management plan. The financial projections will be improved as further information becomes available on desired levels of service and current and projected future asset performance.

6.1 Financial Statements and Projections

The financial projections are shown in Fig 6.1 for planned operating (operations and maintenance) and capital renewal.

Fig 6.1. Projected and Planned Operating and Current Renewal Expenditure



6.1.1 Sustainability of service delivery

There are two key indicators for financial sustainability that have been considered in the analysis of the services provided by this asset category, these being long term life cycle costs and medium-term costs over the 10-year financial planning period.

Long term - Life Cycle Cost

Life cycle costs (or whole of life costs) are the average costs that are required to sustain the service levels over the longest asset life. Life cycle costs include maintenance and asset consumption (depreciation expense). The annual average life cycle cost for the services covered in this asset management plan is **$5,271,631 p.a.**

Life cycle costs can be compared to life cycle expenditure to give an indicator of sustainability in service provision. Life cycle expenditure includes maintenance plus capital renewal expenditure. Life cycle expenditure will vary depending on the timing of asset renewals. The life cycle expenditure at the start of the plan is **$4,780,774**. This gives a life cycle sustainability index of **0.91**, resulting in a funding shortfall of -$490,857 for year 1.

A gap between life cycle costs and life cycle expenditure gives an indication as to whether present consumers are paying their share of the assets, they are consuming each year. The purpose of this formed footpath and cycleway network asset management plan is to identify levels of service that the community needs and can afford and develop the necessary long-term financial plans to provide the service in a sustainable manner.

Medium term – 10-year financial planning period

This asset management plan identifies the estimated maintenance and capital expenditures required to provide an agreed level of service to the community over a 10-year period for input into a 10-year financial plan and funding plan to provide the service in a sustainable manner.

This may be compared to existing or planned expenditures in the 10-year period to identify any gap. In a core asset management plan, a gap is generally due to increasing asset renewals.

Fig 6.1 shows the projected asset renewals in the 10-year planning period from the asset register. The projected asset renewals are compared to planned renewal expenditure in the capital works program and capital renewal expenditure in year 1 of the planning period.

Providing services in a sustainable manner will require matching of projected asset renewals to meet agreed service levels with planned capital works programs and available revenue.
A gap between projected asset renewals, planned asset renewals and funding indicates that further work is required to manage service levels and funding to eliminate any funding gap.

Council's long-term financial plan covers the first 10 years of the 20-year planning period. The total maintenance and capital renewal expenditure projected over the 10 years is **$52.716 million**.

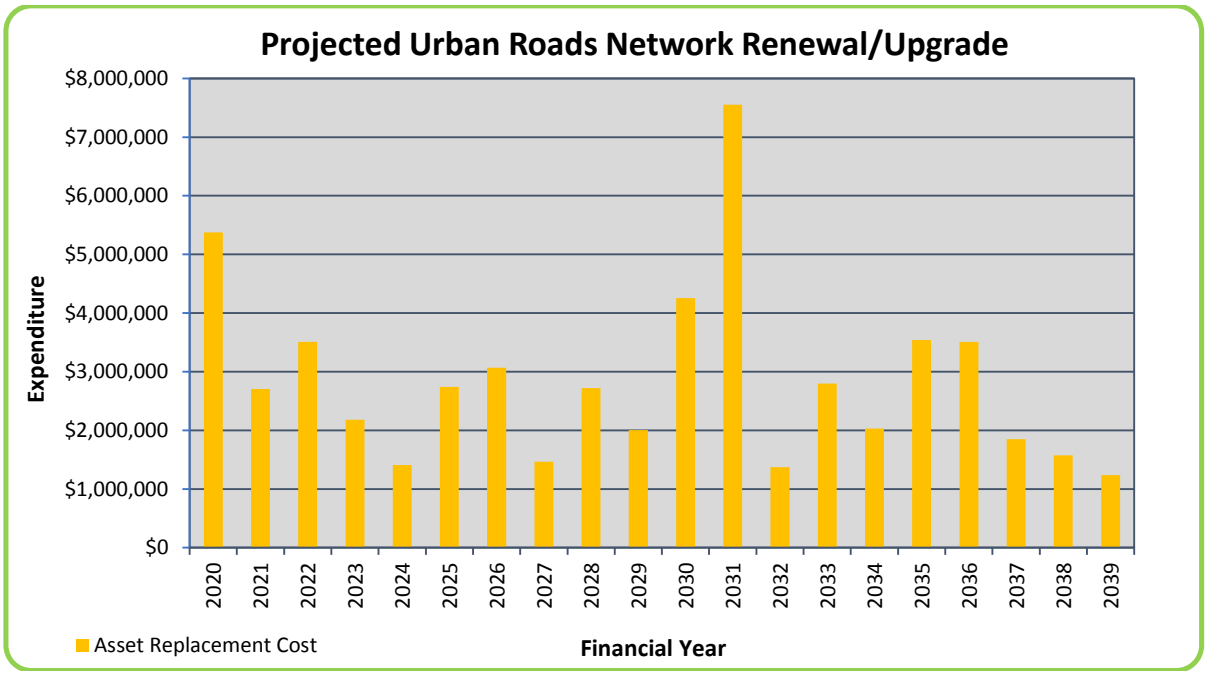
This is an average expenditure of **$5,271,631 p.a**. Estimated maintenance and capital renewal expenditure in year 1 is **$4,780,774**. The 10-year sustainability index is **0.91**, resulting in an anticipated shortfall of -$4,909 million over the medium term.

6.2 Funding Strategy

The current funding strategies for maintenance and renewal of the road network are adequate in the mid-term. However, as the network ages and grows in length an increase in funding (in real terms) will be required to manage the maintenance and renewal of the urban roads. This, in effect is funding the long-term depreciation on the road network.

A number of State and Federal grant systems are available to Council to assist in the funding of road maintenance, renewal and upgrade. The grants are not specifically allocated for expenditure on the urban road network. The level of funding council provides to the upkeep of the urban road network to ensure the level of service is maintained is reliant on the continuation of the funding assistance provided by higher levels of government.

Fig 6.2. Projected Urban Roads Network Renewal/Upgrade



6.3 Valuation Forecasts

Asset values are forecast to increase as additional assets are added to the asset stock from construction and acquisition by Council and from assets constructed by land developers and others and donated to Council.

The depreciated replacement cost (current replacement cost less accumulated depreciation) will vary over the forecast period depending on the rates of addition of new assets, disposal of old assets and consumption and renewal of existing assets.

6.4 Key Assumptions made in Financial Forecasts

This section details the key assumptions made in presenting the information contained in this asset management plan and in preparing forecasts of required operating and capital expenditure and asset values, depreciation expense and carrying amount estimates. It is presented to enable readers to gain an understanding of the levels of confidence in the data behind the financial forecasts.

Key assumptions made in this asset management plan are:

- Road construction to engineering guidelines is approximately $84/m^2$ – this includes bulk earthworks, lay and compact pavement and lay an asphalt surface (see appendix 2 for details)
- Kerb and gutter construction to engineering guidelines is approximately $82.8/m
- Maximum expected pavement life on; Distributor roads is 55 years
  Collector roads is 65 years
  Access roads is 80 years
- A continued annualised PPI (Producer Price Index) of 2.6% over the 20-year long term planning period.
- Depreciation is calculated on a straight line method

Accuracy of future financial forecasts may be improved in future revisions of this asset management plan by the following actions.

- Appropriate allocation of maintenance costs between repairs and renewals
- Improving the accuracy of unit rates by collecting more detailed financial information from construction work
- Improved monitoring of the relationship between traffic numbers, age and pavement condition.

Abercrombie Drive Roundabout

7. ASSET MANAGEMENT PRACTICES

7.1 Accounting/Financial Systems

Council currently uses Civica Authority as the primary Corporate Finance System

Administrator: IT manager

Actions required by the finance system resulting from the asset management plan:

- Obtaining new Urban Roads assets for take-up at the conclusion of the financial year from the asset section rather than from the financial system.

7.2 Asset Management Systems

Council uses CONFIRM asset management software. The current version is 19.00e.AM.12665.

CONFIRM team:

Team leader:	Administration Engineer
Administrator:	Asset Systems Administrator
Data entry:	3 x Asset Technicians
Field inspections:	Asset Inspector

Confirm consists of:

- A comprehensive Urban Roads inventory;
- Condition rating for the Urban Roads network;
- Defect inspection and recording via the ConfirmConnect mobile solution;
- Data Management, with reporting procedure to present inventory and assessment information;
- Asset Accounting, AAS27 reporting capability and life cycle costing;
- MapInfo GIS system linked to CONFIRM;
- Valuation of Urban Roads.

As a result of this plan it is intended to improve the Asset management system by:

- Linking of Confirm to Financial Software to gain more accurate costs of works.

7.3 Information Flow Requirements and Processes

The key information flows *into* this asset management plan are:

- The asset register data on size, age, value, remaining life of the network;
- The unit rates for categories of work/material;
- The adopted service levels;
- Projections of various factors affecting future demand for services;
- Correlations between maintenance and renewal, including decay models;
- Data on new assets acquired by council.

The key information flows *from* this asset management plan are:

- The assumed Works Program and trends;
- The resulting budget, valuation and depreciation projections;
- The useful life analysis.

These will impact the Long-Term Financial Plan, Strategic Business Plan, annual budget and departmental business plans and budgets. The current communication between financial and asset systems is limited to manually entering the relevant data.

8. CONCLUSION

Provision of the urban roads network is an integral part of Council's vision for Bathurst.

The total length of the network is **291.36km** and includes both sealed and unsealed Urban Roads in Bathurst Regional LGA. The average age of the seals of the network is 10 years. Approximately **5.8%** of the network is rated at condition poor or bad.

The current replacement cost is **$223.36 million.** The annual depreciation expense is **$446,839 p.a.**
Assets will be revalued in line with DLG requirements as at 30 June 2020.

The current maintenance and capital renewal/upgrade expenditure for **2019/20 FY** is **$4,781 million** and the current capital renewal budget required is **$5,271 million** creating a shortfall of -$490,857 for year 1 of the planning period. The shortfall in funding does not allow for any upgrades of road infrastructure, only maintaining the pre-existing infrastructure.

In the medium term (10yrs) the average maintenance and capital renewal expenditure required is **$5,271 million p.a.** and the current maintenance and capital renewal budget is **$4,781 million**, resulting in an anticipated shortfall of -$4,909 million over the medium term.

In technical terms the maintenance budget is proving adequate for the network in its current form. Individual defects identified as requiring repair are being actioned within a reasonable period of time. Council is implementing a new maintenance management tool (Confirm Workzone) to help with the programming of works to better deliver the necessary maintenance to areas which need it the most. A more thorough use of the maintenance management module within the Confirm Asset Management System will allow better reporting and analysis of urban roads maintenance.

Future budgets have been estimated by adding a factor for PPI (Producer Price Index) at the time of budget preparation. The 'inputs' to formed footpath and cycleway maintenance (e.g. materials/fuel) have consistently increased at above PPI. Further to this, the maintenance cost of a road increases as the road ages. Therefore the maintenance load will increase as the network ages. If the current level of maintenance funding is not increased in line with the increasing network size and as the aging road infrastructure requires, a real and measurable drop in the overall urban road condition could be expected.

The urban road network has a useful life ranging from **55 to 80** years. Although the final assessment on capital renewal of urban road segments will be based on specific criteria, asset age is the best indicator available to predict the future expenditure required to replace urban road infrastructure that has deteriorated to a point where it is no longer serviceable.

Church Street, Peel

9. PLAN IMPROVEMENT AND MONITORING

9.1 Performance Measures

The effectiveness of the asset management plan can be measured in the following ways:

- The degree to which the required cashflows identified in this asset management plan are incorporated into council's long-term financial plan and Strategic Management Plan;
- The degree to which 1-5-year detailed works programs, budgets, business plans and organisational structures take into account the 'global' works program trends provided by the asset management plan;

9.2 Monitoring and Review Procedures

This asset management plan will be reviewed after each council election and amended to recognise any changes in service levels and/or resources available to provide those services as a result of the budget decision process.

The Plan has a life of 4 years and is due for revision and updating within 2 years of each Council election.

Eleven Mile Drive

REFERENCES

- Bathurst Regional Council, 'Management Plan 2018-2022',
- Bathurst Regional Council, 'Detailed Financial Budget and Revenue Policy 2018-2019'
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- IPWEA, 2011 'International Infrastructure Management Manual', Institute of Public Works Engineering Australia, Sydney
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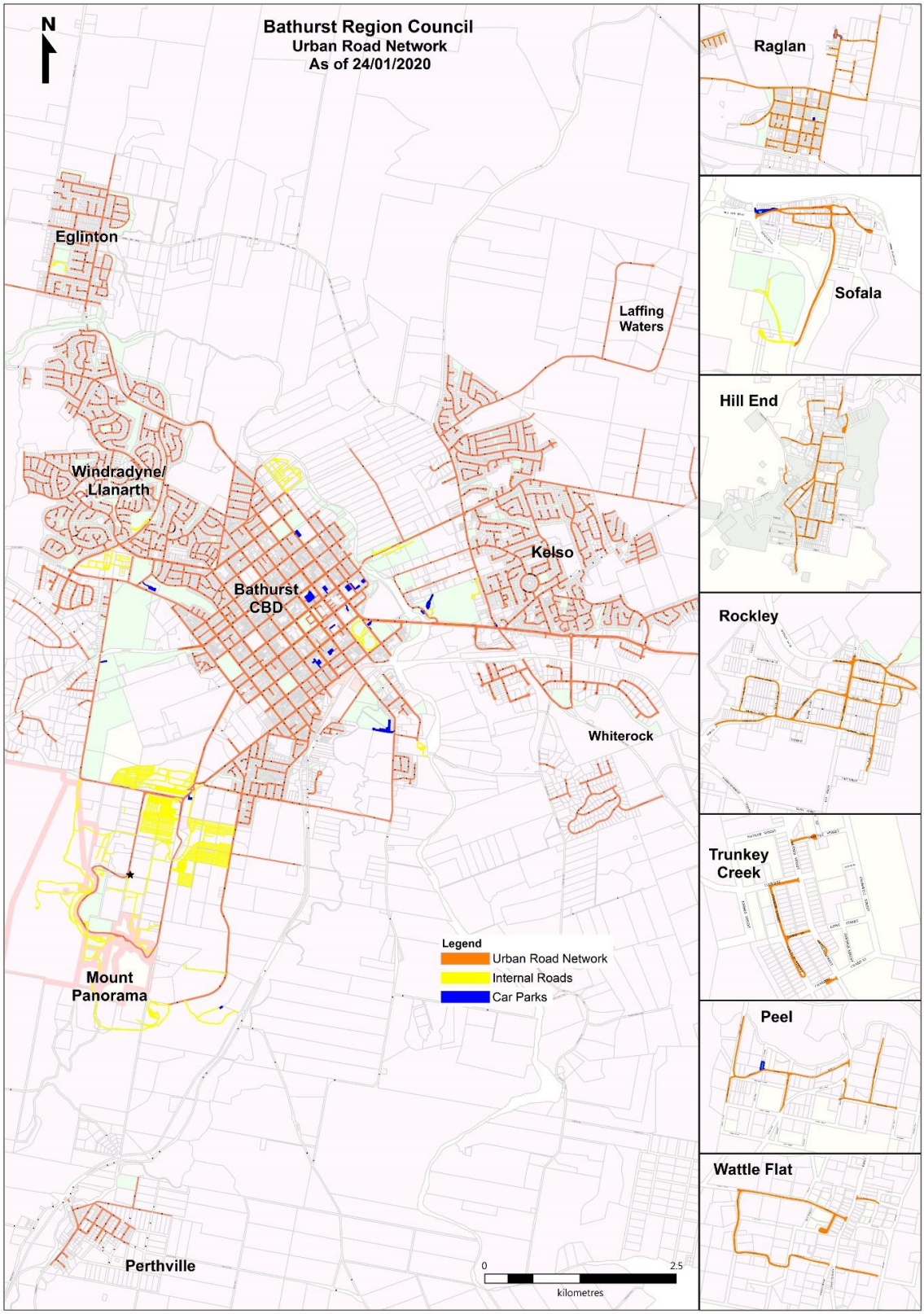
APPENDICES

Map of Existing Urban Roads Network



BATHURST
REGIONAL COUNCIL

WATER RETICULATION NETWORK ASSET MANAGEMENT PLAN

Version 3.0
January 2020

Chifley Dam Spillway, August 2015

Document Control	Bathurst Regional Council

Document ID: Water_AMP_January 2020_Ver 3.0.docx

Version No.	Date	Version Details	Author	Reviewer	Approver
1.0	January 2009	Creation of Draft Plan	GF	PB	DP
1.1	December 2010	Adoption by Council	GF	PB	DP
2.0	February 2016	Full Revision	BDO	PB/RD	DP/DS
3.0	January 2020	Full Revision	BH	RD	DS

Key:

GF: Greg Fraser – Asset Engineer (Previous)
DP: Douglas Patterson – Director Engineering Services (Previous)
RD: Russell Deans – Manager Water & Waste
PB: Peter Benson – Administration Engineer
BH: Ben Hudson – Asset Technician
BDO: Ben O'Regan – Asset Engineer (Previous)
DS: Darren Sturgiss – Director Engineering Services
NL: Nick Lavoipierre – Senior Water & Sewer Engineer
RB: Robyn Dilnot – Assets Systems Administrator

Integrated Planning and Reporting Framework

TABLE OF CONTENTS

ABBREVIATIONS

AAAC	Average annual asset consumption
AMP	Asset management plan
ARI	Average recurrence interval
CRC	Current replacement cost
DA	Depreciable amount
DoH	Department of Health
PPI	Producer Price Index
EF	Earthworks/formation
IRMP	Infrastructure risk management plan
LCC	Life Cycle cost
LCE	Life cycle expenditure
MMS	Maintenance management system
PCI	Pavement condition index
PPI	Producer Price Index
RTS	Rural Transfer Station
RV	Residual value
vph	Vehicles per hour

GLOSSARY

Annual service cost (ASC)
An estimate of the cost that would be tendered, per annum, if tenders were called for the supply of a service to a performance specification for a fixed term. The Annual Service Cost includes operating, maintenance, depreciation, finance/ opportunity and disposal costs, less revenue.

Asset class
Grouping of assets of a similar nature and use in an entity's operations (AASB 166.37).

Asset condition assessment
The process of continuous or periodic inspection, assessment, measurement and interpretation of the resultant data to indicate the condition of a specific asset so as to determine the need for some preventative or remedial action.

Asset management
The combination of management, financial, economic, engineering and other practices applied to physical assets with the objective of providing the required level of service in the most cost-effective manner.

Assets
Future economic benefits controlled by the entity as a result of past transactions or other past events (AAS27.12). Property, plant and equipment including infrastructure and other assets (such as furniture and fittings) with benefits expected to last more than 12 months.

Average annual asset consumption (AAAC)*
The amount of a local government's asset base consumed during a year. This may be calculated by dividing the Depreciable Amount (DA) by the Useful Life and totalled for each and every asset OR by dividing the Fair Value (Depreciated Replacement Cost) by the Remaining Life and totalled for each and every asset in an asset category or class.

Brownfield asset values**
Asset (re)valuation values based on the cost to replace the asset including demolition and restoration costs.
Capital expansion expenditure

Expenditure that extends an existing asset, at the same standard as is currently enjoyed by residents, to a new group of users. It is discretional expenditure, which increases future operating, and maintenance costs, because it increases council's asset base, but may be associated with additional revenue from the new user group, e.g. extending a drainage or formed Building network, the provision of an oval or park in a new suburb for new residents.
Capital expenditure
Relatively large (material) expenditure, which has benefits, expected to last for more than 12 months. Capital expenditure includes renewal, expansion and upgrade. Where capital projects involve a combination of renewal, expansion and/or upgrade expenditures, the total project cost needs to be allocated accordingly.
Capital funding
Funding to pay for capital expenditure.

Capital grants
Monies received generally tied to the specific projects for which they are granted, which are often upgrade and/or expansion or new investment proposals.
Capital investment expenditure
See capital expenditure definition

Capital new expenditure
Expenditure which creates a new asset providing a new service to the community that did not exist beforehand. As it increases service potential it may impact revenue and will increase future operating and maintenance expenditure.

Capital renewal expenditure
Expenditure on an existing asset, which returns the service potential or the life of the asset up to that which it had originally. It is periodically required expenditure, relatively large (material) in value compared with the value of the components or sub-components of the asset being renewed. As it reinstates existing service potential, it has no impact on revenue, but may reduce future operating and maintenance expenditure if completed at the optimum time, e.g. resurfacing or re-sheeting a material part of a formed Building network, replacing a material section of a drainage network with pipes of the same capacity, resurfacing an oval. Where capital projects involve a combination of renewal, expansion and/or upgrade expenditures, the total project cost needs to be allocated accordingly.

Capital upgrade expenditure
Expenditure, which enhances an existing asset to provide a higher level of service or expenditure that will increase the life of the asset beyond that which it had originally. Upgrade expenditure is discretional and often does not result in additional revenue unless direct user charges apply. It will increase operating and maintenance expenditure in the future because of the increase in the council's asset base, e.g. widening the sealed area of an existing formed Building, replacing drainage pipes with pipes of a greater capacity, enlarging a grandstand at a sporting facility. Where capital projects involve a combination of renewal, expansion and/or upgrade expenditures, the total project cost needs to be allocated accordingly.

Carrying amount
The amount at which an asset is recognised after deducting any accumulated depreciation / amortisation and accumulated impairment losses thereon.

Class of assets
See asset class definition
Component
An individual part of an asset which contributes to the composition of the whole and can be separated from or attached to an asset or a system.

Source: DVC 2006, Glossary
Note: Items shown * modified to use DA instead of CRC
Additional glossary items shown **

Cost of an asset
The amount of cash or cash equivalents paid or the fair value of the consideration given to acquire an asset at the time of its acquisition or construction, plus any costs necessary to place the asset into service. This includes one-off design and project management costs.

Current replacement cost (CRC)
The cost the entity would incur to acquire the asset on the reporting date. The cost is measured by reference to the lowest cost at which the gross future economic benefits could be obtained in the normal course of business or the minimum it would cost, to replace the existing asset with a technologically modern equivalent new asset (not a second hand one) with the same economic benefits (gross service potential) allowing for any differences in the quantity and quality of output and in operating costs.

Current replacement cost **"As New" (CRC)**
The current cost of replacing the original service potential of an existing asset, with a similar modern equivalent asset, i.e. the total cost of replacing an existing asset with an as NEW or similar asset expressed in current dollar values.

Cyclic Maintenance**
Replacement of higher value components/sub-components of assets that is undertaken on a regular cycle including repainting, building roof replacement, replacement of air conditioning equipment, etc. This work generally falls below the capital/ maintenance threshold and needs to be identified in a specific maintenance budget allocation.

Depreciable amount
The cost of an asset, or other amount substituted for its cost, less its residual value (AASB 116.6)

Depreciated replacement cost (DRC)
The current replacement cost (CRC) of an asset less, where applicable, accumulated depreciation calculated on the basis of such cost to reflect the already consumed or expired future economic benefits of the asset

Depreciation / amortisation
The systematic allocation of the depreciable amount (service potential) of an asset over its useful life.

Economic life
See useful life definition.

Expenditure
The spending of money on goods and services. Expenditure includes recurrent and capital.

Fair value
The amount for which an asset could be exchanged, or a liability settled, between knowledgeable, willing parties, in an arm's length transaction.

Greenfield asset values **
Asset (re)valuation values based on the cost to initially acquire the asset.

Heritage asset
An asset with historic, artistic, scientific, technological, geographical or environmental qualities that is held and maintained principally for its contribution to knowledge and culture and this purpose is central to the objectives of the entity holding it.

Impairment Loss
The amount by which the carrying amount of an asset exceeds its recoverable amount.

Infrastructure assets
Physical assets of the entity or of another entity that contribute to meeting the public's need for access to major economic and social facilities and services, e.g. formed Buildings, drainage, footpaths and cycleways. These are typically large, interconnected networks or portfolios of composite assets. The components of these assets may be separately maintained, renewed or replaced individually so that the required level and standard of service from the network of assets is continuously sustained. Generally, the components and hence the assets have long lives. They are fixed in place and are often have no market value.
Investment property
Property held to earn rentals or for capital appreciation or both, rather than for:
(a) use in the production or supply of goods or services or for administrative purposes; or
(b) sale in the ordinary course of business (AASB 140.5)

Level of service
The defined service quality for a particular service against which service performance may be measured. Service levels usually relate to quality, quantity, reliability, responsiveness, environmental, acceptability and cost).

Life Cycle Cost **
The life cycle cost (LCC) is average cost to provide the service over the longest asset life cycle. It comprises annual maintenance and asset consumption expense, represented by depreciation expense. The Life Cycle Cost does not indicate the funds required to provide the service in a particular year.

Life Cycle Expenditure **
The Life Cycle Expenditure (LCE) is the actual or planned annual maintenance and capital renewal expenditure incurred in providing the service in a particular year. Life Cycle Expenditure may be compared to Life Cycle Cost to give an initial indicator of life cycle sustainability.

Source: DVC 2006, Glossary
Note: Items shown * modified to use DA instead of CRC
Additional glossary items shown **

Loans / borrowings
Loans result in funds being received which are then repaid over a period of time with interest (an additional cost). Their primary benefit is in 'spreading the burden' of capital expenditure over time. Although loans enable works to be completed sooner, they are only ultimately cost effective where the capital works funded (generally renewals) result in operating and maintenance cost savings, which are greater than the cost of the loan (interest and charges).

Maintenance and renewal gap
Difference between estimated budgets and projected expenditures for maintenance and renewal of assets, totalled over a defined time (e.g. 5, 10 and 15 years).

Maintenance and renewal sustainability index
Ratio of estimated budget to projected expenditure for maintenance and renewal of assets over a defined time (e.g. 5, 10 and 15 years).

Maintenance expenditure
Recurrent expenditure, which is periodically or regularly required as part of the anticipated schedule of works required to ensure that the asset achieves its useful life and provides the required level of service. It is expenditure, which was anticipated in determining the asset's useful life.

Materiality
An item is material is its omission or misstatement could influence the economic decisions of users taken on the basis of the financial report. Materiality depends on the size and nature of the omission or misstatement judged in the surrounding circumstances.

Modern equivalent asset.
A structure similar to an existing structure and having the equivalent productive capacity, which could be built using modern materials, techniques and design. Replacement cost is the basis used to estimate the cost of constructing a modern equivalent asset.

Non-revenue generating investments
Investments for the provision of goods and services to sustain or improve services to the community that are not expected to generate any savings or revenue to the Council, e.g. parks and playgrounds, footpaths, formed Buildings and bridges, libraries, etc

Operating expenditure
Recurrent expenditure, which is continuously required excluding maintenance and depreciation, e.g. power, fuel, staff, plant equipment, on-costs and overheads.

Pavement management system
A systematic process for measuring and predicting the condition of formed Building pavements and wearing surfaces over time and recommending corrective actions.

Source: DVC 2006, Glossary
Note: Items shown * modified to use DA instead of CRC
Additional glossary items shown **

Planned Maintenance**
Repair work that is identified and managed through a maintenance management system (MMS). MMS activities include inspection, assessing the condition against failure/breakdown criteria/experience, prioritising scheduling, actioning the work and reporting what was done to develop a maintenance history and improve maintenance and service delivery performance.

PMS Score
A measure of condition of a formed Building segment determined from a Pavement Management System.
Rate of annual asset consumption*
A measure of average annual consumption of assets (AAAC) expressed as a percentage of the depreciable amount (AAAC/DA). Depreciation may be used for AAAC.
Rate of annual asset renewal*
A measure of the rate at which assets are being renewed per annum expressed as a percentage of depreciable amount (capital renewal expenditure/DA).
Rate of annual asset upgrade*
A measure of the rate at which assets are being upgraded and expanded per annum expressed as a percentage of depreciable amount (capital upgrade/expansion expenditure/DA).

Reactive maintenance
Unplanned repair work that carried out in response to service requests and management/supervisory directions.

Recoverable amount
The higher of an asset's fair value, less costs to sell and its value in use.

Recurrent expenditure
Relatively small (immaterial) expenditure or that which has benefits expected to last less than 12 months. Recurrent expenditure includes operating and maintenance expenditure.

Recurrent funding
Funding to pay for recurrent expenditure.

Rehabilitation
See capital renewal expenditure definition above.

Remaining life
The time remaining until an asset ceases to provide the required service level or economic usefulness. Age plus remaining life is economic life.

Renewal
See capital renewal expenditure definition above.

Residual value
The net amount which an entity expects to obtain for an asset at the end of its useful life after deducting the expected costs of disposal.

Revenue generating investments
Investments for the provision of goods and services to sustain or improve services to the community that are expected to generate some savings or revenue to offset operating costs, e.g. public halls and theatres, childcare centres, sporting and recreation facilities, tourist information centres, etc.

Risk management
The application of a formal process to the range of possible values relating to key factors associated with a risk in order to determine the resultant ranges of outcomes and their probability of occurrence.

Section or segment
A self-contained part or piece of an infrastructure asset.
Service potential
The capacity to provide goods and services in accordance with the entity's objectives, whether those objectives are the generation of net cash inflows or the provision of goods and services of a particular volume and quantity to the beneficiaries thereof.

Service potential remaining*
A measure of the remaining life of assets expressed as a percentage of economic life. It is also a measure of the percentage of the asset's potential to provide services that are still available for use in providing services (DRC/DA).

Strategic Management Plan (SA) **
Documents Council objectives for a specified period (3-5 yrs), the principle activities to achieve the objectives, the means by which that will be carried out, estimated income and expenditure, measures to assess performance and how rating policy relates to the Council's objectives and activities.

Sub-component
Smaller individual parts that make up a component part.

Useful life
Either:
(a) the period over which an asset is expected to be available for use by an entity, or
(b) the number of production or similar units expected to be obtained from the asset by the entity.
It is estimated or expected time between placing the asset into service and removing it from service, or the estimated period of time over which the future economic benefits embodied in a depreciable asset, are expected to be consumed by the council. It is the same as the economic life.

Value in Use
The present value of estimated future cash flows expected to arise from the continuing use of an asset and from its disposal at the end of its useful life. It is deemed to be depreciated replacement cost (DRC) for those assets whose future economic benefits are not primarily dependent on the asset's ability to generate new cash flows, where if deprived of the asset its future economic benefits would be replaced.

Source: DVC 2006, Glossary
Note: Items shown * modified to use DA instead of CRC
Additional glossary items shown **

1. EXECUTIVE SUMMARY

What Council Provides

Council owns and maintains a filtered water reticulation network to ensure all users have access to water that are always within regulatory guidelines for drinking and other household and business uses. Further to this is the requirement to provide a network that is compliant for firefighting purposes. The following plan is in line with objectives; 1.4, 2.1, 3.1, 3.2, 3.3, 6.1, 6.4 and 6.6 within Council's adopted 2040 Community Strategic Plan.

The network[1] consists of:

Asset Category	Measure/No. of	Replacement $
Dams	2	$120,718,898
River Weir	1	-
Filtration Plant	1	$48,997,680
Reservoirs	25	$20,762,415
Pump Stations	13	$3,055,149
Building/Structures	44	$9,593,224
Pipes	504 km	$141,021,058
Flow Meters	23	*
Hydrants	3291	*
Valves	3285	*
Total		$344,148,923

* The value of these items is included in the value of the pipes they are fitted to.

What does it Cost?

There are two key indicators of cost to provide the Drinking Water Reticulation Network service.

- The life cycle cost being the average cost over the life cycle of the asset, and
- The total maintenance and capital renewal expenditure required to deliver existing service levels in the next 10 years covered by Council's long-term financial plan.

The life cycle cost to provide the Water reticulation network is estimated at $15,536 Million per annum. Council's planned life cycle expenditure for year 1 of the asset management plan is $14,787 Million which gives a life cycle sustainability index of 0.95[3], resulting in a shortfall of -$748,759 for year 1.

The total maintenance and capital renewal expenditure budgeted for the Water Supply network in the next 10 years is estimated at $151,919 Million.
This is an average of $15,192 Million per annum; giving a 10-year sustainability index of 0.97, resulting in an anticipated funding shortfall of -$4,046 million over the medium term.

Plans for the Future

Council plans to operate and maintain the Water Supply Network to achieve the following strategic objectives:

1. Ensure assets are maintained to a safe and functional standard as set out in this AM Plan
2. Ensure that future expansion of the Water Supply Network is planned to appropriately cater for growth predictions for the LGA
3. Maximise an asset's economic life while minimising lifecycle expenditure
4. Maintain a high level of community satisfaction in the portfolio
5. Achieve compliance with the NSW Local Water Utility Best Practice Guidelines and other regulatory requirements.

Measuring our Performance

Quality
Water Supply Network assets will be maintained in a reasonably usable condition. Defects found or reported that are outside our service standard will be repaired. See the maintenance response service levels for details of defect prioritisation and response time.

Function
Our intent is that Water Supply Network assets are maintained in partnership with other levels of Government and stakeholders to ensure the uninterrupted supply of drinking water, community satisfaction is maintained, and that safety is not compromised.

Safety
Reported defects are recorded on the Confirm Customer Services (CCS) and sent to the appropriate manager/supervisor for assessment. Repairs are carried out in accordance CRMS timeframes and available funding.

Water quality will be maintained within NSW DPI Water / Health Department Guidelines.

The Next Steps

The actions resulting from this asset management plan are:

- Work towards an advanced asset management plan for the Water Filtration Plant
- Undertake Condition assessments on the parts of the supply network where samples are available (e.g. mains repair locations)
- Improve the date of construction or replacement information held in the asset register
- Make use of available financial data to produce accurate input to future budgets

[1] The detail of this plan only covers the piped reticulation network. A major component of the system is the Water Filtration Plant which due to its size and complexity is beyond the scope of this plan; and should be subject to a separate asset management plan. The filtration plant is included here for completeness of the valuation information.

[3] See Section 6.1.1, Sustainability of service delivery

2. INTRODUCTION

2.1 Background

This asset management plan is to demonstrate responsive management of water assets (and services provided from assets), compliance with regulatory requirements, and to communicate funding needed to provide the desired levels of service.
The asset management plan is to be read with the following associated planning documents:

- Bathurst Regional Council Delivery Plan 2019-2022
- Bathurst Regional Council Detailed Budget 2019-2022
- Bathurst Regional Council Guidelines for Engineering Works 2011
- Bathurst Regional Council Bathurst Region Urban Strategy 2008
- Bathurst Regional Council Strategic Business Plan for Water Supply & Sewerage Services 2009/10 (DLM Environmental Consultants Pty Ltd 2010)
- National Health and Medical Research Council Australian Drinking Water Guidelines 2011 – Updated August 2018 (Australian Government Publications, Canberra)
- NSW DPI Water Best Practice Management of Water Supply and Sewerage 2007 (NSW Government)

This asset management plan covers the following infrastructure assets:

Table 2.1. Assets covered by this Plan

Asset Category	Measure/No. of	Replacement Value $
Dams	2	120,718,898
River Weir	1	-
Filtration Plant	1	$48,997,680
Reservoirs	25	$20,762,415
Pump Stations	13	$3,055,149
Building/Structures	44	$9,593,224
Pipes	504 km	$141,021,058
Flow Meters	23	*
Hydrants	3291	*
Valves	3285	*
Total		$344,148,423

* The value of these items is included in the value of the pipes they are fitted to.

Key stakeholders in the preparation and implementation of this asset management plan are:

Councillors	Formulate policy for the allocation of resources to maximise benefit to the community whilst minimising the Council's exposure to risk
The Council	To manage the implementation of policy in a timely and cost-effective manner. To ensure resources are effectively utilised
General Public	End users of the water product
Local Businesses and Industry	Many require water products for the operation of their business
Health care facilities	A clean and reliable water supply is essential to hospitals, clinics and home dialysis patients

2.2 Goals and Objectives of Asset Management

The Council exists to provide services to its community. Some of these services are provided by infrastructure assets. Council has acquired infrastructure assets by 'purchase', by contract, construction by council staff and by donation of assets constructed by developers and others to meet increased levels of service.

Council's goal in managing infrastructure assets is to meet the required level of service in the most cost-effective manner for present and future consumers. The key elements of infrastructure asset management are:

- Taking a life cycle approach using physical resources sustainably,
- Developing cost-effective management strategies for the long term and managing the risks associated with asset failures,
- Providing a defined level of service and monitoring performance,
- Understanding and meeting the demands of growth through demand management and infrastructure investment,
- Continuous improvement in asset management practices.[4]

This asset management plan is prepared under the direction of Council's vision, mission, goals and objectives.

Council's vision:
"Bathurst: A vibrant & innovative region that values our heritage, culture, diversity & strong economy."

Table 2.2. Council Goals and how these are addressed in this Plan

Community Strategic Plan Objective	How Objectives are addressed in AMP
1.4 Protect and improve the region's landscapes, views, vistas and open spaces.	Provide adequate levels of service of council's water network in line with Level of Service Tables in Section 3.
2.1 Support Local Business and Industry	
3.1 Protect and improve natural areas and ecosystems, including the Macquarie River and other waterways.	Meeting legislative compliance and level service requirements laid out by local, state government legislative and community feedback.
3.2 Protect the city's water supply	Minimise indiscriminative water usage, implement secure water management strategies from Local and State governments.
3.3 Minimise the city's environmental footprint, live more sustainably and use resources more wisely.	
6.1 Communicate and engage with the community, government and business groups on important matters affecting the Bathurst Region.	Communicate Water restriction usage suggestions, water network outages, upgrades and other works that will impact services for the community and council.
6.4 Meet legislative and compliance requirements.	• Water Management Act 2000 • Protection of the Environment Act 1997 • Local Government Act 1993
6.6 Manage our money and our assets to be sustainable now and into the future.	Enable proactive maintenance, capital renewal and upgrade practices by analysing current expenditure and projected expenditure requirements. Minimising un-planned funding and more targeted asset expenditure.

Kings Parade, Bathurst CBD

[4] IIMM 2018 Sec 1.1.3, p 1.3

2.3 Plan Framework

Key elements of the plan are:

- Levels of service – specifies the services and levels of service to be provided by council.
- Future demand – how this will impact on future service delivery and how this is to be met.
- Life cycle management – how Council will manage its existing and future assets to provide the required services.
- Financial summary – what funds are required to provide the required services.
- Asset management practices.
- Monitoring – how the plan will be monitored to ensure it is meeting Council's objectives.
- Asset management improvement plan.

A road map for preparing an asset management plan is shown on the next page.

2.4 Core and Advanced Asset Management

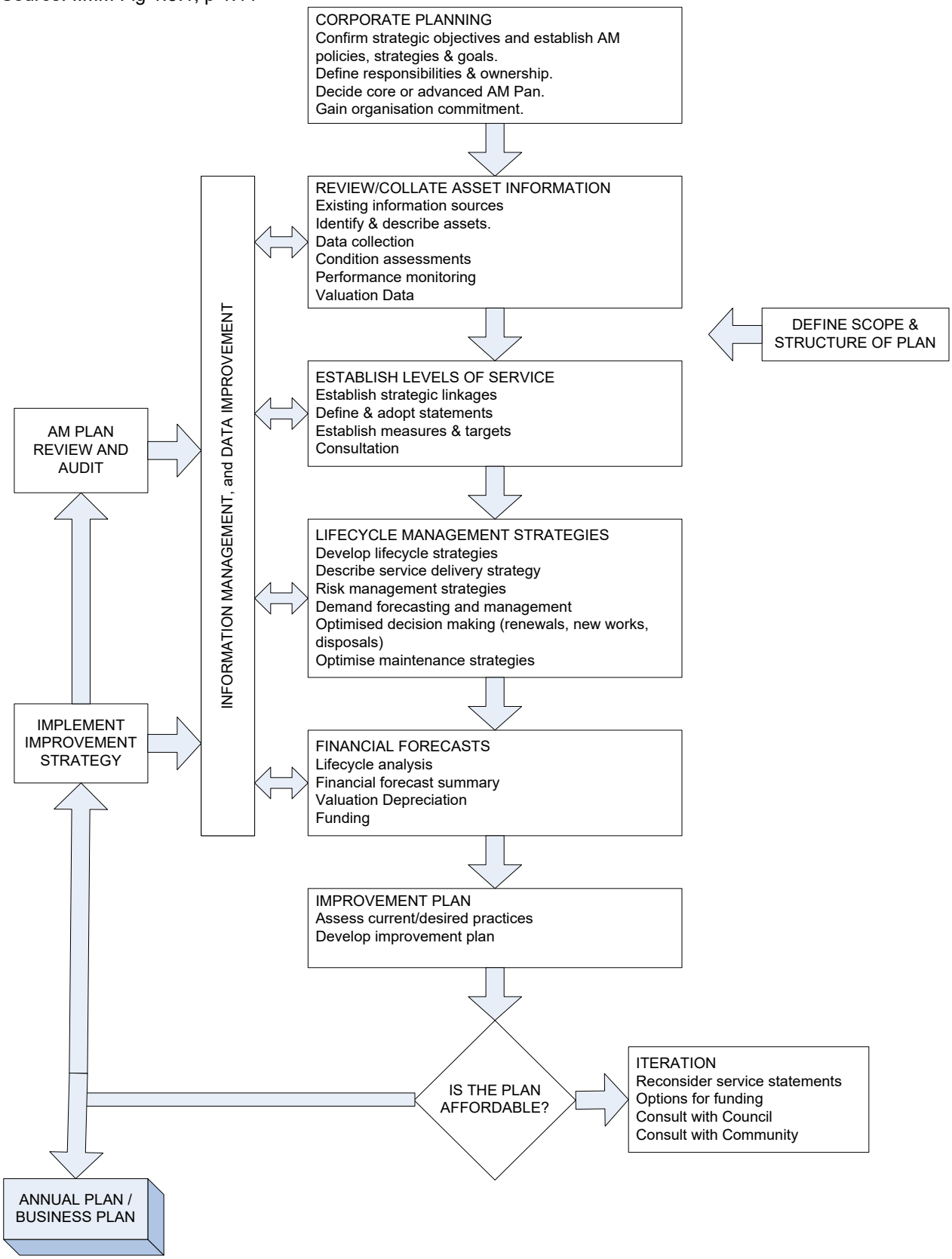
This asset management plan is prepared as a 'core' asset management plan in accordance with the International Infrastructure Management Manual. It is prepared to meet minimum legislative and organisational requirements for sustainable service delivery and long-term financial planning and reporting. Core asset management is a 'top down' approach where analysis is applied at the 'system' or 'network' level.

Future revisions of this asset management plan will hope to incorporate a review of the benefits of an 'advanced' plan offset the investment in systems and processes to provide better value for Council (see pp 14 NAMS Plus guidelines).

The criticality and complex nature of the Water Filtration Plant warrants development of a separate Asset Management Plan at least at the Core level.

Construction of Reservoir No.34 in 2018, Limekilns Road

Road Map for preparing an Asset Management Plan
Source: IIMM Fig 1.5.1, p 1.11



3. LEVELS OF SERVICE

3.1 Customer Research and Expectations

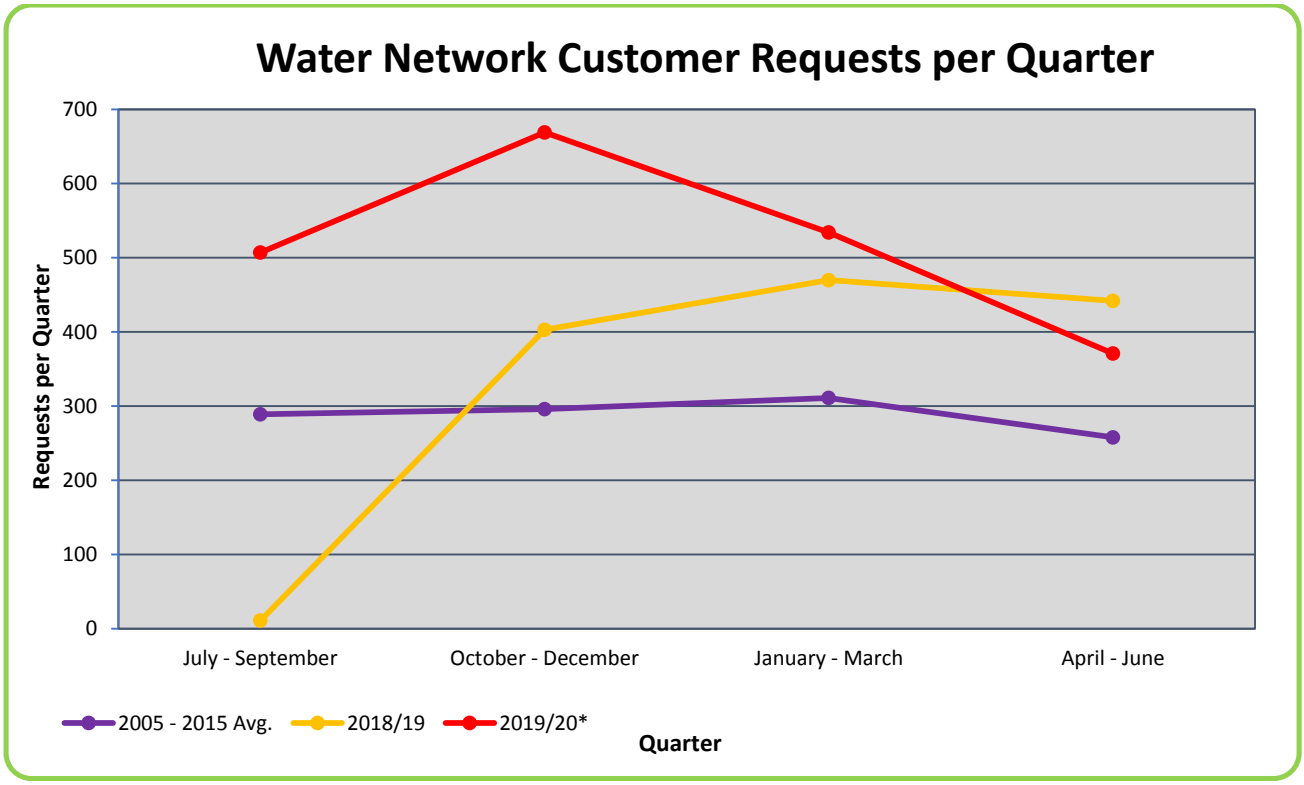
The Council undertakes community surveys on a 2-yearly basis to gauge community expectations and satisfaction with the services Council provides. A series of questions are put to a broad cross section of the community including residents from rural and urban areas each year. Using the data from the Community Survey helps council gauge the community's perception of how it's meeting objectives; 1.4, 2.1, 3.1, 3.2, 3.3, 6.1, 6.4 and 6.6 within Council's adopted 2040 Community Strategic Plan.

In the 2018 Community Survey, residents were asked to rate the over importance and satisfaction they consider the water network is to them. They were asked to rate them on a scale of 1 to 5. 1 being not at all important and 5 being very important.

Overall, the public rated the water network as being 4.67 out of 5 in importance. In terms of saitisfaction, they rated the water network as being 3.61 out of 5.

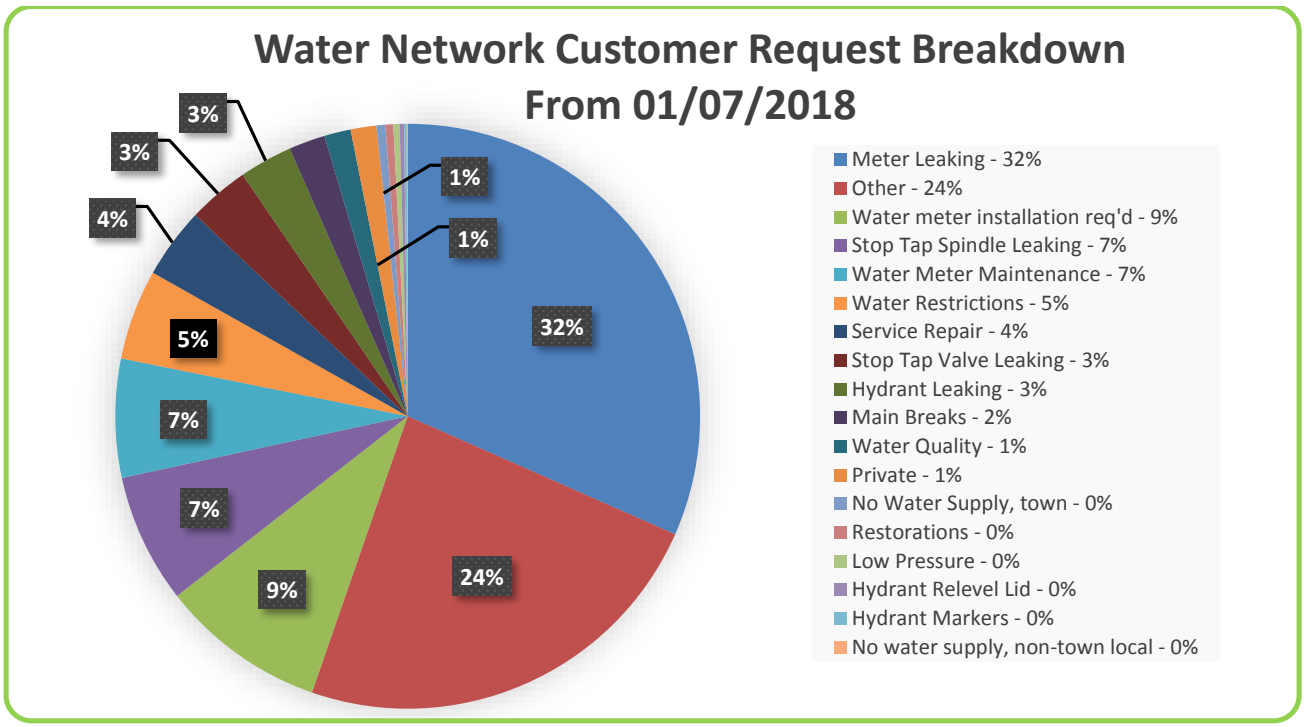
In addition to the key findings of the community survey council continues to use the measure of the network performance from Customer Requests (see fig 3.1a and 3.1b).

Fig 3.1a Customer Requests for Water Network



The above graph shows customer requests relating to council's water network have trended between 100-200 requests above the 2005-2015 average from January to September 2019. As of July 2018, council has adopted a new customer service system Confirm Customer Services (CCS). Data for previous financial years has proven inaccurate to represent the number of requests council has received and due to this a 10-year average from 2005-2015 requests has been used as a baseline to compare recent financial years.
As of 14/10/2019 council implemented Level 4 Extreme Water Restrictions, as a part of this council created a hotline service (6333 1683) and a water restriction email (waterrestrictions@bathurst.nsw.gov.au) for community concerns and frequently asked questions. This service may affect the number of requests being recorded in the CCS.

Fig 3.1b Customer request category breakdown



Data shown in the above graph has been compiled from council's Confirm Customer Service (CCS) and the percentage of each category of water requests made by customers. 45% of all requests are due to leaking water from the water network in some nature. Most events are isolated and inconsistent, further assessment of areas that continually experience water leaking and or main breaks will be flagged in table 5.1.2 as an area of deficiency.

Water Pump Station No.17 – Constructed 2018, Limekilns Road

3.2 Legislative Requirements

Council has to meet many legislative requirements including Australian and State legislation and State regulations. These include:

Table 3.2. Legislative Requirements

Legislation	Requirement
Local Government Act 1993	Sets out role, purpose, responsibilities and powers of local governments including the preparation of a long-term financial plan supported by asset management plans for sustainable service delivery. Details Council's role as custodian and trustee of public assets, and its associated responsibility to effectively account for and manage these assets.
Civil Liabilities Act 2002	Sets out the provisions that give protection from civil liability and the responsibilities of Council and public alike.
Environmental Planning and Assessment Act 1979	The proper management, development and conservation of natural resources, including agricultural land, natural areas, forests, minerals, water, the city, towns and villages for the purpose of promoting the social and economic welfare of the community and a better environment.
Protection of the Environment Operations Act 1997	To protect, restore and enhance the quality of the environment having regard to the need to maintain ecologically sustainable development.
Water Management Act 2000	Legislates the sustainable and integrated management of water sources for NSW.
Public Health Act 1991 – Part 2B	Dictates the provision of safe drinking water
Australian Drinking Water Guidelines 2004	Provides a minimum standard in many areas including formed Building design, signage, provision of handrails, etc.
BRC Drought Contingency and Water Supply Emergency Management Plan	Outlines Council's response to continued drought conditions and a drop-in water supply to critical levels.
BRC Strategic Business Plan for Water Supply & Sewerage Services 2009/10	Sets Council's performance measurement criteria and the levels of service to the customer
Work Health & Safety Act 2011	To secure and promote the health, safety and welfare of people at work.

Water Pump Station No.17 Pump Arrangement – Constructed 2018, Limekilns Road

3.3 Current Levels of Service

Council has defined service levels in two terms.

Community Levels of Service relate to how the community receives the service in terms of safety, quality, quantity, reliability, responsiveness, cost/efficiency and legislative compliance.

Supporting the community service levels are operational or technical measures of performance developed to ensure that the minimum community levels of service are met. These technical measures relate to service criteria such as:

Service Criteria	Technical measures may relate to
Quality	The cleanliness of the water supply – especially the presence /absence of manganese in the water supply
Quantity	Period or periods of time for which water supply pressure is not sufficient
Availability	Period or periods of time for which water supply or sufficient water supply is not available.
Safety	The levels of pathogenic organisms in the water supply

A general level of service statement covering target service levels provides a starting point for the development of specific service levels.

General Level of Service Statement for water reticulation network:

The water reticulation network will be maintained to a level that allows the reliable, safe delivery of water supply to those connected to the network in line with appropriate guidelines.
This includes (but is not limited to) the management of:

- occupational health and safety issues,
- issues of general public safety and public liability,
- defects affecting short- and long-term structural integrity of the network,
- defects affecting the availability of supply to users.

Council's current service levels are detailed in Table 3.3.

Table 3.3. Current Service Levels

COMMUNITY LEVELS OF SERVICE

Key Performance Measure	Level of Service	Performance Measure Process	Performance Target	Current Performance
Quality	Water supplied is clean	Number of complaints relating to water quality	<300 pa	41 (2019/20)
Quantity	Water is available	Period of time where the water service is unavailable	<1 Day per year to any one residence due to line maintenance	<1 Day*
	Customers receive 24 hours' notice for planned service disruptions	Number of complaints relating to planned service interruptions	<10 per Event	Unknown*
	Bathurst water supply has sufficient volume for unrestricted supply	Level of water restrictions in effect	< No Restrictions in Place	Level 4 Extreme
		Organisational measure of number customer requests relating to Water Restrictions		93 (2019)
Safety	Water supply is fit to drink	Reported cases of Water-borne illness	0	0
	Water supply is fit for washing purposes	Reported cases of reactions to water.	0	0 (2019)

* Current performance measurement criteria listed as unknown are included as they are service level indicators in the Strategic Business Plan for Water and Sewerage, 1995. Although currently unknown, improved data collection will allow reporting on these criteria in the future.

TECHNICAL LEVELS OF SERVICE

Key Performance Measure	Level of Service	Performance Measure Process	Performance Target	Current Performance
Quality	Compliance with the Australian Drinking Water Guidelines	Independent testing of water	99% compliance with the guidelines	99%*
	Reduction in manganese concentrations to below colouration levels	Testing of filtered water for manganese concentrations	<0.01 mg/L	<0.1mg/L
		Organisational Measure of Maintenance and Operations Budget Expenditure	Desired Budget (Over 10yrs) Avg. $9,591,436 p.a.	2019/20 Budget Avg. $8,476,240 p.a.
Quantity	Filtered water supply pressure is sufficient for peak demands	Measurement of mains pressure	Pressure between 15m and 90m head of water whilst supplying 6l/min	Unknown*
	Filtered water supply flow is sufficient for peak demands	Average peak flow to households	Peak instantaneous demand of 4kL/ET/day	Unknown*
Availability	Length of time water restrictions are imposed	Time restrictions are in place	Restrictions in place >5% of the time	Level 4 Extreme
Safety	Water supply is clean	Compliance with the 2004 drinking water guidelines	100% compliance with the drinking water guidelines	100%*
Condition	Majority of Water Assets are in reasonable condition	Water Network Age	Age of Asset are not exceeding Useful Life (80yrs)	11% >80yrs
		Organisational Measure of Water Network Average Age		38yrs
		Organisational Measure of Water Network Condition	Network Condition 75% Excellent/Good 10% Poor/Bad	Network Condition 82% Excellent/Good 3% Pool/Bad

* Current performance measurement criteria listed as unknown are included as they are service level indicators in the Strategic Business Plan for Water and Sewerage, 1995. Although currently unknown, improved data collection will allow reporting on these criteria in the future.

Bathurst Water Filtration Plant, Waterworks lane

4. FUTURE DEMAND

4.1 Demand Drivers

Drivers affecting demand include population change, changes in demographics, seasonal factors, vehicle ownership rates, consumer preferences and expectations, technological changes, economic factors, agricultural practices, environmental awareness, etc.

A hydraulic model of the water network has been constructed and calibrated to identify areas in the reticulation network where future development may place pressure demands on the existing system.

Demand factors influencing water supply management include population increase, the increasing use of irrigation of gardens and lawns in private dwellings, the increasing popularity of swimming pools in private dwellings and the increase in water saving initiatives such as water tank installation.

4.2 Demand Forecast

The present position and projections for demand drivers that may impact future service delivery and utilisation of assets were identified and are documented in Table 4.3.
The major factor affecting demand on the Council's infrastructure is population growth.

Table 4.2. Demand Drivers, Projections and Impact on Services

Demand factor	Present position	Projection	Impact on services
Population	42,389 (2016 census)	52,500 (2031)	Increased population means increased infrastructure and more demand on current water supply and pre-existing assets within Council's Water Supply Network.
Demographic	22.2% of population >60 yrs in 2016 26.9% of population <20 yrs in 2016	26.1% of population >60 yrs in 2031 25.6% of population <20 yrs in 2031	
Water Restrictions	Ben Chifley Dam 42% (5th November 2019)	<10% (July 2020)	Not enough water to supply a basic level of service to Council's water reticulation network. Requiring other measure which may impact existing infrastructure to meet levels of service.
BASIX/Other Regulation Requirements	All new houses and renovations of houses over $50,000 are required to meet BASIX requirements		Future Regulations may impose stricter controls.
Technological changes	Water efficient appliances are widely accepted as the norm		Increasingly efficient appliances.
Technological changes	Water efficient irrigation systems being installed		Landscaping plant selection, along with other water sensitive design criteria reducing network demand.
Growing awareness of environmental factors	Grey water re-use:		Increasing use of recycled water in domestic and commercial situations.

4.3 Demand Management Plan

Demand for new services will be managed through a combination of managing existing assets, upgrading of existing assets and providing new assets to meet demand and demand management. Demand management practices include non-asset solutions, insuring against risks and managing failures.

Non-asset solutions focus on providing the required service without the need for the organisation to own the assets and management actions including reducing demand for the service, reducing the level of service (allowing some assets to deteriorate beyond current service levels) or educating customers to accept appropriate asset failures[5]. Examples of non-asset solutions include providing services from existing infrastructure such as aquatic centres and libraries that may be in another community area or public toilets provided in commercial premises.

Opportunities identified to date for demand management are shown in Table 4.3. Further opportunities will be developed in future revisions of this asset management plan.

Table 4.3. Demand Management Plan Summary

Service Activity	Demand Management Plan
Domestic water use	Council initiatives to replace older style shower heads with 9L/minute units and to encourage the installation of other water efficient appliances.
Domestic water use	Unit pricing for water is increasing in line with the NSW state government recommendations to apply a more prohibitive user pays system. At least 75% of residential revenue generated through usage charges
Rainwater collection	Subsidy system for the installation of rainwater collection tanks. BASIX requirements dictate the installation of water tanks in new residential developments.
Water restrictions	Restrictions on water use as per Council's Drought Contingency and Water Supply Emergency Management Plan.
Outdoor domestic use	A system of watering termed the 'Odds and Evens System' limits the watering of domestic gardens on the water supply to watering on every second day, enforceable at Level 3 Restrictions. Increasing restrictions are documented in Council's Drought Management Plan

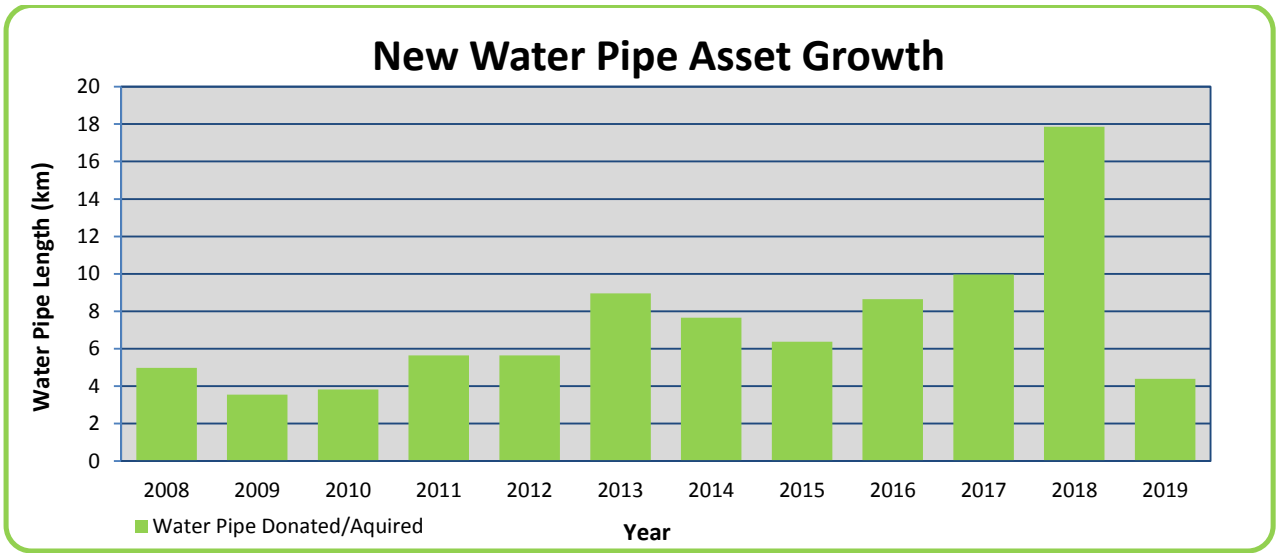
Winburndale Dam 2017 - Winburndale Dam Road, Napoleon Reef

4.4 New Assets from Growth

The new assets required to meet growth will be acquired from land developments and constructed by Council. The new asset values, summarised are the reticulation pipe lengths only. New valves, hydrants and fittings are required proportionally to the new length of network added. Other assets such as pump stations and reservoirs will be installed as necessary and are not considered.

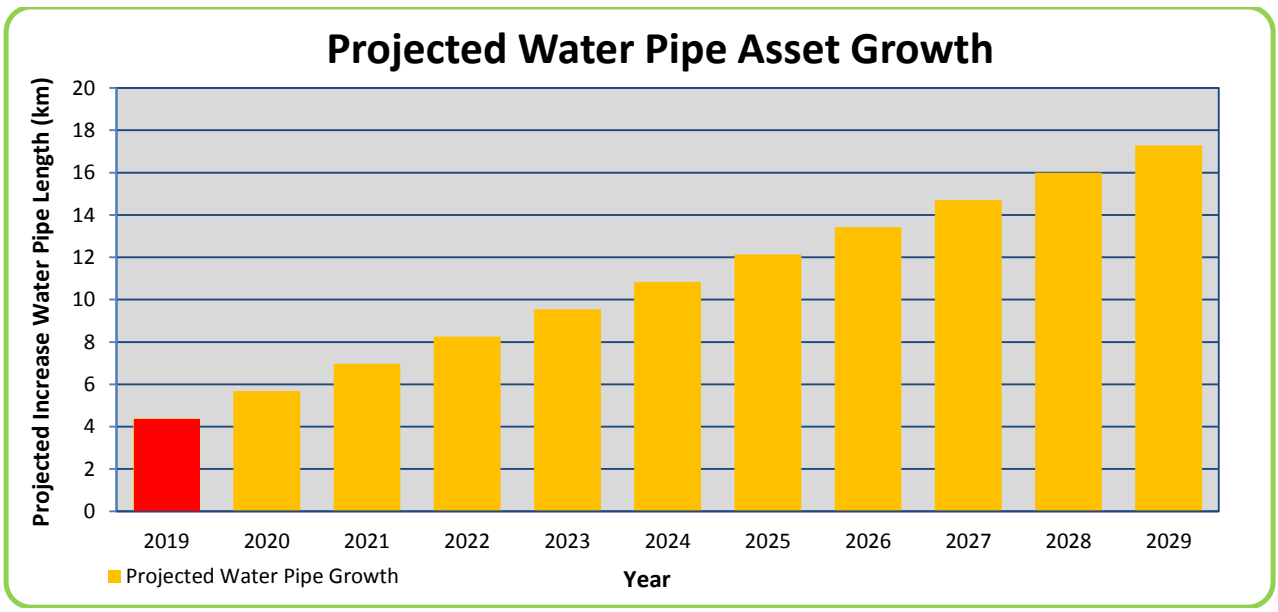
These network length growth trends are summarised in Fig 4.4 and 4.4.1

Fig 4.4. New Assets from Growth past 10 years (by length)



The above graph shows the largest increase of 17.9km in 2018 and smallest increase of 3.6km in 2009. The Water Network over the last 10 years has increased on average by 1.3km p.a. The large increases shown in 2017 and 2018 are as a result of an increase of subdivision development and the Greater Western Highway upgrade project.

Fig 4.4.1 Projected Asset Growth



The above projected Water pipe network length has been determined from the average increase over the past 10yrs and project the water network to increase 12.8km by 2029. Acquisition/Donation of these future assets will commit council to fund ongoing operations and maintenance costs for the period that the service provided from the assets is required.

5. LIFECYCLE MANAGEMENT PLAN

The lifecycle management plan details how Council plans to manage and operate the assets at the agreed levels of service (defined in section 3) while optimising life cycle costs.

5.1 Background Data

Ben Chifley Dam, 2017 – Chifley Dam Road, The Lagoon

5.1.1 Physical parameters

The assets covered by this asset management plan:

Asset Category	Measure
Dams	2
River Weir	1
Filtration Plant	1
Building/Structures	44
Pump Stations	13
Reservoirs	25
Water Pipes	504km
Flow Meters	23
Hydrants	3291*
Valves	3285*

*Denotes the asset category value is incorporated into Water Pipes value with parameters laid out in the NSW Department of Local Government, 1999 Local Government Asset Accounting Manual - Update 4 NSW DLG, Nowra

Table 5.1.1a Water Pipe Network Breakdown

Pipe Material	Raw Water Reticulation (m)	Potable Reticulation (m)	Potable Trunk Main (m)	Grand Total (m)
Asbestos Cement	8,481	132,897	34,065	175,443
Cast Iron	9,126	33,765	4,221	47,114
Cast Iron, Concrete-Lined	5,266	2,720	760	8,746
Ductile Iron	2,154	32,987	13,751	48,892
Ductile Iron, CL Thin Wall	-	530	-	530
Ductile Iron, Concrete-Lined	5,758	144,625	31,420	181,803
Polypropylene	1,545	5,217	-	6,762
PVC	458	5,114	-	5,573
Steel	50	-	281	330
uPVC	1,199	9,629	-	10,828
Other	17,045	25	-	17,070
Not Assessed (Unavailable)	-	319	150	468
Grand Total	51,621	367,828	84,647	504,096

Table 5.1.1b Water Pipe Diameter Breakdown

Pipe Diameter (mm)	Length (m)	% of Network	Pipe Diameter (mm)	Length (m)	% of Network
25	4,546	0.90%	250	24,173	4.80%
50	2,341	0.46%	300	57,567	11.42%
80	859	0.17%	375	12,303	2.44%
100	252,237	50.04%	450	11,239	2.23%
150	86,848	17.23%	600	7,841	1.56%
200	44,142	8.76%	Grand Total	504,096	100.00%

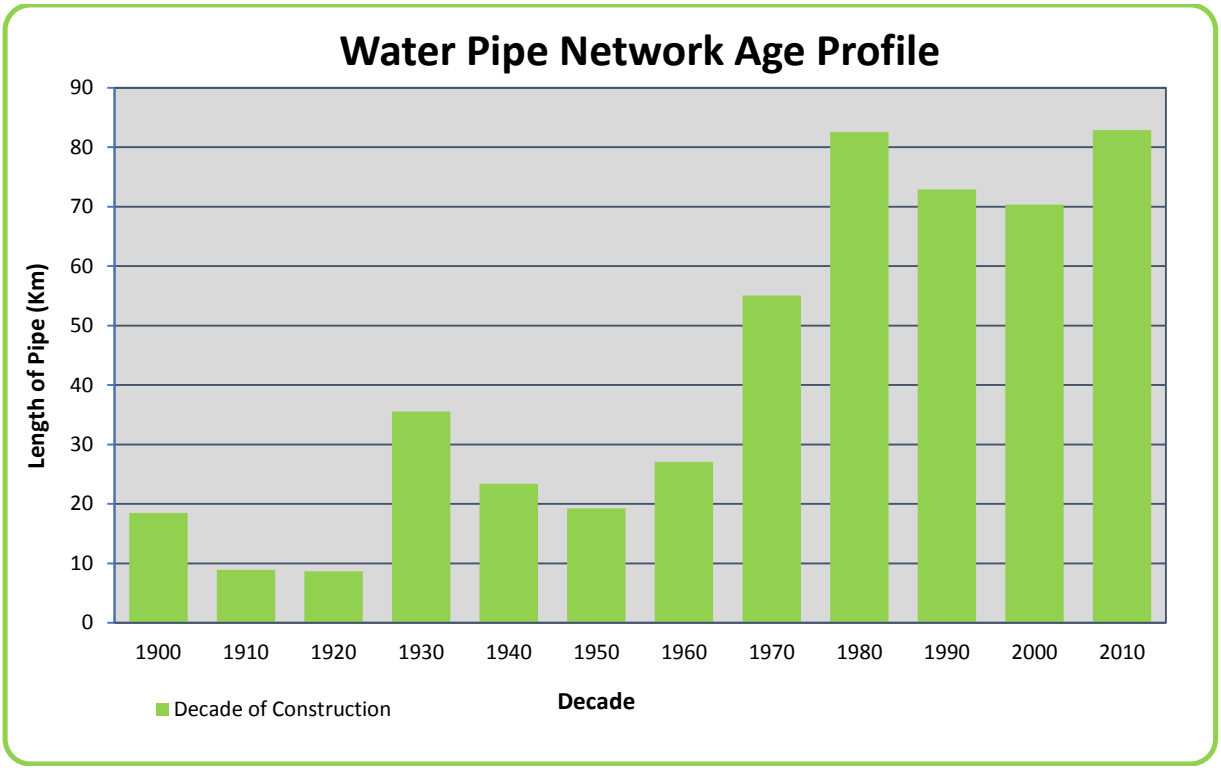
System age and reliability

The network of water reticulation pipes dates back to 1886 when Bathurst became the first NSW inland town to commission a water supply system. There are areas within town that are still serviced by the original lead jointed cast iron pipes.

The current network is a mixture of old cast iron and asbestos cement pipes and more modern ductile iron (often lined with concrete) and new plastic type pipes. As breakages occur in the network's older pipes they are replaced with modern equivalents.

New pipes laid for new subdivisions and developments will be of cement lined ductile iron or uPVC pipe as per the Engineering guidelines. Council has no reliable way of predicting breakages in the network, however the Council's Water section map main breakages to identify areas of compromised pipe network.

Fig 5.1.1c Water Pipe Network Age Profile



The above graph shows >70% of council's Water network has been installed in the last 40yrs with the largest number of renewal/upgrade works occurring in the 1980's & 2000's. Installation dates used to compile the graph are through combination of; Works As Executed plans, Information from council staff and in some cases estimations from deposit plan dates.

5.1.2 Asset capacity and performance

Council's services are generally provided to meet design standards where these are available. Locations where deficiencies in service performance are known are detailed in Table 5.1.2.

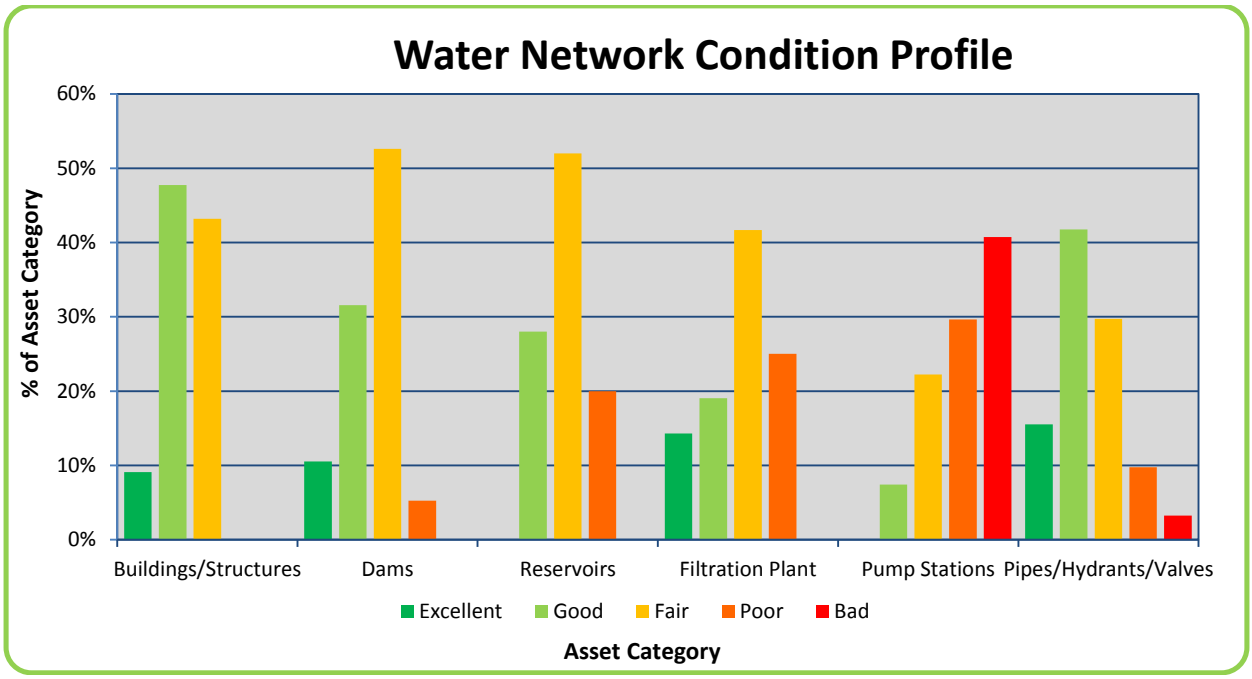
Table 5.1.2. Known Service Performance Deficiencies

Service Deficiency
Low Water Level – 39.6% (19th November 2019) – Extreme Level 4 Water Restrictions in affect
+20% Irrigation Allowance (NSW Government Restriction) – As of 1st November 2019

5.1.3 Asset condition

The condition profile of the sub-surface parts of the sewer network is difficult to ascertain. In lieu of condition information the age of the pipe network (see table below) will be used to estimate the condition.

Fig 5.1.3. Asset Condition Profile

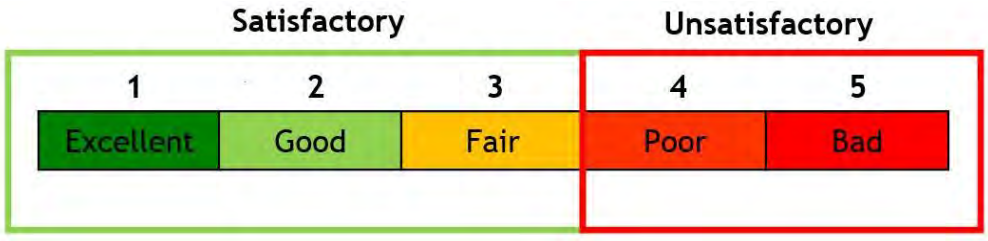


Condition rating will be measured using a 1 – 5 rating system as broadly outlined below.
This will be on the overall condition of the item and not of any individual components.

Condition Rating		Description	Useful Life % Remaining
1	Excellent	Sound condition.	100-90%
2	Good	Minor deterioration.	80-70%
3	Fair	Functionally sound, deterioration beginning to impact on asset integrity.	60-40%
4	Poor	Significant defects, marked deterioration.	30-10%
5	Bad	Near Failure.	<10%

Average age of network components is 38yrs

The condition ratings and data used above are the same used in Council's Special Schedule 7 in the Annual Financial Statements.



5.1.4 Asset Valuations

The current replacement cost to replace all of council's water network as of **30/06/2019** is **$344,148 million**. The depreciation replacement cost, the accumulated depreciation shown as the cost of the water network consumed/expired is **$222,489 million**. Meaning the water network has depreciated by **$121,659 million** or **$334,001p.a**.

The total **2019/20** maintenance/operations and capital renewal/upgrade budget is **$53,643 million**. The capital renewal budget represents **1.9%** or **$1,009 million** of the overall budget and capital upgrade/expansion comprises of **29.8%** or **$15,979 million** of the overall budget. The remaining **68.3%** or **$36,655 million** is allocated for maintenance and operations.

5.2 Risk Management Plan

An assessment of risks associated with service delivery from infrastructure assets has identified critical risks to Council. The risk assessment process identifies credible risks, the likelihood of the risk event occurring, the consequences should the event occur, develops a risk rating, evaluates the risk and develops a risk treatment plan for non-acceptable risks.

Critical risks, being those assessed as 'Very High' - requiring immediate corrective action and 'High' – requiring prioritised corrective action identified in the infrastructure risk management plan are summarised in Table 5.2.

Table 5.2. Critical Risks and Treatment Plans

Asset Risk	What can Happen	Risk Rating	Risk Treatment Plan
Main break	Aging infrastructure is susceptible to pressure fluctuations. Breakages can cause interruption to critical supply	VERY HIGH	Council maintains a 24-hour water maintenance crew to minimise the time required to fix critical water network problems
	Damaged caused by nearby excavations can cause interruption to critical supply	VERY HIGH	Where possible excavation works are only performed with prior clearance from the Council. Major excavation works will be carried out with guidance of a Council officer.
Low hydrant pressure	At certain times throughout the day the minimum required hydrant pressure may not be available in certain areas	HIGH	Council has commissioned a comprehensive study to identify areas within the water supply network that may not be apply to supply minimum hydrant pressures.
Very low-quality water supply	Sediment, particularly manganese dioxide can become suspended due to turbulence and can reduce quality to a level that is not safe for consumption	VERY HIGH	Council maintains a 24-hour water maintenance crew to minimise the time required to fix critical water network problems. Clean water can be delivered in the form of 20l plastic containers.

Winburndale Dam Wall, Windburndale Dam Road View

5.3 Routine Maintenance Plan

Routine maintenance is the regular on-going work that is necessary to keep assets operating, including instances where portions of the asset fail and need immediate repair to make the asset operational again.

5.3.1 Maintenance plan

Maintenance includes reactive, planned and cyclic maintenance work activities.

Reactive maintenance is unplanned repair work carried out in response to service requests and management/supervisory directions. Reactive water supply network maintenance consists primarily of:

- Repair to water main breaks.
- Flushing of mains to reduce manganese sediments.
- Repairs to water meters.
- Any emergency repairs to infrastructure other than the pipe network.

Planned maintenance is repair work that is identified and managed through a maintenance management system (MMS). MMS activities include inspection, assessing the condition against failure/breakdown experience, prioritising, scheduling, actioning the work and reporting what was done to develop a maintenance history and improve maintenance and service delivery performance.
Planned water supply network maintenance consists of:

- Regular inspection and servicing of water supply pumps.
- Regular inspection and maintenance of hydrants.

Cyclic maintenance is repetitive maintenance performed without specific programming.
This can include:

- Painting of some buildings.
- Painting of the water reservoirs.
- Cleaning of pump stations.
- Maintenance of emergency equipment.

Assessment and prioritisation of reactive maintenance is undertaken by Council staff using experience and judgement.

5.3.2 Standards and specifications

Maintenance will be carried out in accordance with the following Standards and Specification:

Building Codes of Australia where appropriate and to the satisfaction of the Council's Building Maintenance Supervisor in areas not covered by the building codes

- NSW Code of Practice for Plumbing and Drainage 2011
- Bathurst Regional Council 2011 *Guidelines for engineering works,* Bathurst Regional Council

5.3.3 Summary of future maintenance expenditures

The average minimum expenditure on maintenance required will be current expenditure plus inflation variations. However, with additional assets to maintain added over time this will not be sufficient.

Future maintenance expenditure is forecast to trend in line with the value of the current asset stock as shown in Fig 6. Note that all costs are shown in current 2019-dollar values.

Table 1: Summary of inspection results and conditional assessment for the eastern Forest Elbow Reservoir tank

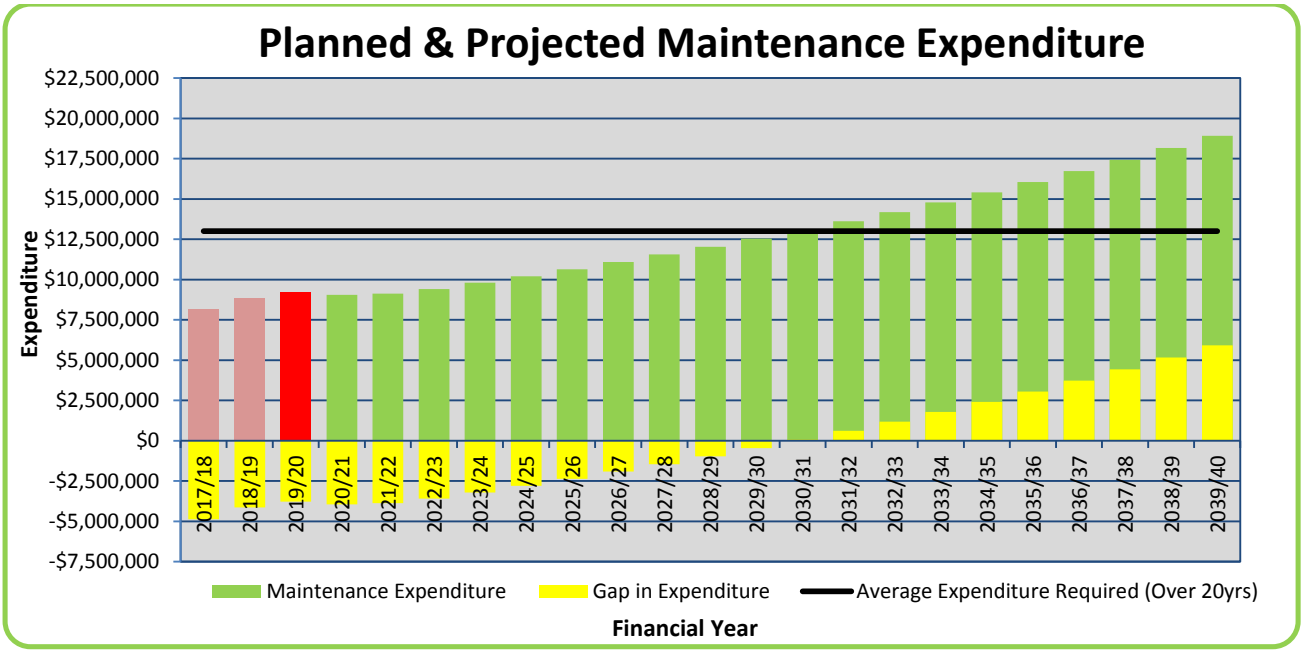
Item	Condition	Image
Overall asset WSAA condition grade	Poor Substantial short-term rehabilitation required to ensure asset remains safe and serviceable. Undertake an immediate risk assessment and respond to items identified. Rehabilitation required within 2 years.	

Forest Elbow Reservoir – 2016 Inspection

5.3.4 Summary of future maintenance expenditures

Future maintenance expenditure is forecast to trend in line with the value of the asset stock as shown in Fig 5.3.4. Deferred maintenance i.e. works that are identified for maintenance and unable to be funded are to be included in the risk assessment process in the infrastructure risk management plan.

Fig 5.3.4 Planned and Projected Maintenance Expenditure



The above graph shows;

- Maintenance & Operating expenditure from 2017/18 to 2039/40 FY (Projected)
- The Average maintenance expenditure required to meet asset renewals over 20yrs.
- 2019/20 Maintenance & Operating Budget from 2023/24 has been extrapolated with a 4.2% PPI factor Over 20yrs.

Water Network Current Position;

- Total Maintenance & Operating Expenditure (required over 20yrs) = **$273,043,053**
- Average Maintenance & Operating Expenditure (required over 20yrs) = **$13,002,050 p.a.**
- Average Gap in Expenditure = -$391,591 p.a.
- Increase in Expenditure from 2019/20 to 2039/40 = **$9,694,278**
- 2019/20 Budget Maintenance & Operating = **$9,204,044 Avg. p.a.**

Top of Reservoir 34, Limekilns Road Kelso

5.4 Renewal/Replacement Plan

Renewal expenditure is major work which does not increase the asset's design capacity but restores, rehabilitates, replaces or renews an existing asset to its original service potential. Work over and above restoring an asset to original service potential is upgrade/expansion or new works expenditure.

5.4.1 Renewal Plan

Council does not currently have a long-term renewal plan for water reticulation assets. To improve the decision-making process and develop a comprehensive renewal program, more thorough data capture is required.
There is no specific long-term plan or budgetary allocation for periodic renewal or replacement of assets. Rather, assets requiring renewal or replacement are identified during the compilation of the following year's management plan.
Candidate proposals are inspected to verify accuracy of remaining life estimate and to develop a preliminary renewal estimate. Verified proposals are ranked by priority and available funds and scheduled in future works programmes. Table 5.4.1 outlines a basic scoring system that may be used in future to prioritise renewal candidate proposals.

Table 5.4.1 Renewal Priority Ranking Criteria

Criteria	Weighting
Condition of asset	40%
Purpose of asset	20%
Population serviced by asset	20%
Projected capital cost	10%
Proximity to similar assets	10%
Total	100%

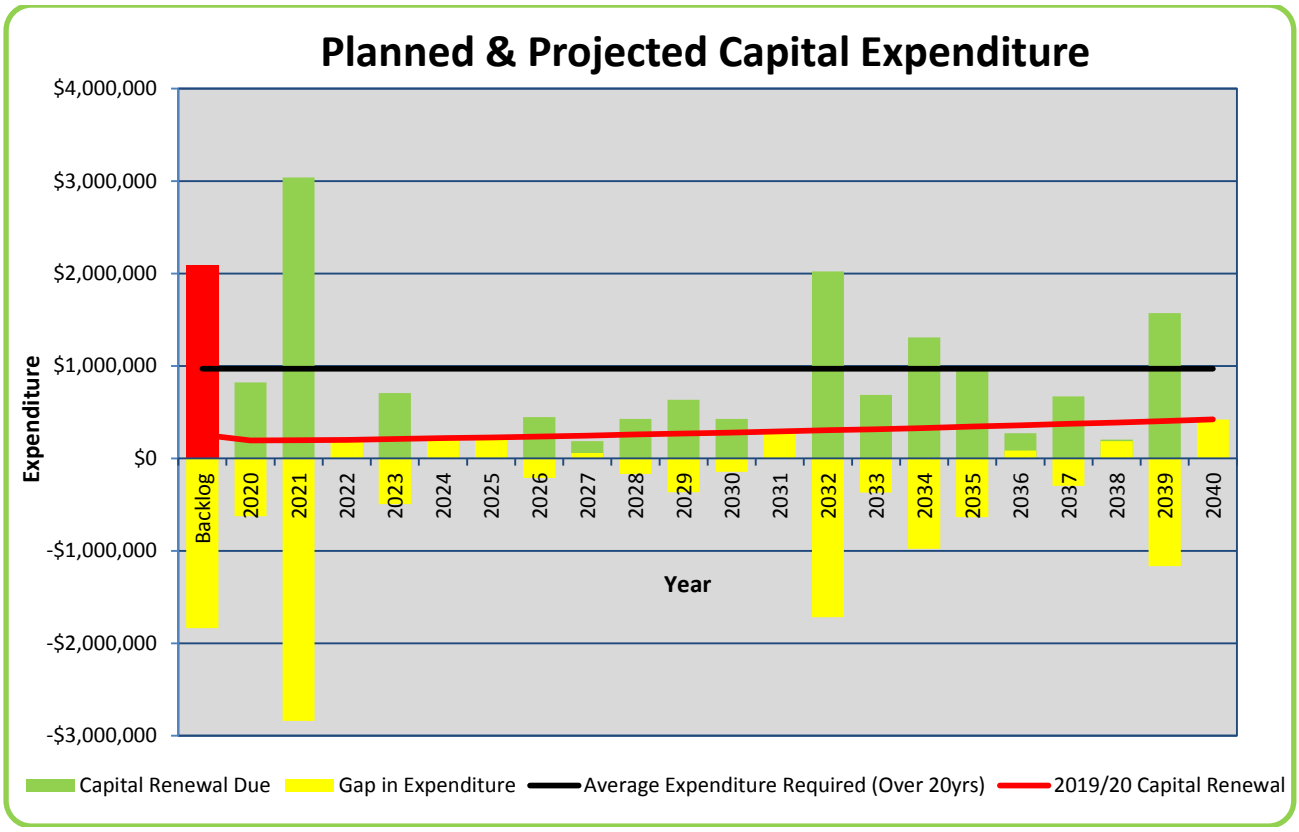
Renewal will be undertaken using 'low-cost' renewal methods where practical. The aim of 'low-cost' renewals is to restore the service potential or future economic benefits of the asset by renewing the assets at a cost less than replacement cost.

5.4.2 Renewal Standards

- NSW Code of Practice for Plumbing and Drainage 2011.
- Bathurst Regional Council 2011 *Guidelines for engineering works,* Bathurst Regional Council.

Inside Clear Tank, Water Filtration Plant

Fig 5.4.3. Projected Capital Renewal Expenditure



The above graph shows;

- Water assets and the years that they will reach the end of its useful life and will require renewal/upgrade.
- The Backlog of Asset Renewals from previous years and are overdue for renewal.
- The Average renewal expenditure required to meet asset renewals over 20yrs.
- 2019/20 Capital Renewal Budget and from 2023 has been extrapolated with a 4.2% PPI factor over 20yrs.

Water Network Current Position;

- Total Renewal Expenditure (required over 20yrs) = **$14,392,159**
- Backlogged Asset Renewals = **$2,090,980**
- Average Renewal Expenditure (required over 20yrs) = **$969,596**
- Average Gap in Expenditure = -$462,030

Windburndale Dam Wall, Eastern End

5.5 Creation/Acquisition/Upgrade Plan

New works are those works that create a new asset that did not previously exist or works which upgrade or improve an existing asset beyond its existing capacity. They may result from growth, social or environmental needs. Assets may also be acquired at no cost to the Council from land development. These assets from growth are considered in Section 4.4.

New water supply network assets are broadly added to the asset register in direct proportion to population growth, though often just ahead of the growth 'curve'. This is due to the infrastructure needing to be in place for a new development area before new housing and other infrastructure is built.

5.5.1 Selection criteria

New water reticulation assets are constructed as new growth dictates. Reticulation system assets include pipes, valves, hydrants, meters and pump stations where required. When a required upgrade has been identified usual practice is to duplicate the service rather than replacing it. Upgrades to the water system are, therefore generally regarded as new assets.

Compliance with agreed levels of service will dictate much of the upgrade work required to the filtered reticulation network.

5.5.2 Standards and specifications

New work is carried out in accordance with the Bathurst Regional Council's engineering guidelines and appropriate Australian Standards.

5.5.3 Summary of future upgrade/new assets expenditure

In order to better understand expenditure patterns, Fig 6.1 (pg.30) shows the current and projected expenditure for council's water network.

5.6 Disposal Plan

There are no current plans for asset disposal from the water supply network portfolio.
Council will dispose of an asset when it becomes uneconomical to maintain or replace. If pipes are left in the ground, they are usually sealed at the connections and abandoned.

Windburndale Dam, Dam Wall and Spillway

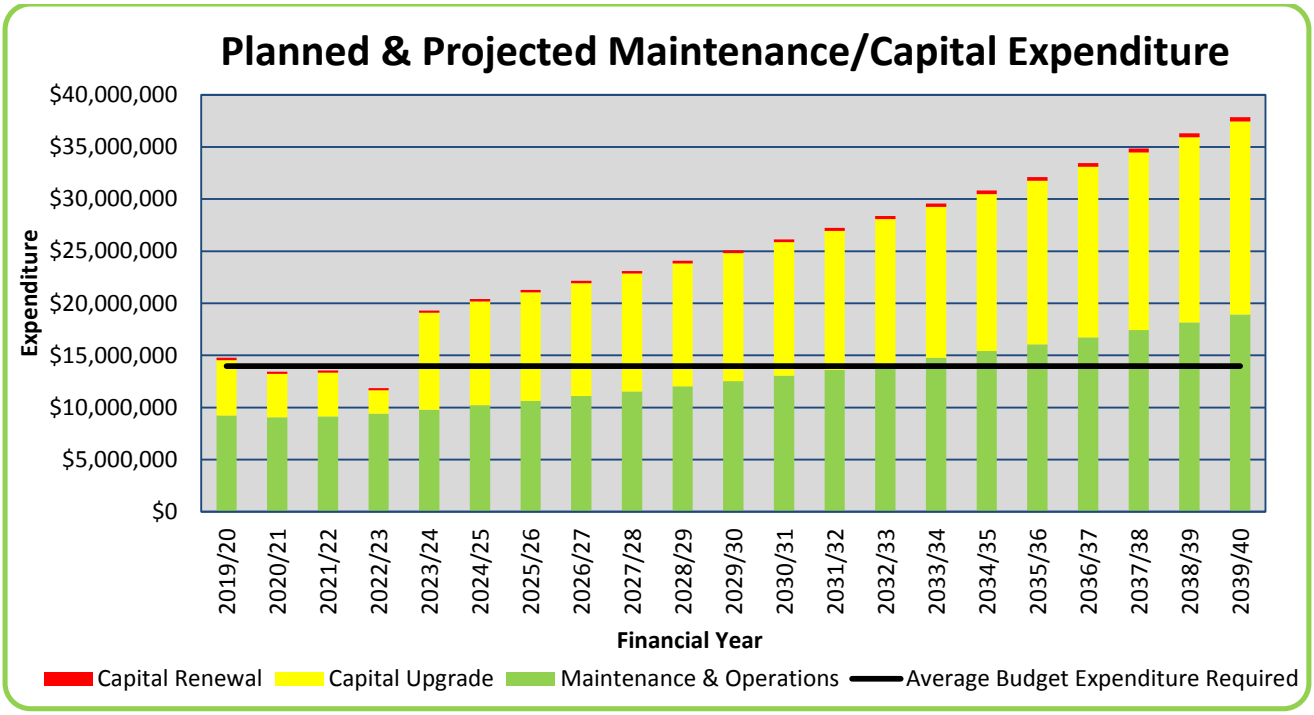
6. FINANCIAL SUMMARY

This section contains the financial requirements resulting from all the information presented in the previous sections of this asset management plan. The financial projections will be improved as further information becomes available on desired levels of service and current and projected future asset performance.

6.1 Financial Statements and Projections

The financial projections are shown in Fig 6.1 for planned operating (operations and maintenance) and capital expenditure (renewal and upgrade/expansion/new assets).

Fig 6.1. Planned Operating and Capital Expenditure



The above graph shows;

- Maintenance, Operating, Capital Renewal & Upgrade expenditure from 2019/20 to 2039/40 FY (Projected)
- The Average Maintenance, Operating, Capital Renewal & Upgrade expenditure over 20yrs.
- 2019/20 Maintenance, Operating, Capital Renewal & Upgrade Budget from 2023/24 has been extrapolated with a 4.2% PPI factor over 20yrs.

Water Network Current Position;

- Total Maintenance, Operating, Capital Renewal & Upgrade Expenditure (required over 20yrs) = **$273,043,053**
- Average Expenditure (required over 20yrs) = **$13,971,647**
- 2019/20 Budget = **$9,204,044 Avg p.a.**

Windburndale Dam Wall, Western End

6.1.1 Sustainability of service delivery

There are two key indicators for financial sustainability that have been considered in the analysis of the services provided by this asset category, these being long term life cycle costs and medium-term costs over the 10-year financial planning period.

Long term - Life Cycle Cost

Life cycle costs (or whole of life costs) are the average costs that are required to sustain the service levels over the longest asset life. Life cycle costs include maintenance and asset consumption (depreciation expense). The annual average life cycle cost for the services covered in this asset management plan is **$15,536 million.**

Life cycle costs can be compared to life cycle expenditure to give an indicator of sustainability in service provision. Life cycle expenditure includes maintenance plus capital renewal expenditure. Life cycle expenditure will vary depending on the timing of asset renewals. The life cycle expenditure at the start of the plan is **$14,787 million**, resulting in a funding shortfall of -$748,759 for year 1.

A gap between life cycle costs and life cycle expenditure gives an indication as to whether present consumers are paying their share of the assets, they are consuming each year. The purpose of this asset management plan is to identify levels of service that the community needs and can afford and develop the necessary long-term financial plans to provide the service in a sustainable manner.
The life cycle sustainability index is **0.95.**

Medium term – 10-year financial planning period
This asset management plan identifies the estimated maintenance and capital expenditures required to provide an agreed level of service to the community over a 10-year period for input into a 10-year financial plan and funding plan to provide the service in a sustainable manner.

This may be compared to existing or planned expenditures in the 10-year period to identify any gap. In a core asset management plan, a gap is generally due to increasing asset renewals.

Providing services in a sustainable manner will require matching of projected asset renewals to meet agreed service levels with planned capital works programs and available revenue.
A gap between projected asset renewals, planned asset renewals and funding indicates that further work is required to manage required service levels and funding to eliminate any funding gap.

Council's long-term financial plan covers the first 10 years of the 20-year planning period. The total maintenance and capital renewal expenditure projected over the 10 years is **$151,919 million**.
This is an average expenditure of **$15,192 million p.a**. Estimated maintenance and capital renewal expenditure in year 1 is **$14,787 million**. The 10-year sustainability index is **0.97**, resulting in an anticipated funding shortfall of -$4,046 million over the medium term.

A sustainability index of 1.0 means sufficient expenditure is budgeted to meet life cycle costs. Less than 1.0 predicts a life cycle cost funding gap.

Ben Chifley Dam, August 2019

6.2 Funding Strategy

Ideally Council would maintain the water filtered reticulation network at condition 1 or 2. Subterranean pipe networks are difficult and expensive to inspect. Any information on the pipe condition gained through inspection will not necessarily be definitive. The balance between providing a reliable service and ensuring that the network is funded and maintained to a level that provides long term service is the responsibility of the Council's water engineers. The input from the water customers is minimal.

The council funds all work to the water reticulation service through water tariffs applied to all urban residential and industrial lots connected to the reticulation system. The structure of rates payable is reviewed each year and published in the annual management plan. The fee structure for water services is moving toward a system with the major component being the usage charge and a smaller flat fee for the provision of the service, based on the size of the service.

The current levels of funding are proving adequate in the short and medium term. An increase in the funds available for asset renewal in the long term should be considered.

6.3 Valuation Forecasts

Asset values are forecast to increase as additional assets are added to the asset stock from construction and acquisition by Council.

The depreciated replacement cost (current replacement cost less accumulated depreciation) will vary over the forecast period depending on the rates of addition of new assets, disposal of old assets and consumption and renewal of existing assets.

6.4 Key Assumptions made in Financial Forecasts

This section details the key assumptions made in presenting the information contained in this asset management plan and in preparing forecasts of required operating and capital expenditure and asset values, depreciation expense and carrying amount estimates. It is presented to enable readers to gain an understanding of the levels of confidence in the data behind the financial forecasts.

Key assumptions made in this asset management plan are:

- Useful life and value of assets are calculated using the *2014 Reference Rates Manual for Valuation of Water Supply, Sewerage and Stormwater Assets* published by the Urban Water branch of the NSW DPI Water in 2015 as a revision of the previous 2003 publication. Updates on rate changes are published annually to keep valuations current, with the update issued in 2019 used for the valuations in this Asset Management Plan.
- Annualised PPI of 4.2% for the 2023/24 and beyond. Given the unpredictability in overall economic performance actual PPI may be significantly different from this figure.
- Depreciation is calculated on a straight-line method.
- Revaluation of entire portfolio is every 5 years as directed by NSW Office of Local Government, with major components such as Dams and Treatment Plants valued by the NSW Department of Public works and other network assets using Reference Rates <Manual (see above).
-

Accuracy of future financial forecasts may be improved in future revisions of this asset management plan by the following actions.

- Development of condition-based depreciation method that satisfies accounting standards
- Collection of condition data through an asset survey (technology for which is just becoming available)

Ben Chifley Dam Wall, August 2019

7. ASSET MANAGEMENT PRACTICES

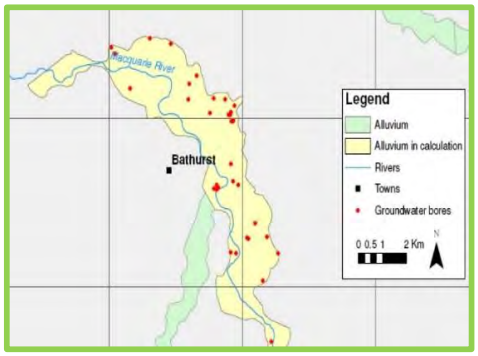
7.1 Accounting/Financial Systems

Council currently uses Civica Authority as the primary corporate finance system.

Administrator: IT manager and Assets system administrator.

Relevant accounting standards are:

- AAS 27 “Financial Reporting by Local Governments”
- AASB 136 Impairment of Assets
- AASB 1021 Depreciation of Non-Current Assets
- AASB 1041 Accounting for the reduction of Non-Current Assets
- AAS 1015 Accounting for acquisition of assets



Exert from Bathurst Climate Change and Water Security Plan

7.2 Asset Management Systems

Council uses CONFIRM asset management software. The current version in use by BRC is 19.00e.AM.12665.
CONFIRM team:

Team leader:	Administration Engineer
Administrator:	Asset systems administrator
Data entry:	3 x Asset Technicians
Field inspections:	Asset Inspector

Confirm consists of:

- A comprehensive asset register;
- Condition rating option for appropriate assets;
- Data Management, with reporting procedure to present inventory and assessment information;
- Asset Accounting, AAS27 reporting capability and life cycle costing
- MapInfo GIS system linked to CONFIRM.

As a result of this plan it is intended to improve the Asset management system by:

- Undertaking a condition survey of the portfolio,
- Linking of Confirm to Financial Software to gain more accurate costs of works.

7.3 Information Flow Requirements and Processes

The key information flows *into* this asset management plan are:

- The asset register data on size, age, value, remaining life of the network;
- The unit rates for categories of work/material;
- The adopted service levels;
- Projections of various factors affecting future demand for services;
- Correlations between maintenance and renewal, including decay models;
- Data on new assets acquired by council.

The key information flows *from* this asset management plan are:

- The assumed Works Program and trends;
- The resulting budget, valuation and depreciation projections;
- The useful life analysis.

These will impact the Long-Term Financial Plan, Strategic Business Plan, annual budget and departmental business plans and budgets. The current communication between financial and asset systems is limited to manually entering the relevant data.

8. CONCLUSION

8.1 Current position statement

The provision of water is one of council's principal activities. Council provides a water filtered reticulation network to the urban area. This also includes the villages of Raglan, Eglinton and Perthville.

The water supply network currently consists of **504km of pipes**, over **3285 valves**, **3291 hydrants**, **13 pump stations**, and **25 reservoirs**.

The Bathurst water supply dates back to 1886. There are possibly some original pipes still in use in the network, making them at least 130 years old. Approximately **13%** of the pipe network has been assessed as in poor or bad condition, based on the age of the pipes.

The current replacement cost is **$344,148 million**. The annual depreciation expense is **$334,001 p.a.** Assets were last revalued in line with DLG requirements as at 30 June 2019, with a valuation increment each financial year since.

The current 2019/20 maintenance and operational budget is an average of **$9,204 million p.a.**

The budget for maintenance and repair is currently forecast by adding an additional amount of 4.2% PPI added to the previous year's budget. As the reticulation assets age and the network expands to meet the growth in areas of Bathurst, the expenditure required to meet maintenance needs will increase at a rate higher than the extra for PPI. If the current level of maintenance is not increased in line with the increasing maintenance requirements of the filtered reticulation network more supply interruptions and a generally lower level of service could be reasonably expected.

Long term and **Medium-term** sustainability indices are **0.95** and **0.97.** Both numbers indicate sufficient maintenance, operating, renewal and upgrade funding (refer to Figures 5.3.4 and 5.4.3).

The current renewal/upgrade budget for 2019/20 is **$5,557 million.**

The water reticulation network assets have varied useful lives. The Reference Rates manual gives a useful life of water pipes of **80 years.** In reality the individual assets within the pipe network have different life expectancies dependant on the material of their construction, the pressure in the pipe and the ground the pipe is laid in Although the final assessment on capital renewal of building assets will be based on the criteria in 5.4.1, asset age is still the best indicator available to predict the future expenditure required to replace building assets that have deteriorated to a point where it is no longer serviceable.

The information contained within the asset management plan sets a benchmark for the water filtered reticulation network at the close of the 2019 calendar year. By continuing to collect information on the condition of the network and closely monitoring the expenditure on maintenance and renewal of the network the performance of the Council's filtered water reticulation strategies can be measured, reported on and improved in the future.

Figure 4: Inspected location WD001 - arial image

Winburndale Dam Aerial Map – 2016 Inspection

9. PLAN IMPROVEMENT AND MONITORING

9.1 Performance Measures

- The degree to which the required cash flows identified in this asset management plan are incorporated into council's long-term financial plan and Strategic Management Plan;
- The degree to which 1-5-year detailed works programs, budgets, business plans and organisational structures take into account the 'global' works program trends provided by the asset management plan;

The asset management improvement plan generated from this asset management plan is shown in Table 9.2.

9.2 Monitoring and Review Procedures

This asset management plan will be reviewed during annual budget preparation and amended to recognise any changes in service levels and/or resources available to provide those services as a result of the budget decision process.

The Plan has a life of 4 years and is due for revision and updating within 2 years of each Council election.

Table 9.2 Improvement Plan

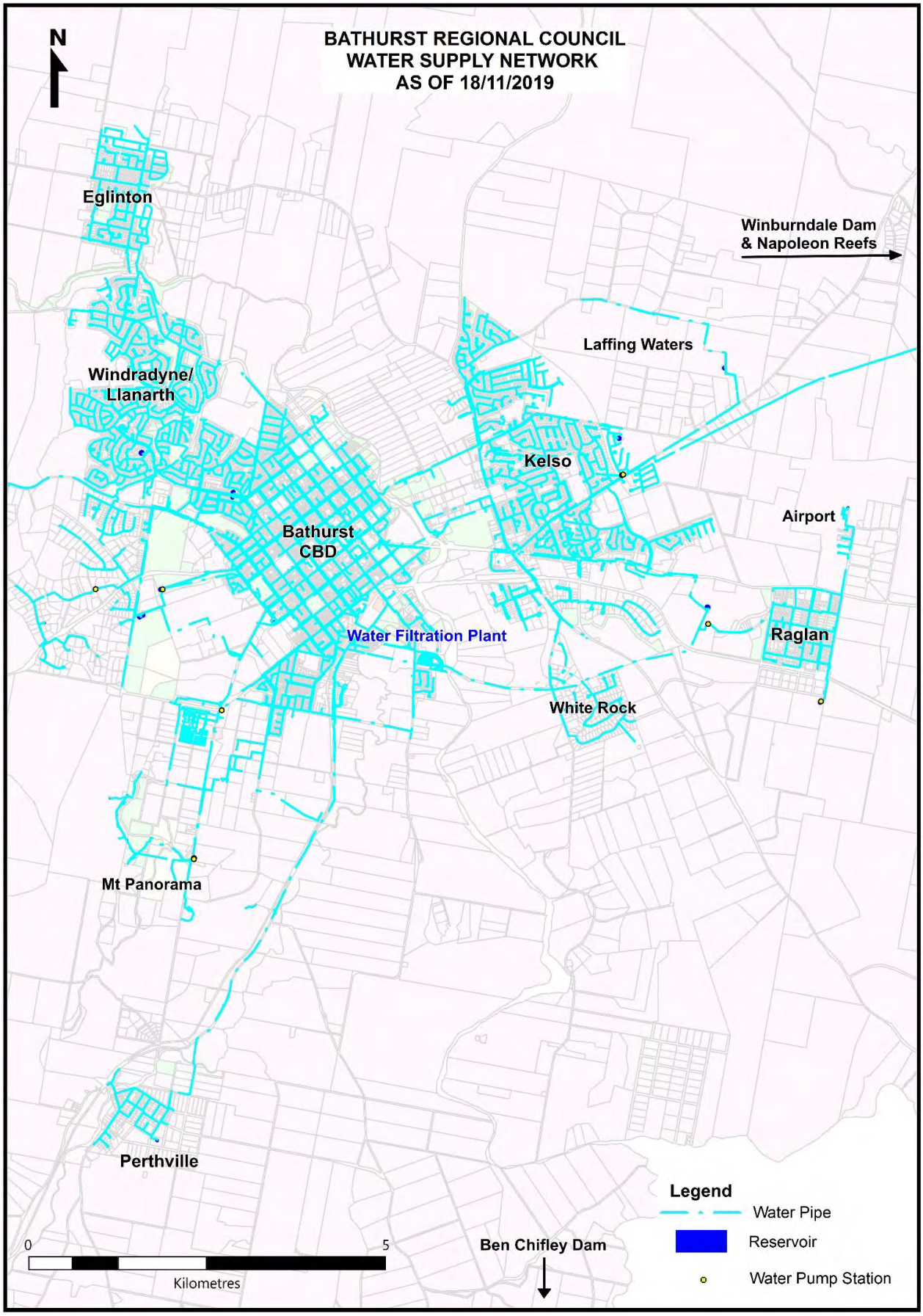
Task	Responsibility	Resources Required	Timeline
Review plan Annually	Asset Systems Administrator	Input from Water Section Staff	January 2021

	Enforced Restrictions		
	HIGH	EXTREME	CRITICAL
In Effect	26/11/18	14/10/19	15%-0%
Watering – Lawns	Odds and evens 6am-9am or 6pm-9pm Maximum 30 minutes/day	Not permitted	Not permitted
Watering – Gardens	Odds and evens 6am-9am or 6pm-9pm Maximum 30 minutes/day	Above 29% hose and trigger nozzle permitted for 30 minutes/day on Wed & Sun only 6pm – 9pm Below 29% bucket or watering can permitted for 30 minutes/day on Wed & Sun only 6pm-9pm	Not permitted
Car Washing - At Home	Bucket & trigger nozzle on lawn 6am-9am or 6pm-9pm	Not permitted	Not permitted
Swimming Pools	Top up: 6am-9am or 6pm-9pm with pool covers First fill: with Council permission	Top up & filling not permitted	Top up & filling not permitted
Garden Features & Temporary Child Pools	Top up & filling permitted	Top up & filling not permitted	Top up & filling not permitted
Washing Hard Surfaces	Not permitted	Not permitted	Not permitted
Indoor Activities	Water wise actions required	4 minute showers or 1 bath/person/day (150mm deep) Water wise actions required	3 minute showers or 1 bath/person/day (100mm deep) Water wise actions required

Water Restrictions Action Plan As of August 2019

REFERENCES

- Bathurst Regional Council, 'Management Plan 2019-2023',
- Bathurst Regional Council, 'Detailed Financial Budget and Revenue Policy 2019-2023'
- Bathurst Regional Council Community Survey 2018
- Bathurst Regional Council Community Strategic Plan 2040
- Bathurst Regional Council Guidelines for Engineering Works 2011
- Bathurst Regional Council Bathurst Region Urban Strategy 2008
- Bathurst Regional Council Strategic Business Plan for Water Supply & Sewerage Services 2009/10 (DLM Environmental Consultants Pty Ltd 2010)
- National Health and Medical Research Council Australian Drinking Water Guidelines 2011 – Updated August 2018 (Australian Government Publications, Canberra)
- NSW DPI Water Best Practice Management of Water Supply and Sewerage 2007 (NSW Government)
- IPWEA, 2011 'International Infrastructure Management Manual', Institute of Public Works Engineering Australia, Sydney
- IPWEA, 2009 First Ed 'Australian Infrastructure Financial Management Guidelines' , Institute of Public Works Engineering Australia, Sydney
- Rawlinsons, 2018 'Australian Construction Handbook', Rawlinsons Publishing, Perth.
  NSW Department of Local Government, 1999 *Local Government Asset Accounting Manual - Update 4* NSW DLG, Nowra
- *Water Drinking Guidelines:* https://www.nhmrc.gov.au/guidelines-publications/eh52
- Local Government Act 1993
- Protection of the Environment Operations Act 1997
- Water Management Act 2000
- Catchment Management Authorities Act 2003


N
BATHURST REGIONAL COUNCIL
WATER SUPPLY NETWORK
AS OF 18/11/2019
Eglinton
Winburndale Dam
& Napoleon Reefs
Laffing Waters
Windradyne/
Llanarth
Kelso
Airport
Bathurst
CBD
Water Filtration Plant
Raglan
White Rock
Mt Panorama
Perthville
Ben Chifley Dam
Legend
Water Pipe
Reservoir
Water Pump Station
0
5
Kilometres


N
Bathurst Regional Council
Ben Chifley Dam
0
1
Kilometres
Aerial image Bathurst Regional Council Imagery Rural17-15cm


N
Bathurst Regional Council
Winburndale Dam
0
250
Metres


Legend
Council road for addition
Hill End Historic Site
Public road
Suburb: Hill End
LGA: Bathurst Regional
Parish: Tambaroora
County: Wellington
0 60 120 240 Meters
N
NSW GOVERNMENT
Belmore St
Beard Street
High Street
Mudgee
William Street
Thomas Street
Bowen Street
Denison Street
Havilah Street
Short Street
Oakey Street
Tambaroora Street
Church Street
Reef Street
Alexander St
Albert St
Price St
Ophir St
Albert Street
Grinder Pump Track
The Bridle Track
Hill End Historic Site
370//39763
221//756905
1//1074551
2//1074552
276//756905
223//756905
3//1214973
2//776864
1//776864
7318//1184639
12//1173182
2//377800
A//329801
B//329801
1/23/758517
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3/23/758517
4/23/758517
5/23/758517
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7/23/758517
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6/25/758517
1//250785
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2//1173182
3//1173182
1/11/758517
5/12/758517
237//756905
3//1214877
4//1214877
5//1214877
7//1214877
1//1173182
12//1214861


5/12/758517
4/12/758517
3/12/758517
11/1214861
10/1214861
1/13/758517
2/13/758517
4/13/758517
3/13/758517
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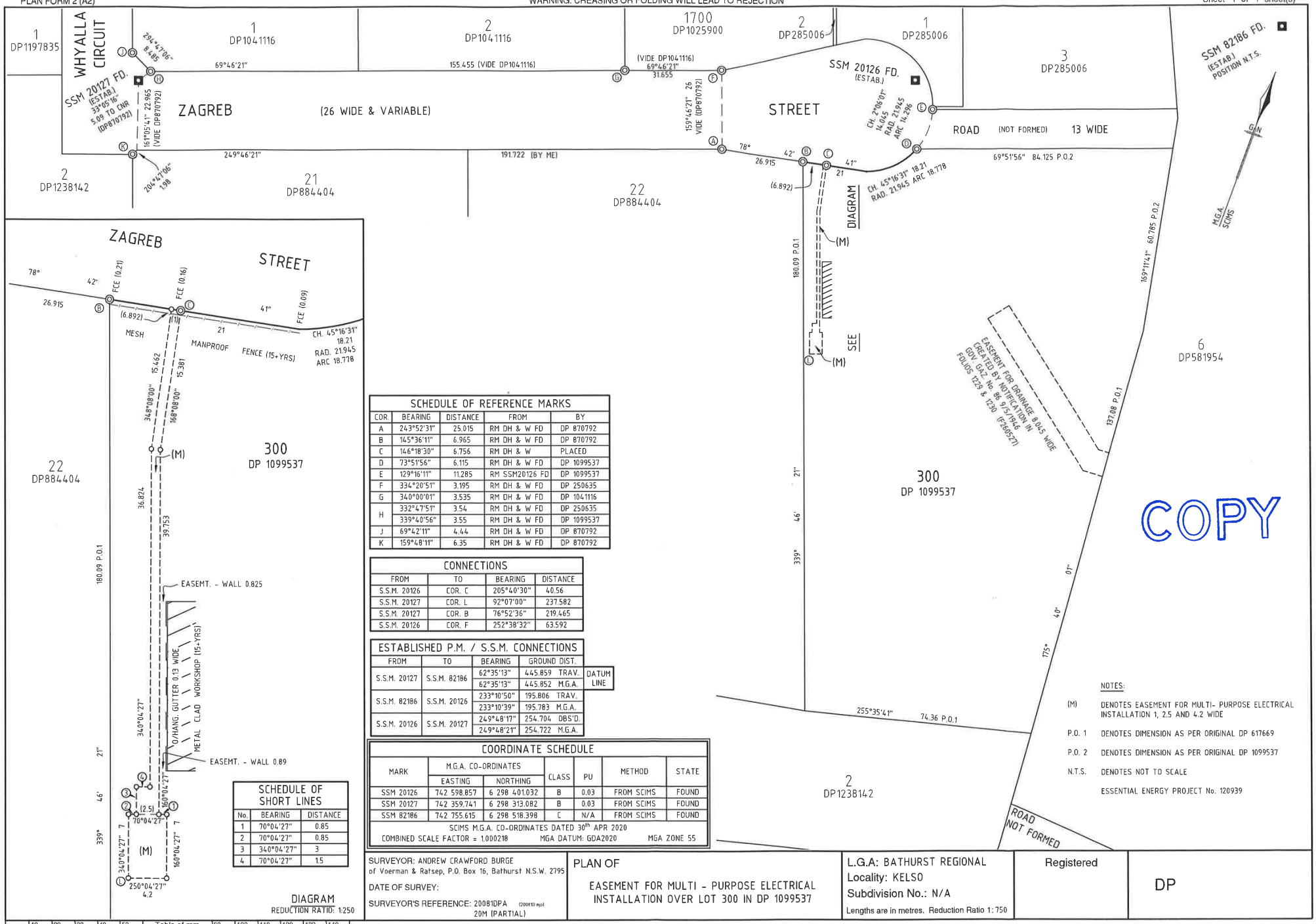
Unidentified
7/1214877
Unidentified

PLAN FORM 2 (A2) WARNING: CREASING OR FOLDING WILL LEAD TO REJECTION Sheet 1 of 1 sheet(s)



SCHEDULE OF REFERENCE MARKS

COR.	BEARING	DISTANCE	FROM	BY
A	243°52'31"	25.015	RM DH & W FD	DP 870792
B	145°36'11"	6.965	RM DH & W FD	DP 870792
C	146°18'30"	6.756	RM DH & W	PLACED
D	73°51'56"	6.115	RM DH & W FD	DP 1099537
E	129°16'11"	11.285	RM SSM20126 FD	DP 1099537
F	334°20'51"	3.195	RM DH & W FD	DP 250635
G	340°00'01"	3.535	RM DH & W FD	DP 1041116
H	332°47'51"	3.54	RM DH & W FD	DP 250635
	339°40'56"	3.55	RM DH & W FD	DP 1099537
J	69°42'11"	4.44	RM DH & W FD	DP 870792
K	159°48'11"	6.35	RM DH & W FD	DP 870792

CONNECTIONS

FROM	TO	BEARING	DISTANCE
S.S.M. 20126	COR. C	205°40'30"	40.56
S.S.M. 20127	COR. L	92°07'00"	237.582
S.S.M. 20127	COR. B	76°52'36"	219.465
S.S.M. 20126	COR. F	252°38'32"	63.592

ESTABLISHED P.M. / S.S.M. CONNECTIONS

FROM	TO	BEARING	GROUND DIST.	
S.S.M. 20127	S.S.M. 82186	62°35'13"	445.859 TRAV.	DATUM LINE
		62°35'13"	445.852 M.G.A.	
S.S.M. 82186	S.S.M. 20126	233°10'50"	195.806 TRAV.	
		233°10'39"	195.783 M.G.A.	
S.S.M. 20126	S.S.M. 20127	249°48'17"	254.704 OBS'D.	
		249°48'21"	254.722 M.G.A.	

COORDINATE SCHEDULE

MARK	M.G.A. CO-ORDINATES EASTING	M.G.A. CO-ORDINATES NORTHING	CLASS	PU	METHOD	STATE
SSM 20126	742 598.857	6 298 401.032	B	0.03	FROM SCIMS	FOUND
SSM 20127	742 359.741	6 298 313.082	B	0.03	FROM SCIMS	FOUND
SSM 82186	742 755.615	6 298 518.398	C	N/A	FROM SCIMS	FOUND

SCIMS M.G.A. CO-ORDINATES DATED 30th APR 2020
COMBINED SCALE FACTOR = 1.000218 MGA DATUM: GDA2020 MGA ZONE 55

SCHEDULE OF SHORT LINES

No.	BEARING	DISTANCE
1	70°04'27"	0.85
2	70°04'27"	0.85
3	340°04'27"	3
4	70°04'27"	1.5

DIAGRAM
REDUCTION RATIO: 1:250

NOTES:

(M) DENOTES EASEMENT FOR MULTI- PURPOSE ELECTRICAL INSTALLATION 1, 2.5 AND 4.2 WIDE

P.O. 1 DENOTES DIMENSION AS PER ORIGINAL DP 617669

P.O. 2 DENOTES DIMENSION AS PER ORIGINAL DP 1099537

N.T.S. DENOTES NOT TO SCALE

ESSENTIAL ENERGY PROJECT No. 120939

COPY

SURVEYOR: ANDREW CRAWFORD BURGE of Voerman & Ratsep, P.O. Box 16, Bathurst N.S.W. 2795

DATE OF SURVEY:

SURVEYOR'S REFERENCE: 20081DPA 20M (PARTIAL)

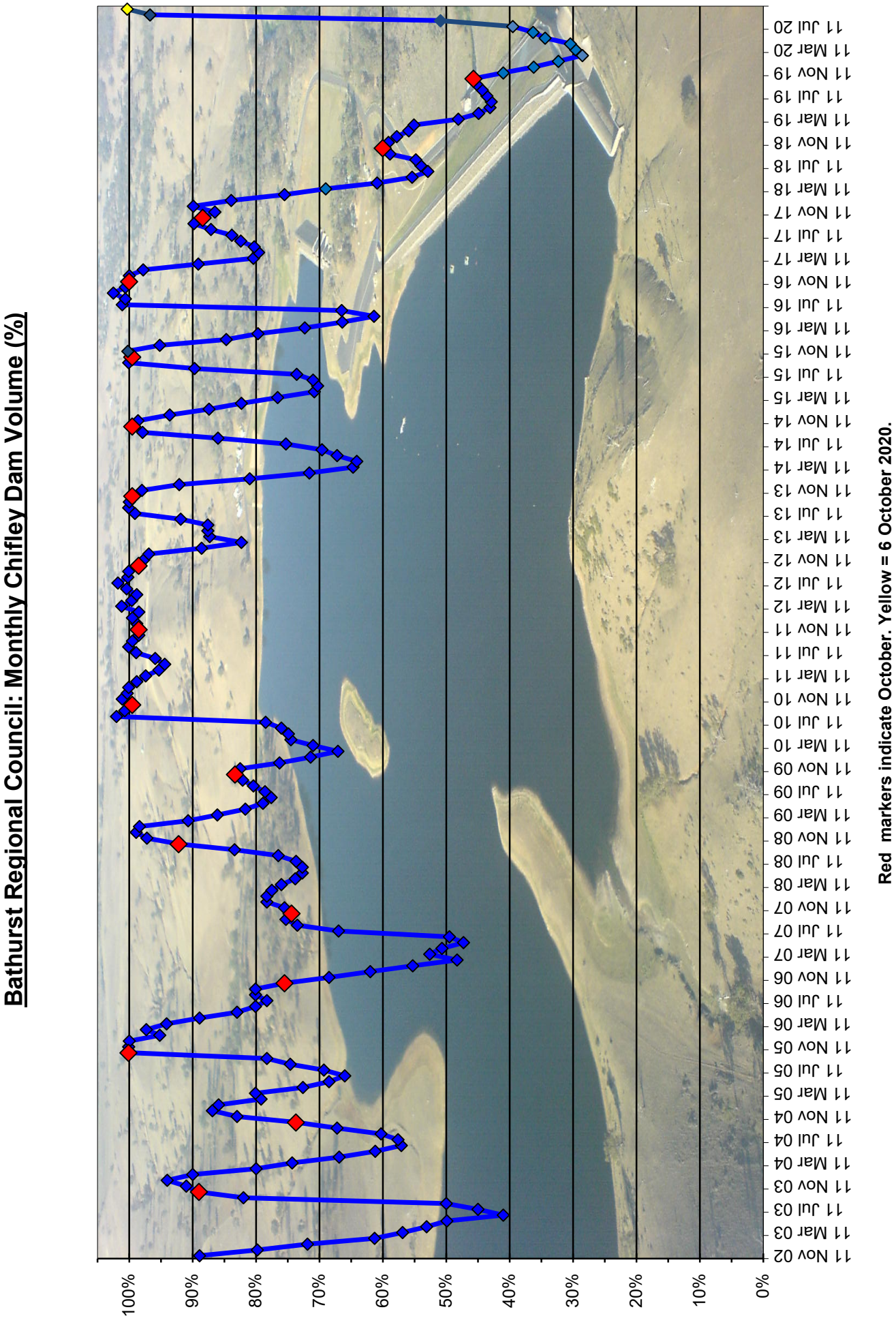
PLAN OF

EASEMENT FOR MULTI - PURPOSE ELECTRICAL INSTALLATION OVER LOT 300 IN DP 1099537

L.G.A: BATHURST REGIONAL
Locality: KELSO
Subdivision No.: N/A
Lengths are in metres. Reduction Ratio 1: 750

Registered

DP


Bathurst Regional Council: Monthly Chifley Dam Volume (%)
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
11 Nov 02
11 Mar 03
11 Jul 03
11 Nov 03
11 Mar 04
11 Jul 04
11 Nov 04
11 Mar 05
11 Jul 05
11 Nov 05
11 Mar 06
11 Jul 06
11 Nov 06
11 Mar 07
11 Jul 07
11 Nov 07
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11 Mar 17
11 Jul 17
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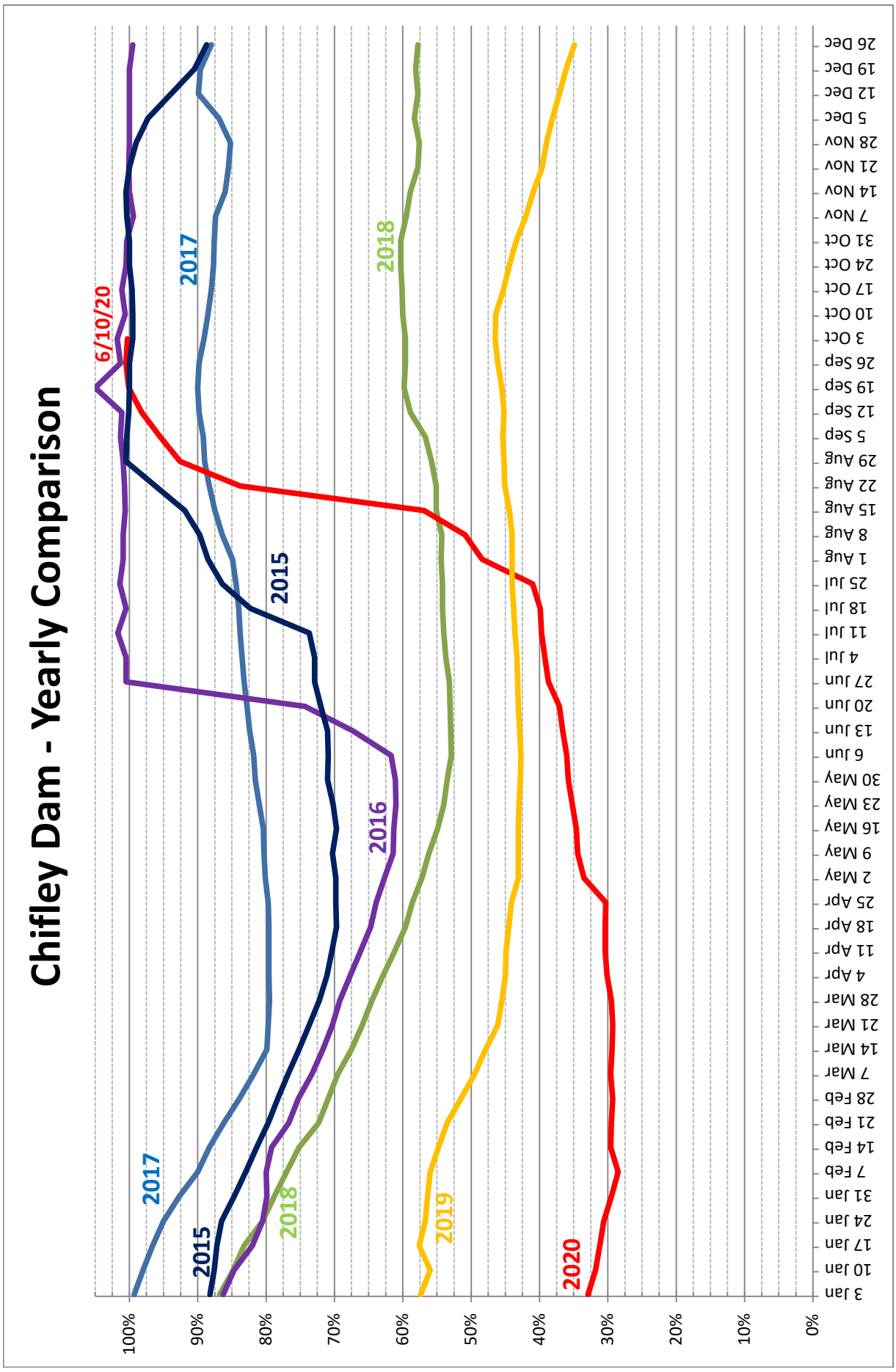
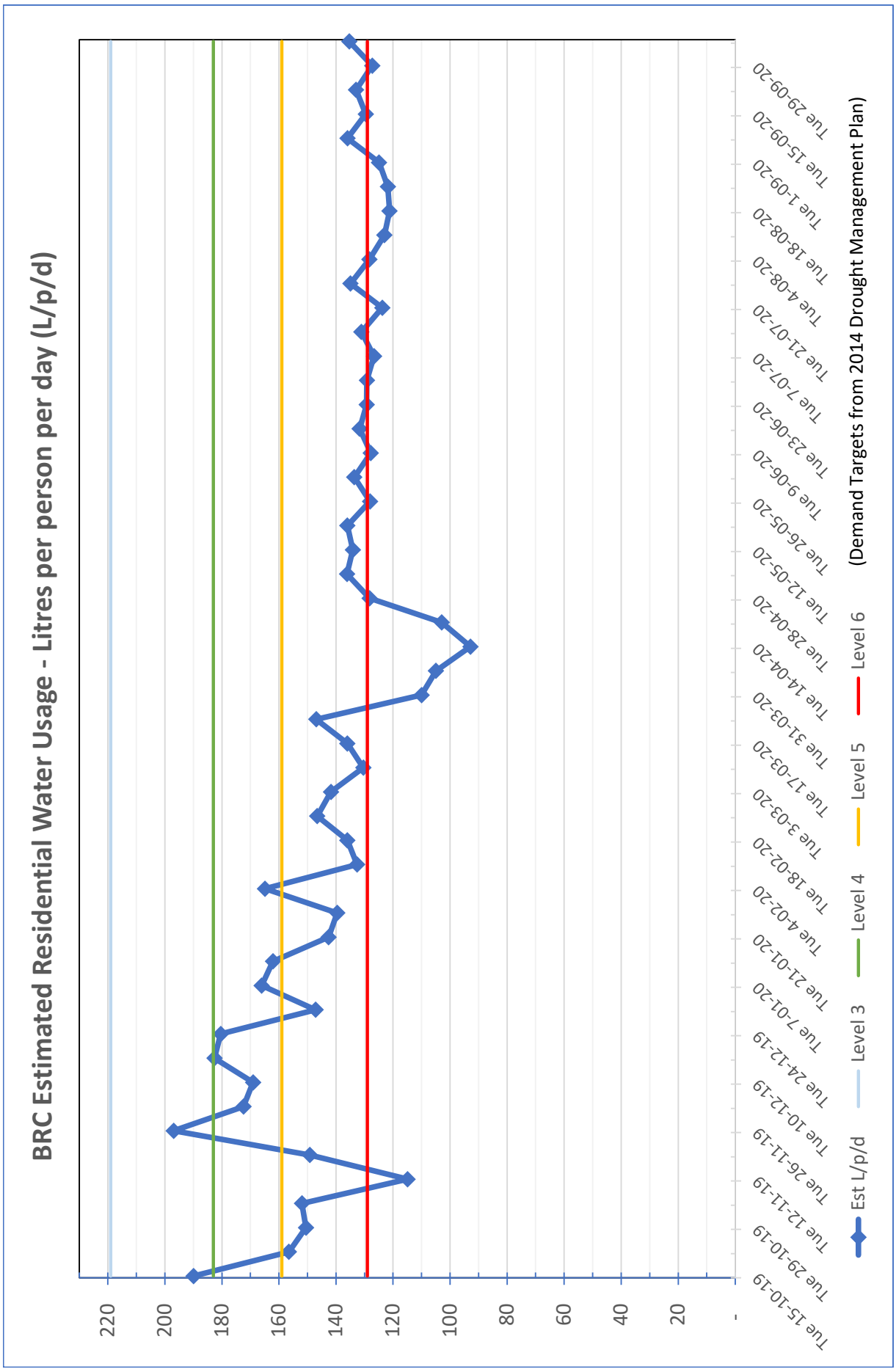
11 Nov 18
11 Mar 19
11 Jul 19
11 Nov 19
11 Mar 20
11 Jul 20
Red markers indicate October. Yellow = 6 October 2020.


Chifley Dam - Yearly Comparison
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
3 Jan
10 Jan
17 Jan
24 Jan
31 Jan
7 Feb
14 Feb
21 Feb
28 Feb
7 Mar
14 Mar
21 Mar
28 Mar
4 Apr
11 Apr
18 Apr
25 Apr
2 May
9 May
16 May
23 May
30 May
6 Jun
13 Jun
20 Jun
27 Jun
4 Jul
11 Jul
18 Jul
25 Jul
1 Aug
8 Aug
15 Aug
22 Aug
29 Aug
5 Sep
12 Sep
19 Sep
26 Sep
3 Oct
10 Oct
17 Oct
24 Oct
31 Oct
7 Nov
14 Nov
21 Nov
28 Nov
5 Dec
12 Dec
19 Dec
26 Dec
6/10/20
2017
2015
2018
2016
2019
2020


BRC Estimated Residential Water Usage - Litres per person per day (L/p/d)
220
200
180
160
140
120
100
80
60
40
20
-
Tue 15-10-19
Tue 29-10-19
Tue 12-11-19
Tue 26-11-19
Tue 10-12-19
Tue 24-12-19
Tue 7-01-20
Tue 21-01-20
Tue 4-02-20
Tue 18-02-20
Tue 3-03-20
Tue 17-03-20
Tue 31-03-20
Tue 14-04-20
Tue 28-04-20
Tue 12-05-20
Tue 26-05-20
Tue 9-06-20
Tue 23-06-20
Tue 7-07-20
Tue 21-07-20
Tue 4-08-20
Tue 18-08-20
Tue 1-09-20
Tue 15-09-20
Tue 29-09-20
Est L/p/d
Level 3
Level 4
Level 5
Level 6
(Demand Targets from 2014 Drought Management Plan)


BRAG
Bathurst Regional Art Gallery
AR+COLLECT
9 June – 9 August 2020

AR+COLLECT is an ambitious collection project designed to give audiences unprecedented 'behind the scenes' access to the BRAG collection.

Over eight weeks, gallery staff will be engaged in collection activities including photography, condition reporting, cataloguing and researching. Community members are encouraged to visit the gallery to gain insight into collection activities that are usually conducted behind closed doors.

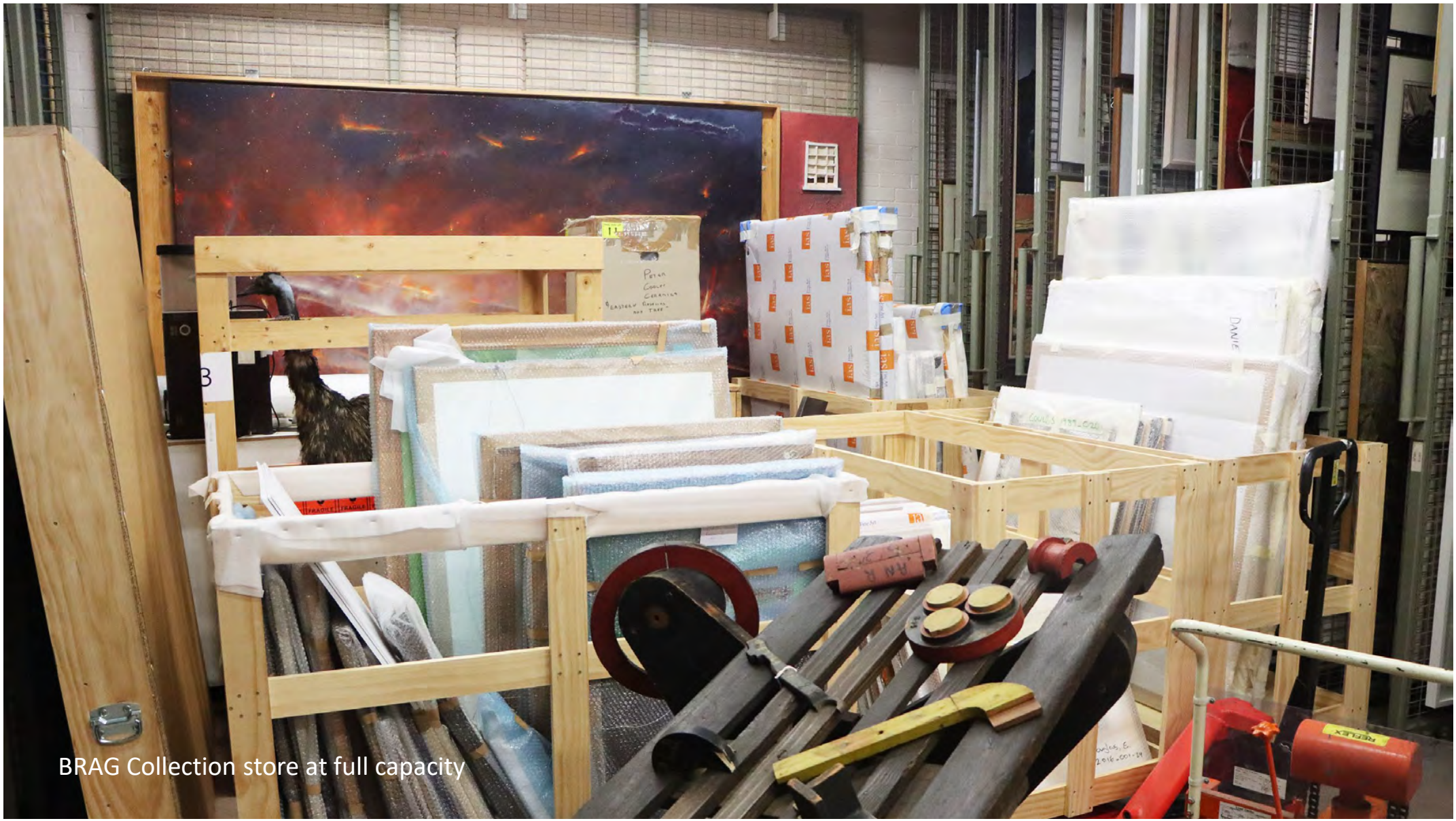
AR+COLLECT will not only provide a rare opportunity to watch gallery staff at work but will also provide a unique opportunity to experience the breadth of the BRAG collection. Comprising over 2,000 objects valued at $11.5 million, the collection includes paintings, drawings, prints, textile works, photography, sculpture, new media and ceramic works.

This project is the first stage in a massive collection project that will see the BRAG collection re-housed in the $4.6 million Central West Collections Facility due to open in October 2021. In order to ensure a smooth transition, BRAG will digitise its entire collection, streamline its database and collection management systems and embark on a major archiving project.

This project, originally slated for 2021, has been brought forward to take advantage of the COVID-19 closure period, and ensure that a safe, staged re-opening process could be undertaken.

The program will feature four distinct highlight exhibitions: *Olde Masters: Lloyd Rees and Graham Lupp* (Tuesday 9 June to Sunday 21 June); *Dynamic Duos: Jean Bellette & Paul Haefliger, Frank & Margel Hinder* (Tuesday 23 June to Sunday 5 July); *Celebration of Colour* (Tuesday 7 July to Sunday 19 July); and *Hill End Highlights* (Tuesday 21 July to Sunday 9 August). It will also showcase a rotation of artwork from the collection store.

The community is encouraged to drop in regularly as artworks will change frequently.



BRAG Collection store at full capacity

AR+COLLECT: Cataloguing

The Collection cataloguing Project aims confirm artwork information for every artwork in the BRAG collection.

With over 2000 artworks in the collection, the cataloguers have started with artworks housed on the collection storage racks. There are over 60 racks in the collection store.

The cataloguers look at the front and back of each artwork.

Information recorded by the cataloguers are size of work (artwork and frame), medium used by artist, inscriptions which assists with providing more information about an artwork (for example, if it has been exhibited prior to entering the collection), assigning keywords (to assist with collection enquires) and making notes of the overall condition of the artwork.

The information is recorded on worksheets which are then transferred to the collection database.

BRAG staff cataloguers: Kate Bywater, Emma Collerton, Tim Pike, Ana Freeman and Laura Van Uum.

Staff will be onsite each day cataloguing. Feel free to watch them at work. Please do not touch artwork.

70 – 78 Keppel Street
BATHURST NSW 2795

www.bathurstart.com.au
www.hillendart.com.au
brag@bathurst.nsw.gov.au
council@bathurst.nsw.gov.au

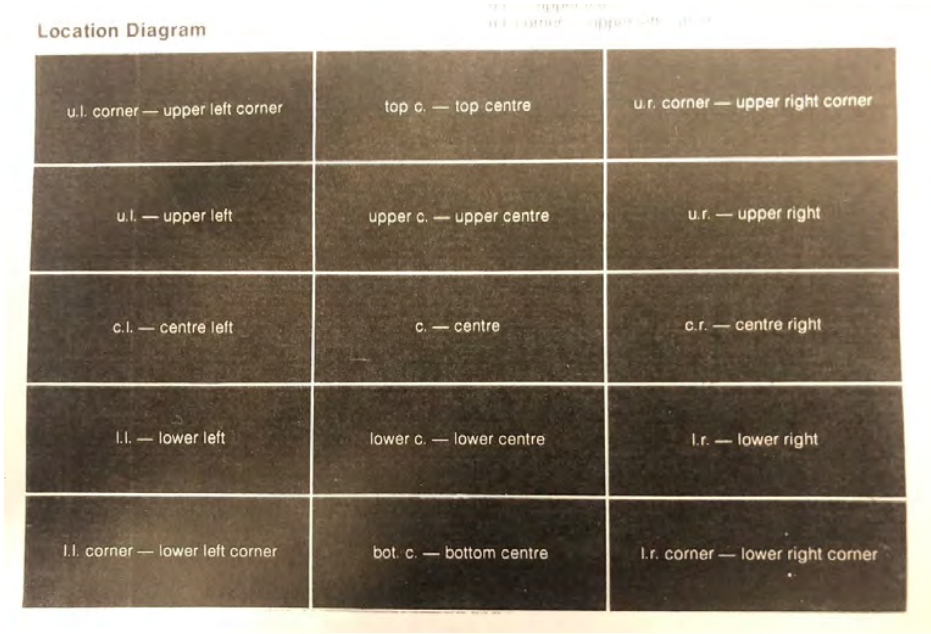
Private Mail Bag 17
BATHURST NSW 2795

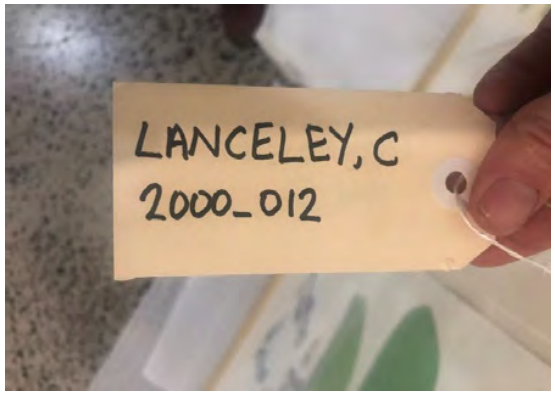
BATHURST REGIONAL ART GALLERY

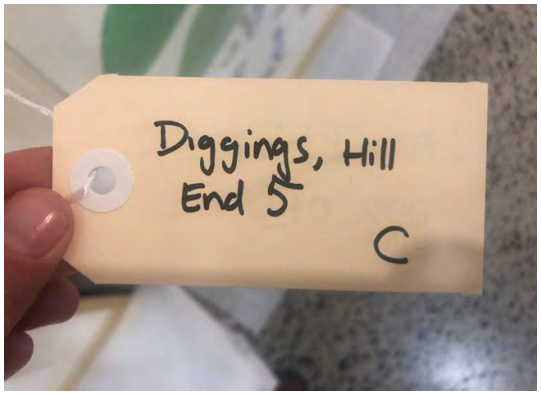
CATALOGUING PROJECT 2020

SECTION 1: Artwork details	
Accession number *(will be on the artwork tag)*	
Artist name	
Artwork title	
Year created	
Medium description *(eg oil on canvas)*	
Dimensions Artwork cm (H x W)	
Dimensions Frame cm (H x W x D)	
Inscriptions *(eg signed & dated lr cnr; pencil: Coburn 82; inscribed II, pencil: the cat sat on the mat)*	
Description/keywords *(eg tree, rock, landscape)*	
Overall condition	☐ Excellent ☐ Good ☐ Needs attention Notes
Notes *(Note anything that does not fit into above categories)*	

SECTION 2: Checklist (please tick, name and date)			
Cataloguing	☐	Name	Date
Entered into spreadsheet	☐	Name	Date
Entered into Access	☐	Name	Date








FRAGILE

AR+COLLECT: Digitisation

The Collection Digitisation Project aims to provide good quality photographs of every artwork in the BRAG collection.

Photographs are taken of the front and back. This records the condition and inscriptions.

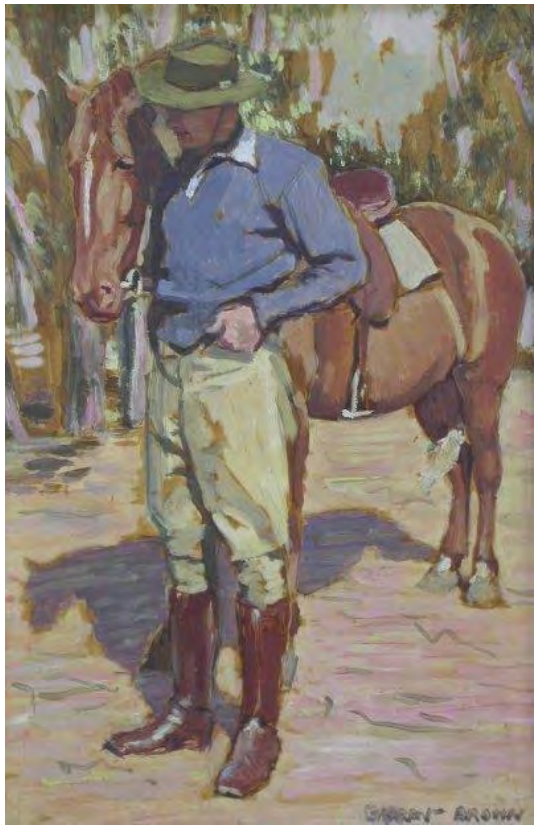
Each artwork is first photographed in high resolution, labelled with an accession number, and sent to digital storage for processing.

A colour calibration card is photographed alongside the artwork to ensure the image is a true representation of the artwork colours.

The image file is then processed, edited, and eventually linked to the collection database record for each artwork.

BRAG staff photographers: Joel Tonks and Tim Roebuck.

Staff will be onsite each Thursday and Friday during the Collection Project. Feel free to watch. Please do not touch the photography equipment.



OLD IMAGE

NEW IMAGE FRONT
(colour corrected)

NEW IMAGE BACK (verso)

FOUR COLLECTION FOCUS EXHIBITIONS

During the eight weeks the ARTCOLLECT project was visible to the public, four distinct highlight exhibitions were organised to showcase the richness of the BRAG collection.

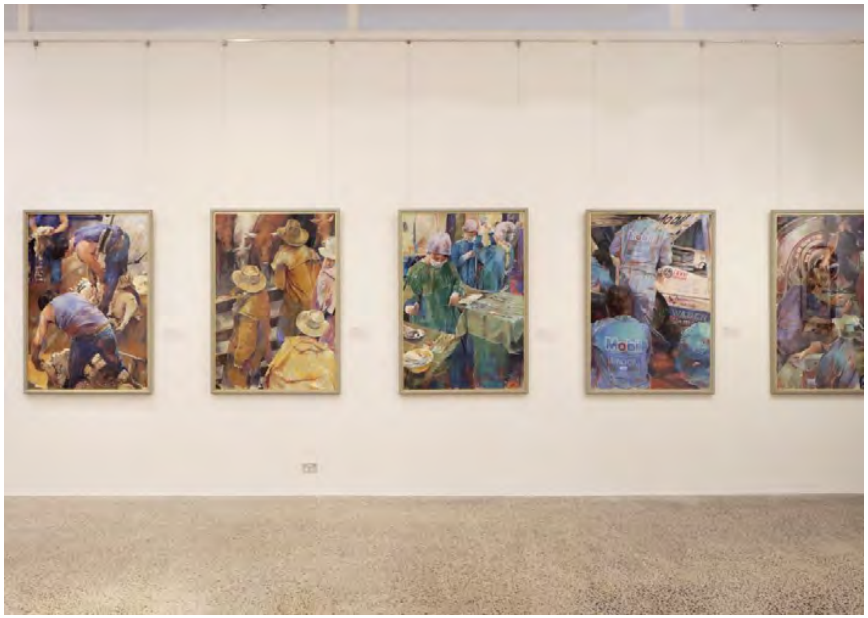
On a Monday when the Gallery was closed to the public, staff would undertake the exhibition changeover.

SLOT 1: Olde Masters: Lloyd Rees and Graham Lupp
(Tuesday 9 June to Sunday 21 June)

SLOT 2: Dynamic Duos: Jean Bellette & Paul Haefliger, Frank & Margel Hinder
(Tuesday 23 June to Sunday 5 July)

SLOT 3: Celebration of Colour
(Tuesday 7 July to Sunday 19 July)

SLOT 4: Hill End Highlights
(Tuesday 21 July to Sunday 9 August)



OLDE MASTER: GRAHAM LUPP

Bathurst-born artist Graham Lupp was awarded the Medal of the Order of Australia (OAM) in last year's Queen's Birthday Honours, for service to community history in Bathurst.

The fourth-generation Bathurstian, renowned for his passion for architecture, history and technical finesse, studied architecture at the University of NSW, graduating with first-class honours in 1969. His Honour thesis focused on the 19th-century Bathurst architect Edward Gell, who designed numerous buildings around Bathurst, including St Stanislaus' College.

Lupp worked in the profession in Bathurst before travelling to London in 1972 to study visual art, first at Ealing Technical College, then at Hornsey College of Art, where he gained his Bachelor of Arts, and finally at the Chelsea School of Arts, where he earned his Master of Arts. Lupp returned Australia and from 1978 lectured in photography at the Mitchell College of Advanced Education (now Charles Sturt University) in Bathurst. He retired after six years to focus on his practice.

The Gallery's collection of Lupp's artwork, from different phases of his career, showcases the diversity of his practice and his mastery of techniques. The composition for his pastel interiors *Deckchair with Daffodils* and *Bedsteads View 3* were inspired by photography through double-exposing the film in his camera. Lupp's draughtsmanship is further illustrated in the five large pastels collectively referred to as *the James Hardie suite* and commissioned jointly by Bathurst Regional Council and Hardie for the 1988 Bicentenary with the theme "working in Bathurst". Another work of note is his insightful portrait of his father Hector, affectionately known as 'The Piano Man', a well-loved piano tuner and musician who for more than 50 years had a stand selling pianos at the annual Bathurst Show.

In addition to his figurative work, Lupp has recorded the local landscape with aerial scenes of the *Macquarie River at Narromine*, the hyperreal depiction of the Bridle Track, Hill End and the more recent Bathurst streetscape oil painting depicting chimneys in Cambria Terrace. His work has featured in group exhibitions in London and Australia. He has had two solo exhibitions at the Gallery: ***Persistent Memories*** in 1999 and ***Building Faith*** in 2010.

Lupp's early architectural training remains a pervading influence. His second exhibition at the Gallery focused on his travels abroad and architecture, and featured his *Interior of Chartres* pastel, drawn in Bathurst from photographs and studies made in France. Over five years from 2012, Lupp researched and wrote the comprehensive two-volume Building Bathurst 1815-1915, which he describes as a homage to the architects and builders of the inland city of Bathurst and much of Central NSW. Its publication in 2018 saw him conferred a Doctor of Philosophy by Charles Sturt University. The publication can be bought at the Gallery shop.

The Gallery invited Lupp to participate in the BRAG Studio Set, a weekly insight into local artists' studios and practice. It can be viewed on the Gallery's social-media platforms and website.

OLDE MASTER: LLOYD REES

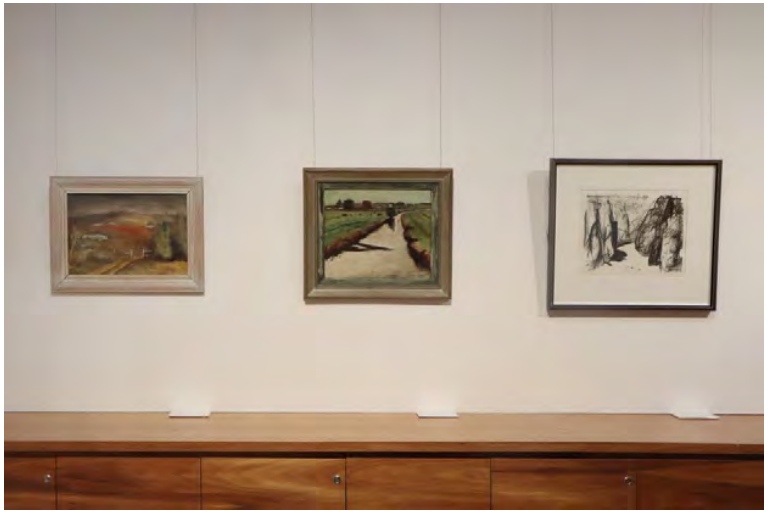
A weakness in maths prevented the celebrated Brisbane-born artist Lloyd Rees from pursuing his original ambition to be an architect. Later renowned for his draughtsmanship, Rees taught himself to draw by copying images of old French and Italian buildings. In 1913, he studied art at Brisbane's Central Technical College and was employed by the State Government Printing Office where he became involved in commercial lithography. His work attracted the attention of the influential publisher Sydney Ure Smith, who offered him a job at the Smith & Julius graphic-design and advertising studio in Sydney. Rees arrived there in 1917.

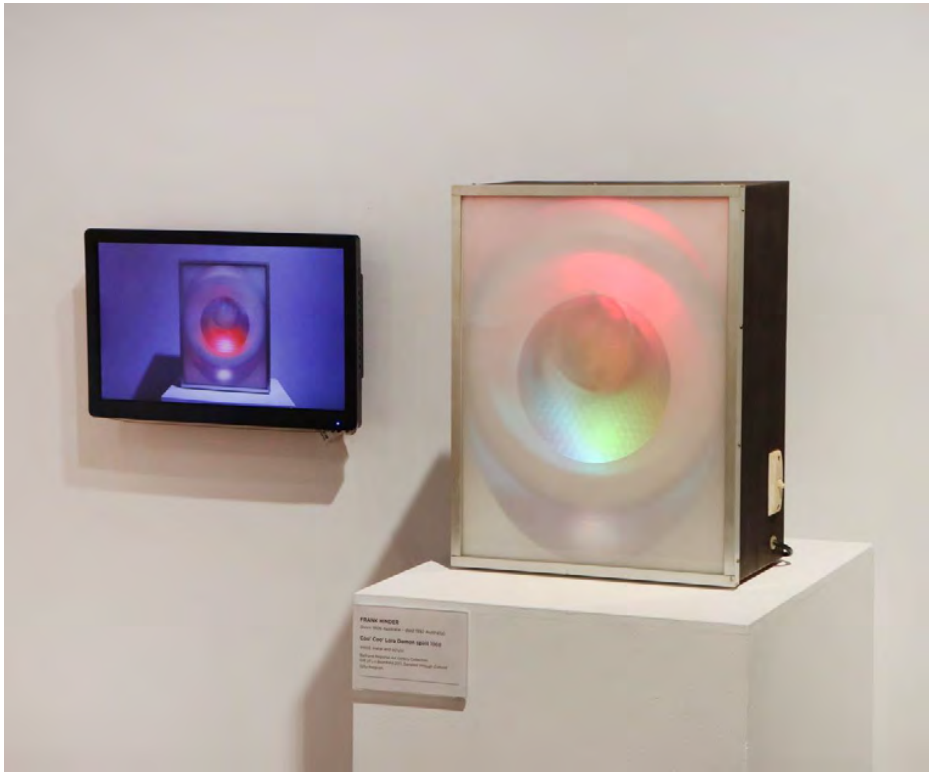
Rees sailed to London in 1923 to continue his art studies at the Chelsea Polytechnic College. During this time he undertook the first of several European tours, the initial visit having a profound impact on his developing artistic practice. His oeuvre was predominately sketches, prints and paintings of the landscape and architectural structures, in which he strove to capture reflections of light and landscape.

His marriage to Marjory Pollard in 1931 sparked the beginning of his 40-year association with Bathurst. Marjory had been born near Bathurst and had relatives at Duramana, Mount Rankin. It was there that they often went for holidays, where Rees would draw and paint.

The Gallery has a strong collection of the artist's works, including several that feature the Central West district, including *Landscape at Orange*, *The Shed, Karinya*, *O'Connell Landscape* and *Duramana Landscape*. In addition to visiting the region, Rees made a strong connection to the Gallery and donated 12 works by various Australian artists to the permanent collection. One of the most significant, his own *May Morning 2 (The Harbour from Lane Cove)*, was purchased in 1981 by the Gallery with the help of Rees himself. It is on display at the Gallery entrance.

In recognition of his continuing generosity to the people of Bathurst and as a measure of the respect with which he was held as an artist, Rees was made an honorary citizen of Bathurst in 1981. During his lifetime he was honoured with three major retrospectives, twice awarded the prestigious Wynne Prize, appointed a Companion of the Order of St Michael and St George (CMG) in 1978, and in 1985 made a Companion of the Order of Australia (AC), the nation's highest civilian honour. He wrote two memoirs, *The Small Treasures of a Lifetime* (1969) and *Peaks and Valleys* (1985).





DYNAMIC DUOS: FRANK & MARGEL HINDER

Mutually supportive of each other's practice, husband-and-wife artists Frank and Margel Hinder made significant contributions to Australian contemporary art. Observed Art historian Eileen Chanin: *"They were frequently inspired by similar thoughts and attitudes, yet displayed great individuality in their work."*

Australian-born Frank Hinder studied in Sydney under Antonio Dattilo-Rubbo, whose emphasis on drawing rather than copying had a lasting impression. Frank travelled to Europe as a drummer with the Young Australia League brass band, and upon his return he enrolled at East Sydney Technical College where he studied under Rayner Hoff. In 1927, Frank travelled to the US to continue his studies at art schools in Chicago and New York; it was at Bisttram's summer school in New York State that he met his future wife, fellow artist Margel Hinder (née Harris). They married in 1930.

From the age of five, New York-born Margel attended children's classes at the Albright Art Gallery. She continued her studies at the School of the Museum of Fine Arts in Boston, where under the tutelage of Charles Grafly and Frederick Allen she acquired skills in traditional modelling in clay and plaster. Prior to relocating to Australia, Frank taught design and drawing for three years at the Child Walker School of Fine Arts, Boston, where Margel attended his classes.

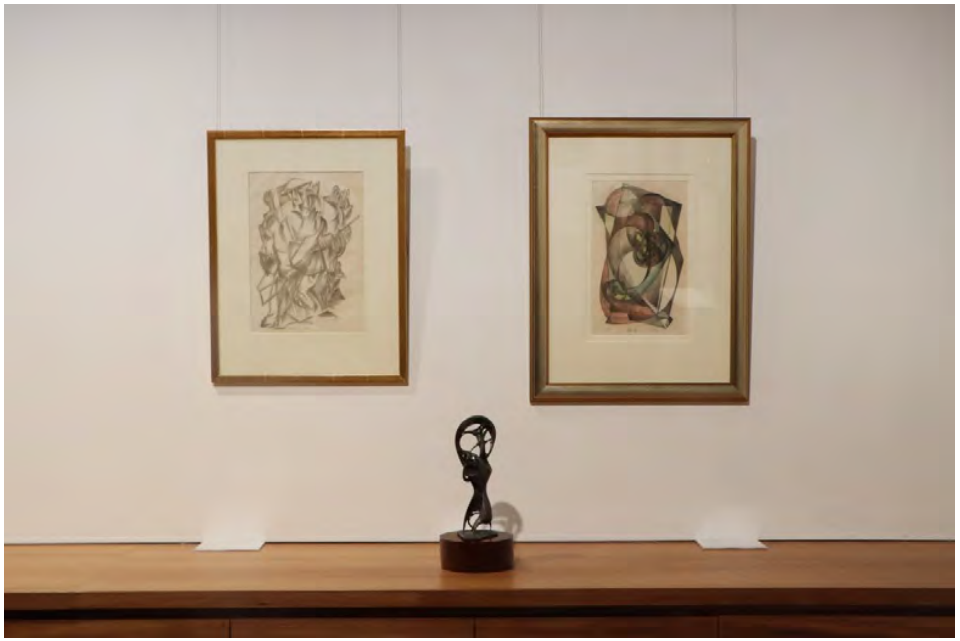
In 1934, the Hinders moved to Sydney where they championed contemporary art. In 1939, Frank assisted with the establishment of the Contemporary Art Society of New South Wales and with Eleonore Lange organised ***Exhibition I***, the first exhibition in Australia inspired by abstract principles. Artists featured included his wife Margel Hinder, Grace Crowley, Ralph Balson, Rah Fizelle, Lange, Gerald Lewers and Frank Medworth.

During World War II, the Hinders assisted with the war effort by working with the Australian Camouflage Unit. He researched and developed methods of concealing equipment and structures, she made wooden models for use in this work. After the war, inspired the European sculptors Naum Gabo and Lazlo Moholy-Nagy, Margel began to experiment with such materials as wire and plastics to construct forms and to explore ithe possibility of incorporating movement into her work.

Frank won the Blake Prize in 1952, while Margel forged her career as a public-art sculptor: in 1953, she was awarded third prize in the ***International Sculptural Competition*** with her work exhibited alongside renowned sculptors Alexander Calder, Naum Gabo and Barbara Hepworth. During the 1960s, Frank assisted Margel on large sculpture commissions and became interested in light and movement. Influenced by the work of Ludwig Hirschfeld Mack and László Moholy-Nagy, he began creating luminal kinetics — three-dimensional compositions with tungsten lighting and motorised parts.

The Hinders held their first joint exhibition at Newcastle Regional Art Gallery in 1973. The Art Gallery of NSW presented a joint survey of their practice in 1980, and three years later the Bathurst Regional Art Gallery staged a small survey of their creative partnership. Both Frank and Margel Hinder were awarded the Australia Medal, General Division, Order of Australia in 1979. Frank died in 1992 and Margel died three years later in 1995.

The Art Gallery of NSW is organising ***Margel Hinder: Modern in motion*** retrospective which will feature BRAG's *Flight of birds* (1955) as a centrepiece.



DYNAMIC DUOS: JEAN BELLETTE & PAUL HAEFLIGER

Artists Jean Bellette and Paul Haefliger met at Julian Ashton's art school in Sydney during the 1930s. Both their mothers were artists, and Haefliger's uncles in Switzerland were art connoisseurs and collectors of modern art.

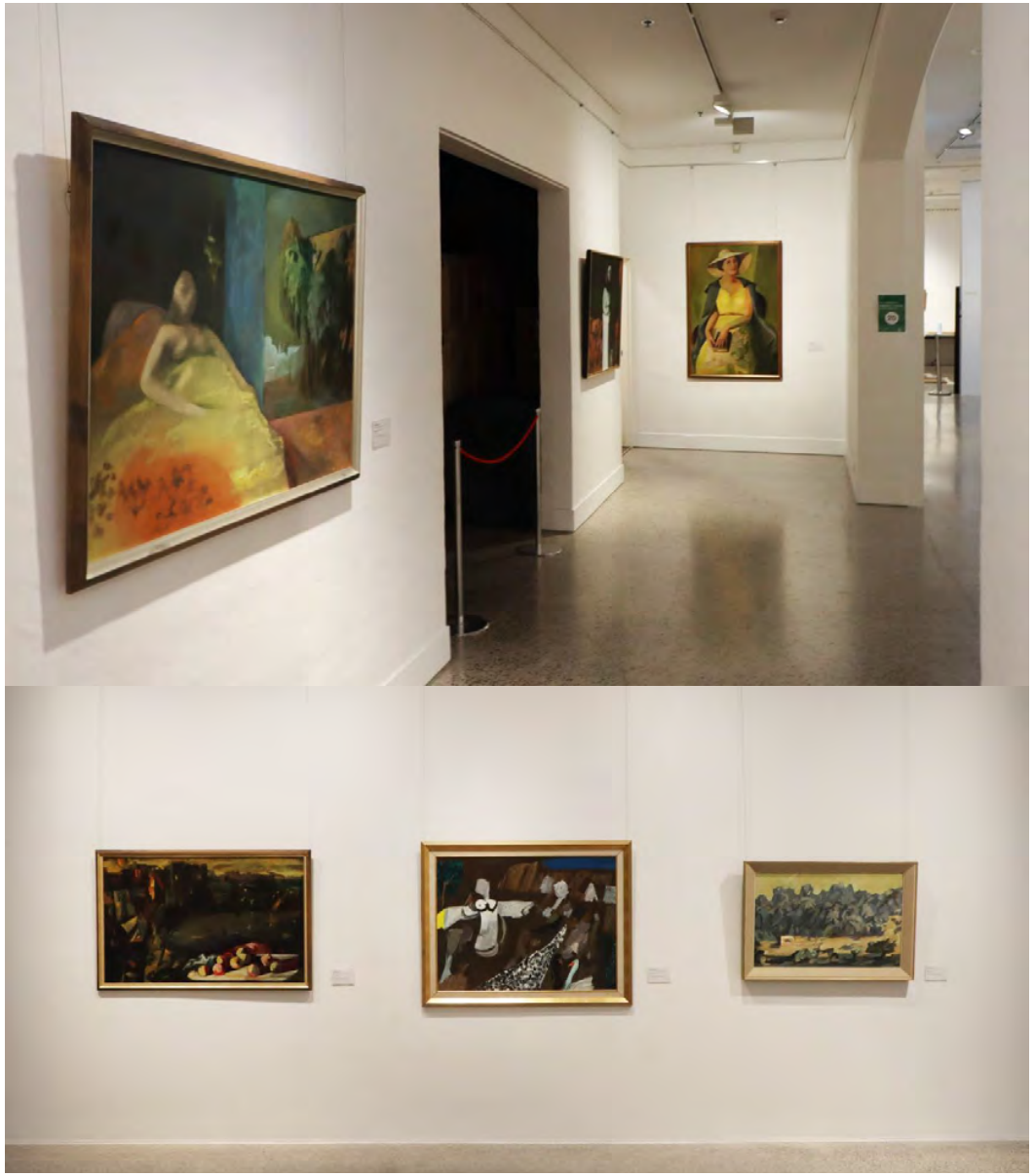
Bellette and Haefliger married in 1935. The following year, they travelled to Europe and studied at the Westminster School of Art, where they were taught by figurative painters Bernard Meninsky and Mark Gertler. In 1938, they continued their studies, undertaking life drawing at Académie de la Grande Chaumière in Paris. They returned to Australia before the outbreak of World War II in 1939.

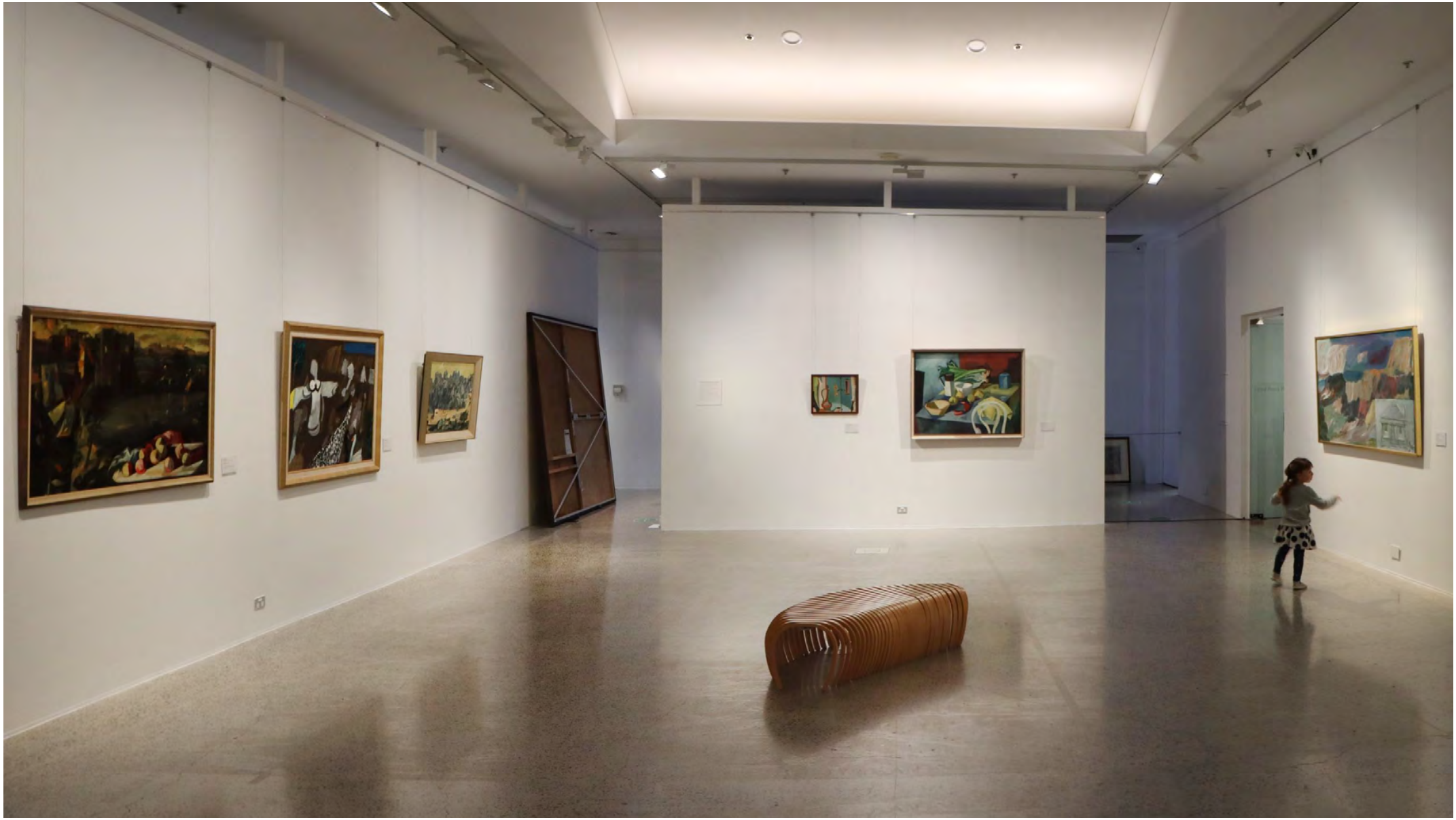
Upon returning to Australia, Haefliger – better known as an art critic – assisted editor Peter Bellew with *Art in Australia* magazine. In 1941, he was appointed art critic of the Sydney Morning Herald, an influential position he held for 16 years and which enabled him to champion modernist ideas and the work of artists such as William Dobell, Russell Drysdale and Donald Friend. He was the chief witness for the defence in the Joshua Smith case. (The case contested, unsuccessfully, that William Dobell's Archibald Prize-winning painting of Smith was not a valid winner on the grounds that it was not a portrait but rather a caricature.)

Similarly, Bellette was seminal figure in the arts. She gained a reputation for her neoclassical figures in landscapes, illustrating articles for *Art in Australia* and teaching at East Sydney Technical College and Bathurst School of Arts. She was awarded the Sulman Prize twice, in 1942 and 1944. Her *Still life* painted in 1955 was awarded Bathurst's Carillon City Festival Prize, and in doing so became the first work to enter Bathurst Regional Art Gallery's permanent collection. In 2004, art historian Christine France organized a retrospective of Bellette's work with the assistance of BRAG and the S.H. Ervin Gallery. The exhibition toured to Queensland, Victoria and Canberra.

Haefliger and Bellette purchased a cottage in Hill End, in 1954. They added a studio, and the cottage, 80km from Bathurst, became both a weekender and a creative hub with social visits from fellow artists including Russell Drysdale, Margaret Olley, John Olsen and David Strachan. (Bellette bequeathed the cottage to the National Parks and Wildlife Service on the condition that it be used as an artists' retreat; today, the cottage is part of BRAG's Hill End Artist in Residency program.)

Frustrated by his lack of opportunity to paint, Haefliger retired from art criticism in 1957. At the same time, he ended an extramarital affair that had lasted for more than a decade, and he and Bellette left Australia, intending to divorce but reconciled. After a year in Paris they settled in Majorca, Spain, where they lived and worked for the rest of their lives, with periodic visits to Australia. Haefliger died in March 1982; Bellette died in March 1991.





CELEBRATION OF COLOUR

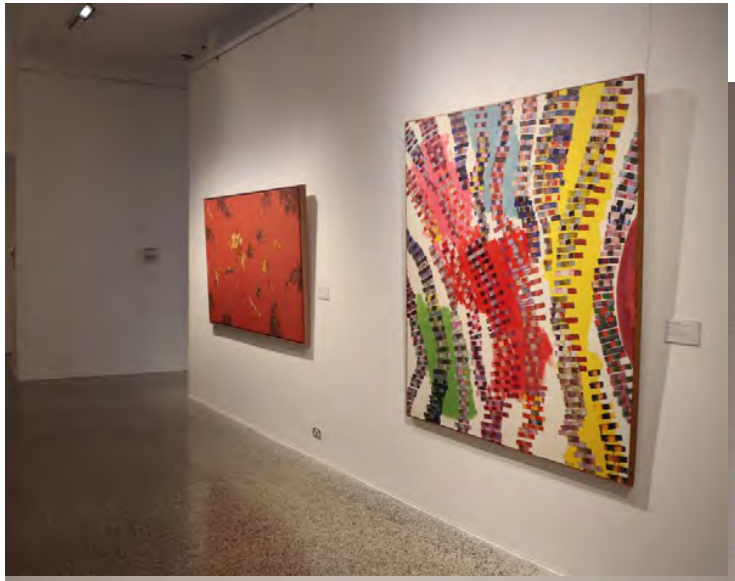
"Colour deceives continually" – Josef Albers

Colour is fundamental to our experience of the world. It is inconsistent, being inclined to change according to sensory and cultural contexts. Artists use colour in different ways to achieve expressions that engage with cultural or personal viewpoints. Consequently, colour is considered to be art's greatest resource: pervasive and elusive, evanescent and full of surprises.

Colour and light are inextricable.
Renowned scientist Sir Issac Newton was studying at Trinity College in Cambridge when the bubonic plague reached Britain in the 1660s. The university temporarily closed and during quarantine Newton made several discoveries, including the colour spectrum. He was the first to understand the rainbow, using a prism to prise apart a ray of white light to reveal its consituent wavelengths and using another prism to put the wavelengths back together. The British poet John Keats once complained that on that fateful day Newton had destroyed all the poetry of the rainbow by reducing it to prismatic colours. Yet, in illustrating his discovery, Newton in consequence invented the colour wheel. It was his conceptual arrangement of colours around the circumference of a circle that allowed the primary colours (red, yellow, blue) to be arranged opposite their complementary colours (e.g., yellow opposite purple), as a way of denoting that each complementary would enhance the other's effect through optical contrast.

Colour has three and in some cases four dimensions.
The quality of colour is defined through the amount of hue, intensity and tone. Hue signifies colour families such as red or blue. Intensity refers to the amount of pure, undiluted hue that is present. Tone refers to the degree of darkness or lightness (also known as value). The effects of colour can be altered depending on the artwork surface (e.g., gloss or matt paper, primed or unprimed canvas), textures and ambient conditions (e.g., daylight, spotlight; stable, moving). Another quality of colour is its relationship to music. Often while creating works of art, artists listen to music: classical, jazz, rock, blues. These sounds and rhythms to varying degrees seep subconsciously into the artist's oeuvre. The Australian artist Roy de Maistre developed a colour theory in which colours on the colour wheel were assigned notes from the musical scale. In doing so, he applied theory of music to his painting. Likewise, jazz inspired his fellow Australian artist David Aspden, who used musical terms such as harmony, variation and discord to describe his abstract work.

Colour history is also history of science and technology.
Artists' relationships with colour has evolved over time. A few centuries ago, most pigments were made by hand, either by the artist or with the assistance of apprentices in their studios. Depending on the pigment, this could involve grinding rocks to powder and handling of poisonous raw ingredients. As the colour industry evolved, artisans who created and sourced rare pigments were known as colourmen. They first appeared in the mid-seventeenth century. In addition to supplying pigment, they also prepared canvases and made brushes. The first synthetic organic dye was accidently discovered in 1856 by the English chemist William Henry Perkin. It was the colour mauve, a shade of purple. This discovery spurred further developments in chemical synthesis and resulted in the proliferation of new pigments.The availability of some pigments and the introduction of others has helped to shape the history of art. For example, many who embraced the bright, bold colour-field painting of the 1960s used synthetic polymer paint, a form of paint invented in the 1940s that blended properties of watercolour and oil paint.



A short history of Hill End

Hill End has been the site of artistic creation since at least 1851 when John Hardman Lister (aged 24) who discovered gold with Edward Hargraves (aged 36) in the same year, made the drawing *Our Cradling Place Turon River*. This small pencil and ink drawing, one of the earliest works in the Bathurst Regional Art Gallery's (BRAG) permanent collection, depicts two miners cradling for gold on the Turon River. Since that time artists and photographers have celebrated and recorded Hill End and its surrounds.

In 1872 the English born photographers Beaufoy Merlin (aged 42) and Charles Bayliss (aged 22) who traded under the name of the A&A Photographic Company (American & Australasian Photographic Company) were commissioned by Bernard Otto Holtermann (aged 35), who discovered the world's largest specimen of reef gold (286 kg) in Hill End in 1872, to take a series of photographs of the landscape, people and buildings of the NSW and Victorian gold fields as a way of encouraging migration to Australia.

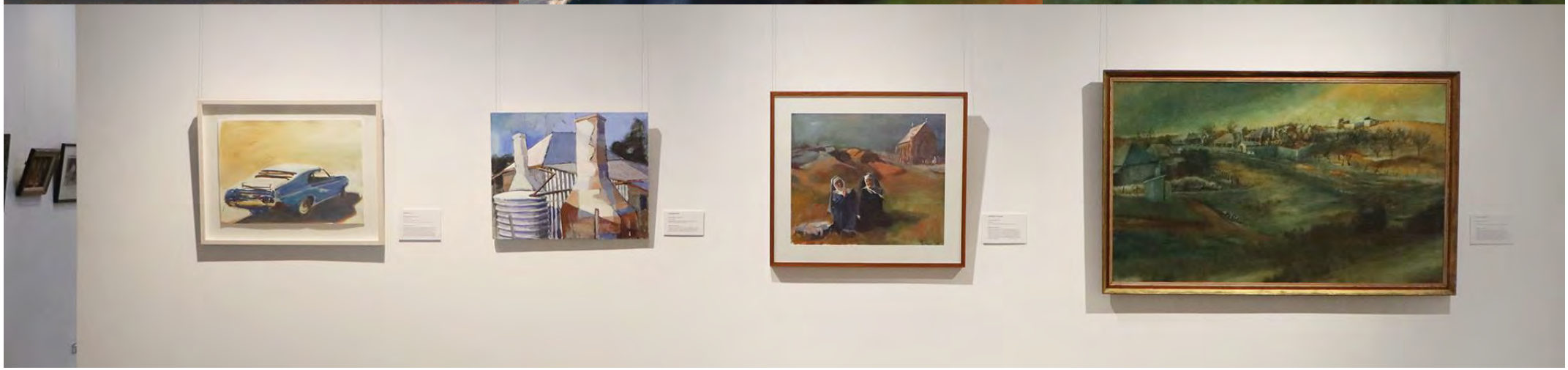
Merlin died in 1873 after 30 years exposure to toxic chemicals used in the wet-plate photographic process. Bayliss continued his photographic career including making large panoramic photographs of Sydney for Holtermann and died in 1897. In 1951 this culturally significant collection of 3,500 glass plate negatives (the Holtermann Collection) was rediscovered in a shed in Chatswood and is now held in the State Library of NSW.

Hill End is unique in that it never became a ghost town. At its peak in 1872 it had a population of over 10,000 served by two newspapers, five banks, an opium den, eight churches, an oyster bar and 28 hotels. Food, drink and creature comforts were already a high priority and continue to this day. By 1945 the population had fallen to 700 and there was only one hotel, The Royal, and in the 2006 census only 166 people called Hill End home.

In August 1947, after reading an article in the Sydney Morning Herald about the townships of Hill End and Sofala as "half-forgotten areas with a beauty rarely seen equalled anywhere", Donald Friend persuaded Russell Drysdale to escape Sydney and drive his new Riley Tourer car to visit these two remote villages. Hill End and Sofala proved to be fruitful ground for both artists and provided them with the inspiration to paint some of Australia's most iconic artworks. Drysdale's *Sofala* (1947) and *The Cricketers* (1948) and Friend's *Sofala* (1947) resonate with the beauty of the desolate scarred landscape.


Libya


details



AR+COLLECT VIDEO DOCUMENTATION

https://youtu.be/s-Zt5Gmpc7g

IN THE MEDIA

https://www.westernadvocate.com.au/story/6779842/brag-relaunch-to-provide-a-unique-insight-into-the-work-of-curators/

https://mgnsw.org.au/articles/arcollect/

https://youtu.be/1ujJyYVz6Ro

MINUTES OF THE TRAFFIC COMMITTEE MEETING
HELD ON Tuesday 6 October 2020

1. MEETING COMMENCES

MINUTE

Meeting commenced ELECTRONICALLY.

Members: Clr Warren Aubin (Chair - BRC), Ms Jackie Barry (Transport for NSW), Sergeant Ryan Baird (Police), Acting Sergeant Jason Marks (Police), Mr David Veness (MP Representative)

Present: Mr Bernard Drum (Manager Technical Services), Mr Myles Lawrence (Civil Investigation Team Leader), Mr Paul Kendrick (Traffic & Design Engineer), Mr Andrew Cutts (Road Safety Officer)

2. APOLOGIES

MINUTE

Nil

3. REPORT OF PREVIOUS MEETING

3.1. Report of Previous Meeting

File No: 07.00006

MINUTE

RESOLVED:
That the Minutes of the Traffic Committee held on 1 September 2020 be adopted.

4. DECLARATION OF INTEREST

Declaration of Interest

MINUTE

RESOLVED: That the Declaration of Interest be noted.

5. RECEIVE AND DEAL WITH DIRECTOR'S REPORTS

5.1.1. MINUTES OF THE TRAFFIC COMMITTEE MEETING HELD 1 SEPTEMBER 2020

File No: 07.00006

MINUTE

RESOLVED:
That the information be noted and necessary actions be taken.

5.1.2. MONTHLY REPORT FOR LOCAL GOVERNMENT ROAD SAFETY PROGRAM

File No: 28.00002

MINUTE

RESOLVED:
That the information be noted.

5.1.3. BATHURST CYCLING CLUB OCTOBER TO DECEMBER CALENDAR CHANGES

File No: 18.00022

MINUTE

RESOLVED:
That Council classify the amendment to the Bathurst Cycling Club October to December 2020 calendar of events as a Class 2 event and endorse the traffic management subject to conditions as detailed in the Director Engineering Services' report.

5.1.4. 19TH NATIONAL PACKARD RALLY MT PANORAMA 2021

File No: 23.00015

MINUTE

RESOLVED:
That the National Packard Rally Mount Panorama to be held in Russell Street between William Street and George Street on Wednesday 21 April 2021 be classified as a Class 2 event, and the traffic management endorsed subject to conditions as detailed in the Director Engineering Services' report.

5.1.5. REQUEST FOR ONSTREET DISABLED PARKING FOR KELSO PUBLIC SCHOOL – GILMOUR STREET, KELSO

File No: 25.00031

MINUTE

RESOLVED:
That Council approve the installation of 2 disabled parking spaces outside Kelso Public School on Gilmour Street, subject to conditions as detailed in the Director Engineering Services' report.

6. TRAFFIC REGISTER

6.1. TRAFFIC REGISTER

File No: 07.00006

MINUTE

RESOLVED:
That the information be noted.

8. MEETING CLOSE

MINUTE

The meeting closed.

MINUTES OF BATHURST REGIONAL YOUTH COUNCIL MEETING HELD VIA TEAMS ON TUESDAY 15 SEPTEMBER 2020

PRESENT: Jack Lynch, Natalia Burgess, Nyoaki Pearce, Grace Lynch, Jennessa Eggins.

IN ATTENDANCE: Dianne Jarman (Youth Development & Community Events Officer), Cr Alex Christian (Bathurst Regional Council), Chloe Taylor (The Neighbourhood Centre) Angela Sinclair (minute-taking).

1. APOLOGIES: Ben Davies

2. ADOPTION OF PREVIOUS MINUTES:

RESOLVED that the minutes of the meeting held 28 July 2020 be accepted.

Moved: Grace Lynch
Seconded: Nyoaki Pearce

3. GUEST SPEAKER: JOHN KELLETT – LIFECARE IN BATHURST

- Dianne shared John Kellett's document regarding LifeCare ahead of John joining the meeting. John is seeking feedback from young people in Bathurst.
- John addressed the Youth Council meeting offering insight into the LifeCare program in Bathurst.
- LifeCare is aimed to achieve a pathway for the community to be engaged with a program that provides a pathway for care, life and to build resilience of the community and instil a care of the environment. LifeCare aims for organisations and agencies to build resilience to the community.
- John asked for suggestions for how the group can engage youth, with ideas for care and nurturing of life in Bathurst.
- Youth Councillors provided the following feedback:
    - The issue is pertinent to current COVID occurrences during 2020 and resonates in the school environment. Suggestion for the successive Youth Council to provide a link between schools and the LifeCare program. The focus at schools is similar to the LifeCare program.
    - Suggestions were that social media will reach more demographics, particularly youth. Education/initiatives to what is happening will assist. John queried as to what social media would be best. Youth Councillors suggested Instagram, as well as Facebook for older generation.
    - Ideas of interests – health of people or environment? Pressing issues for young people – climate change, protection of the environment, mental health and wellbeing, ensuring that young people are being heard, not all are confident to speak up or how to raise their concerns. LifeCare could provide a platform for young people to speak up.
    - Food security, looking at engaging in environmental issues, will motivate youth and be a two-way street, reciprocal gains could be achieved. Giving direction in life, planting trees, LifeCare opportunities, holistic benefit.
- John's contact details provided on information sheet. Dianne can pass on information details to Youth Council.
- John is also liaising with headspace Bathurst, Greening Bathurst, Skillset, John Fry and The Neighbourhood Centre.
- Cr Christian also suggested to John that the aims of the Green Corps from previous years, offered opportunities to youth and could be beneficial.

MINUTES OF BATHURST REGIONAL YOUTH COUNCIL MEETING HELD VIA TEAMS ON TUESDAY 15 SEPTEMBER 2020

GUEST SPEAKER: CHLOE TAYLER – THE NEIGHBOURHOOD CENTRE

Chloe Tayler, guest speaker, addressed the group to provide an insight into a new program offered at The Neighbourhood Centre. The initiative will provide an opportunity for young people to be engaged in activities that have a self-interest. The Neighbourhood Centre will assist with linking to services/organisations within area of interest. Examples include reading newspapers to older people, community engagement, mask making during COVID period. Chloe wishes to raise awareness of this program and invites the Youth Council to share with contacts. Through this program, young people can engage with the community and make valuable contributions.

4. *R U OK? DAY* DEBRIEF

Youth Council's *R U OK? Day* installation in Machattie Park and Kings Parade was displayed from Wednesday 9 September through until Monday 14 September. 33 trees were wrapped, plus signs and bunting featured in the display. All featured in the yellow colour and official signage to acknowledge *R U OK? Day*.

Feedback

- *R U OK? Day* went really well, several schools involved. It was a big day at MacKillop College. Lots of good feedback was received, many young people talking about it. Successful promotion of the installation was achieved.
- Social media posts looked good and were well circulated.
- Great initiative in a very hard period. Installation was the only option to celebrate under COVID-19 restrictions. Various celebrations were held that were very positive.
- Goal of raising awareness was achieved.
- Input from everyone was great. Youth Council had a great social media presence, wrapped trees were excellent and prominent.
- Permission was granted for display to remain in place until Monday 14 September 2020. It was originally due to be pulled down on Saturday 12 September 2020.
- Discussed the option of further social media posts during the year. *R U OK? Day* promotional video was delayed, uncertain as to where it is now up to. Dianne would like to put up a video on social media, even though the day has now finished.
- Cr Christian – excellent initiative, everyone taking part, looked brilliant. All events and initiatives that the current Youth Council have completed have been far above expectation and what a great group the current Youth Council have been. He acknowledged the Youth Council's hard work during a difficult 2020.
- Importance for all to continue to check in regarding the message of *R U OK? Day*.

5. BATHURST REGIONAL YOUTH COUNCIL 2020/2021 – FEEDBACK AND SUGGESTIONS

- Youth Councillors acknowledged how grateful they are for the opportunities they have been given. Working on good events/promotions, especially during the difficult year.
- Youth Council thanked Dianne for assisting to ensure programs and events worked.
- Discussed personal growth of Youth Councillors during their term and they wished the next Youth Council well.

- Many achievements during 2020/21, Youth Councillors enjoyed working with the Bathurst community, meeting different young people, developed personal confidence.
- Dianne discussed her enjoyment of working with this group of Youth Councillors. Dianne acknowledged that it has been a tough year with lots of events changed or cancelled, but many were held: i.e. the outdoor cinema, visiting some amazing Council sites including the Bathurst Regional Art Gallery, Library, Rail Museum, BVIC.
- Dianne passed on thanks to everyone, including the Youth Councillors not able to join today's meeting.
- Several applications have been received to date for 2020/2021 Youth Council, which is due to close this afternoon. Dianne thanked everyone for the promotion of Youth Council and noted that your achievements have been recognised.

6. GENERAL BUSINESS

- Cr Christian – outdoor cinema went well. Enjoyed the Youth Council hand sanitiser video. Best of luck.
- Thank you extended to Youth Mayor, Jack, and Youth Deputy Mayor, Natalia, for leading the team over the past 15 months.
- Australia Day event – feedback regarding planning for celebrations. Committee are seeking feedback/ideas to make the day better. Youth Council could contribute, possibly a task for 2020/21 group.
- COVID Safe ideas may need to continue through Youth Council.
- Would be good to increase engagement of youth with the community. Use Youth Council as a tool to assist.
- Dianne requested that Youth Councillors return their *R U OK? Day* t-shirts.
- Positive Ageing Strategy questionnaires – have been circulated to Youth Councillors, please return any completed questionnaires to Council. Kindly circulate to grandparents, neighbours etc.

7. NEXT MEETING – TUESDAY 10 NOVEMBER 2020

This meeting will be the first for the 2020/2021 Youth Council.

Youth Council 2020/2021 Training Day will be held on 20 October 2020.

8. MEETING CLOSE

There being no further business, the meeting closed at 12.25pm.