

ORDINARY MEETING OF BATHURST REGIONAL COUNCIL

8 September 2021

His Worship the Mayor & Councillors

Notice of Ordinary Meeting of Bathurst Regional Council – Wednesday 22 September 2021

I have to advise that an Ordinary Meeting of Bathurst Regional Council will be held in the Council Chambers on Wednesday 22 September 2021 commencing at 6:00 PM or immediately following the conclusion of the Public Forum session.

Public Forum will be held from 6.00 pm where there will be an opportunity for members of the public to raise matters with Council.



D J Sherley

GENERAL MANAGER

**MINUTES OF THE ORDINARY MEETING OF
BATHURST REGIONAL COUNCIL
HELD ON Wednesday 15 September 2021**

1 PUBLIC FORUM

Due to COVID-19 restrictions members of the public could not attend the Council meeting.

2 RECORDING OF MEETINGS

3 MEETING COMMENCES

Meeting commenced at

MINUTE

Meeting commenced at 6.00pm.

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

4 PRAYER AND ACKNOWLEDGEMENT OF COUNTRY

5 APOLOGIES

Nil

MINUTE

MOVED: Cr B Bourke SECONDED: Cr J Fry

RESOLVED:

Nil

6 MINUTES

6.1 CONFIRMATION OF MINUTES - EXTRAORDINARY MEETING OF BATHURST REGIONAL COUNCIL HELD 13 AUGUST 2021

File No: 11.00005

RECOMMENDATION:

That the Minutes of the Extraordinary Meeting of Bathurst Regional Council held on 13 August 2021 be adopted.

REPORT:

The Minutes of the Extraordinary Meeting of Bathurst Regional Council held on 13 August 2021 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. 130821_ Minutes [6.1.1 - 3 pages]

MINUTE

RESOLUTION NUMBER: ORD2021-311

MOVED: Cr B Bourke SECONDED: Cr W Aubin

RESOLVED:

That the Minutes of the Extraordinary Meeting of Bathurst Regional Council held on 13 August 2021 be adopted.

**6.2 CONFIRMATION OF MINUTES - ORDINARY MEETING OF
BATHURST REGIONAL COUNCIL HELD 18 AUGUST
2021**

File No: 11.00005

RECOMMENDATION:

That the Minutes of the Ordinary Meeting of Bathurst Regional Council held on 18 August 2021 be adopted.

REPORT:

The Minutes of the Ordinary Meeting of Bathurst Regional Council held on 18 August 2021 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. 180821 Ordinary Minutes [6.2.1 - 19 pages]

MINUTE

RESOLUTION NUMBER: ORD2021-312

MOVED: Cr J Fry SECONDED: Cr M Morse

RESOLVED:

That the Minutes of the Ordinary Meeting of Bathurst Regional Council held on 18 August 2021 be adopted.

7 DECLARATION OF INTEREST

Declaration of Interest

MINUTE

RESOLUTION NUMBER: ORD2021-313

MOVED: Cr W Aubin SECONDED: Cr B Bourke

RESOLVED: That the Declaration of Interest be noted.

Councillor Rudge declared a non-pecuniary non-significant interest in item 13.1.2 of the General Manager's Confidential Report.

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

8.1 GENERAL MANAGER'S REPORT

8.1.1 ELECTION OF MAYOR AND DEPUTY MAYOR

File No: 12.00004

RECOMMENDATION:

That the information be noted.

REPORT:

Section 230(1) of the Local Government Act 1993 provides that: "a Mayor elected by the Councillors holds the office of Mayor for two years, subject to this Act."

Council at its meeting on 18 September 2019, elected Cr Bourke as Mayor and subsequently Councillor North in July 2021 to fill a casual vacancy, refer General Manager's Report No 6.1.1 Extraordinary Meeting 14 July 2021. As two years have passed, a Mayoral Election is scheduled to occur. Section 290 of the Local Government Act requires that the Mayoral elections occur in the month of September.

It is noted the next Local Government elections are scheduled for December 2021.

There is no prescribed term for the position of Deputy Mayor. The person may be elected for the Mayoral term or a short term [S:231(2)]. It is up to Council to consider whether to set the term of office of the Deputy Mayor. Council has previously set a term of one year. With the next Local Government election set for December 2021, it is recommended that the election for this year will be the same as the Mayoral term.

Accordingly, Council will need to hold elections for both the Mayor and Deputy Mayor positions this year.

The Local Government (General) Regulation 2005, Schedule 7, prescribes how a Mayor and Deputy Mayor are elected.

Nomination forms are at **attachment 1 and 2** for Councillors and may be returned to the General Manager or handed to the General Manager at the commencement of the Council meeting.

Election Procedure

The procedure for both Elections will be:

1. The General Manager will be the Returning Officer;

2. The General Manager will call for further nominations;
3. Nominations will be closed;
4. The Returning Officer will announce the names of the nominees at the Council meeting at which the election is to be held;
5. If more than one nomination is received, an election will be held;
6. Council will be asked to resolve the form of election, if required, i.e. ordinary ballot, preferential ballot or open voting;
7. The election is to be held at the Council meeting at which the Council resolves on the method of voting.

Nominations

The following process for nominations applies, as per Clause 2 of Schedule 7:

1. A Councillor may be nominated without notice for election as Mayor or Deputy Mayor;
2. The nomination is to be made in writing by 2 or more Councillors (one of whom may be the nominee). The nomination is not valid unless the nominee has indicated consent to the nomination in writing;
3. The nomination is to be delivered or sent to the returning officer;
4. The returning officer is to announce the names of the nominees at the Council meeting at which the election is to be held.

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. Nomination Form Mayor [8.1.1.1 - 1 page]
2. Nomination Form Deputy Mayor [8.1.1.2 - 1 page]

MINUTE

RESOLUTION NUMBER: ORD2021-314

RESOLVED:

MAYOR

One nomination for the position of **MAYOR** was received for Councillor North.

There being only one nomination, Councillor North was declared elected as **MAYOR**.

DEPUTY MAYOR

One nomination for the position of **DEPUTY MAYOR** was received for Councillor Morse.

There being only one nomination, Councillor Morse was declared elected as **DEPUTY MAYOR**.

8.1.2

LOCAL GOVERNMENT ANNUAL CONFERENCE

File No: 18.00289

RECOMMENDATION:

That Council:

1. Nominate its voting delegates for the Local Government New South Wales (LGNSW) Annual Conference 2021.
 2. Delegate the authority to the Mayor and the General Manager to nominate substitute delegates for:
 - (i) Motions
 - (ii) Board Elections
-

REPORT:

As Councillors will be aware, the LGNSW Annual Conference has been moved to the 28 February to 2 March 2022. Conference motions etc. will be dealt with at that Conference. However, the Fair Work (Registered Organisations) Act requires LGNSW to still hold an Annual Conference this calendar year.

To meet LGNSW's legislative compliance obligation, an online Annual Conference will be held on 29 November 2021 at which time the financial statements and Annual Report will be presented. It is anticipated the Conference will run for approximately 1 hour, Council's need to nominate voting delegates.

Council is entitled to three voting delegates. Council is requested to advise to LGNSW its voting delegates. Traditionally, one of these will be the Mayor. It is recommended that Council nominate its delegates for the LGNSW Annual Conference 2021.

Further, it is recommended that the Mayor and General Manager be delegated the authority to appoint a suitable delegate(s) where required for Board Elections and voting on motions.

FINANCIAL IMPLICATIONS:

Funding for this item is contained within existing budgets

BATHURST COMMUNITY STRATEGIC PLAN – OBJECTIVES AND STRATEGIES:

Objective 6: Community leadership and collaboration.

Strategy 6.3 Advocate for 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:

Nil

MINUTE

RESOLUTION NUMBER: ORD2021-315

MOVED: Cr B Bourke SECONDED: Cr W Aubin

RESOLVED:

That Council:

1. Nominate Councillor's North, Bourke and Hanger as its voting delegates for the Local Government New South Wales (LGNSW) Annual Conference 2021.
2. Delegate the authority to the Mayor and the General Manager to nominate substitute delegates for:
 - (i) Motions
 - (ii) Board Elections

8.2 DIRECTOR ENVIRONMENTAL PLANNING AND BUILDING SERVICES REPORT

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: ORD2021-316

MOVED: Cr W Aubin SECONDED: Cr J Fry

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 July 2021 (**attachment 1**).
- (b) Applications refused during July 2021 (**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 July 2021 (**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: ORD2021-317

MOVED: Cr W Aubin SECONDED: Cr A Christian

RESOLVED:

That the information be noted.

8.2.3

**DEVELOPMENT APPLICATION 2019/367 -
DEMOLITION OF COMMERCIAL BUILDING AND
PART DWELLING, CONSTRUCT FOOD AND
DRINK PREMISES WITH DRIVE-THROUGH,
CHANGE FROM DWELLING TO OFFICE - 103-
105 STEWART STREET, BATHURST.
APPLICANT: MCDUCK. OWNER: J GULLIFER**

File No: 2019/367

RECOMMENDATION:

That Council:

- (a) require the financial contribution towards water and sewer headworks for Development Application 2019/367 as currently noted in the development consent; and
- (b)
- (c) call a division

REPORT:

Council has received correspondence in relation to the above Development Application, which is for the Taco Bell development. The correspondence primarily relates to the issue of water and sewer headworks payable in accordance with the development consent.

The correspondence is provided at **attachment 1**.

In this case the correspondence comes from neither the original applicant for the proposal (McDuck Properties Pty Ltd) nor directly from the owner of the property (Mrs J B Gullifer). However, Council has received an email indicating Mr Gullifer has authority to act for Mrs Gullifer in this matter.

It is also noted that the request has not been made by way of formal modification under Section 4.55 of the Environmental Planning and Assessment Act. The Act enables a modification application to be made by the "applicant or any other person entitled to act on a consent". It is therefore not open to Council to formally modify the conditions imposed on the consent unless and until an application to modify the consent is lodged and assessed.

Previous consideration

The original Development Application was considered at the Ordinary Meeting of Council held on 17 June 2020 where it was resolved that the application be approved, subject to conditions.

The development consent authorises the following:

- Demolition of existing commercial building.
- Partial demolition of existing dwelling house.
- Change of use of dwelling house to office premises.
- Construction of food and drink premises (including drive through facilities).
- Construction of carpark.
- Construction of retaining walls.

The current approved plans are provided at **attachment 2**. A copy of the original Notice of Determination with all conditions of consent is at **attachment 3**. The later modifications modify some of these conditions of consent but not condition 11, the subject of this report.

The development consent was subject to two formal requests for modification lodged by the applicant (McDuck) to alter the conditions imposed on the consent. These related to the access arrangements (considered by Council at its meetings held 19 August 2020 and 16 September 2020) and alterations to various conditions of consent (considered by Council at its meeting held 16 September 2020). These have been variously dealt with by Council and have no direct bearing on the current issue.

Those modification applications did not involve the water and sewer headworks conditions imposed by Council.

Condition 11 – Certificate of Compliance (Water and Sewer Headworks)

Condition 11 of the development consent is as follows:

11. The developer is to apply to Council for a Certificate of Compliance pursuant to Section 305 of the Water Management Act, 2000 (application form attached)

The developer will have to contribute the sum of \$32,064.96 water headworks plus \$58,716.90 sewer headworks and also enter into an additional works agreement before the Certificate of Compliance will be issued.

All monetary conditions are reviewed annually and may change as of 1 July each year.

NOTE 1: The developer should apply for a certificate as a matter of urgency because the Construction Certificate cannot be issued until a certificate has been issued by Council and all monetary conditions have been satisfied.

It is noted that the consent was issued in the 2020/21 financial year. The current contributions taking into account CPI increases effective as of 1 July 2021 are \$32,546.25 for water headworks and \$59,598 for sewer headworks (total \$92,144.25).

Background to Headworks Charges

Division 5 of the Water Management Act enables a Council (as the water supply authority) to require developers to pay contributions towards water and sewer infrastructure. The infrastructure is identified in the Council's adopted Development Servicing Plan with the amounts payable established annually through the adopted Revenue Policy.

Currently the contributions adopted through the Revenue Policy are \$6,187.50 for water

headworks and \$6,020 for sewer headworks per “ET”. An “ET” or equivalent tenement is the equivalent of 1 dwelling or residential lot.

The contributions are routinely imposed on developments that increase the demand for water and sewer infrastructure like residential subdivisions and units as well as commercial developments and special purposes uses.

How contributions are calculated

The NSW Water Directorate has published the Section 64 Determinations of Equivalent Tenements Guidelines to assist water supply authorities in calculating headworks charges. The NSW Water Directorate is made of 87 of the 89 councils and local water utilities that deliver water and wastewater services across NSW. Its aim is to provide technical resources for member councils.

The Guidelines acknowledges that “the estimation of water and sewer ET’s for developments is complex and therefore contentious. There is no perfect, universal approach and consequently a number of different methodologies have been adopted by water authorities and councils around Australia.”

The approach used for this particular development is to use the floor area of the proposal. The Directorate Guidelines nominate that for Take Away/Fast Food (including amenities) that ET be based on 0.03 ET/SQM for water and 0.05 ET/SQM for sewer.

Applying the Water Directorate Guidelines to the current proposal

The proposal itself involves not only the Taco Bell proposal but also includes the conversion of the existing dwelling into commercial premises (which itself has additional headworks obligations).

In determining the calculation the following are relevant:

- The Taco Bell building floor area is 232 sqm
- There are some additional “fixture units”, i.e. bathroom/kitchenette in the proposed office building – calculated at the equivalent of 0.3ET
- The property is currently 2 lots being the equivalent of 2 ET
- NSW Water Directorate figure for water headworks for “take away/fast food including amenities” is 0.03 ET/sqm
- NSW Water Directorate figure for sewer headworks for “take away/fast food including amenities” is 0.05 ET/sqm

The calculation for water headworks is therefore

$$232\text{sqm} \times 0.03\text{ET} = 6.96 \text{ ET (Taco Bell)} + 0.3\text{ET (office building)} = 7.26\text{ET} - 2 \text{ ET (2 existing lots)} = 5.26 \text{ ET} \times \$6096 = \$32,064.96$$

The calculation for sewer headworks is therefore

$$232\text{sqm} \times 0.05\text{ET} = 11.6 \text{ ET (Taco Bell)} + 0.3\text{ET (office building)} = 11.9\text{ET} - 2 \text{ ET (2 existing lots)} = 9.9 \text{ ET} \times \$5931 = \$58,716.90$$

Comparison with other similar development in Bathurst LGA

The particular methodology has been used by Council in similar developments recently determined by Council. For comparative purposes the headworks charges are provided below.

Development	Water Headworks	Sewer Headworks
Taco Bell	\$32,064.96	\$58,716.90
Village Bakery	\$20,360.64	\$38,788.74
KFC Kelso	\$50,922.20	\$92,794

Comparison with other Taco Bell developments

Whilst Council has not been able to locate all other “Taco Bell” approvals from other jurisdictions, it has been able to locate those from Orange and Tamworth. For comparative purposes the respective ET calculation for the development together with the contribution per ET is provided below.

	No. Water ET	No. Sewer ET	\$/ET Water	\$/ET sewer	Contribution Water	Contribution Sewer
Bathurst	5.26	9.9	\$6096	\$5931	\$32,064.96	\$58,716.90
Tamworth	5.25	10.75	\$3870	\$1553	\$20,317.50	\$16,694.75
Orange	0.3	2.28	\$8056.55	\$4947.90	\$10,895.09	\$2353.52

It is noted that the contribution figures detailed in the Orange Council consent do not appear to be based on floor area nor do they calculate correctly on a per ET basis. The approach taken in calculating the contribution for Tamworth Taco Bell is consistent with that used by Bathurst Council. It is also noted that Tamworth Council also has an additional flat fee Section 94A Plan which requires a \$12,000 contribution.

Consideration of the request

The request, as made, does not address the methodology contained in the Water Directorate Guidelines. Accordingly, it would be inappropriate for Council to depart from the general methodology used by Council in determining the current contribution which is consistent with the Guidelines. The approach taken by Council for water and sewer headworks to this proposal has been consistently applied to other similar developments. A departure without foundation creates significant issues for the proper equitable administration of the policy across different developments and developers.

Similarly, comparison to consents issued by others in other jurisdictions is problematic as it does not take into the account the individual policy settings of the various authorities. The danger is that cherry picking the lowest figures as a basis for comparison and as a basis for reduction similarly creates issues of equity between developers and developments.

Other matters

It is noted that the request also makes reference to other “special conditions” that may need review. The request does not however specify which special conditions require review nor are any alternatives suggested. In many cases the conditions are based on specialist reports (noise, odour, traffic, etc.) submitted by the applicant and considered by Council. Many of the reports submitted by the applicant contained recommendations to mitigate the impact of the development on neighbouring residents, this being a residential precinct, arising from the multiple objections to the proposal. The applicant's recommendations have been captured in the conditions of consent (refer **attachment 3**).

Further consideration of these issues and particular conditions may involve further revision of these specialist reports. These are matters which will need to be discussed further with the developers of the land and can be addressed separately.

CONCLUSION:

Council has received a request to re-consider the quantum of water and sewer headworks for the Taco Bell proposal. The current charges have been calculated using well established guidelines which have been applied to other similar developments. It is therefore not appropriate to reduce the contributions figures as requested.

FINANCIAL IMPLICATIONS:

Should Council support the recommendation then there are no financial implications to Council.

Should Council contemplate some consideration for this development, it would require a formal application to modify the consent lodged by a person entitled to do so, which would be the subject of a further report to Council. At that time, the financial implications can be quantified.

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.
- 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. Letter of request [8.2.3.1 - 2 pages]
2. Approved plans [8.2.3.2 - 13 pages]
3. Original conditions of consent [8.2.3.3 - 46 pages]

MINUTE

RESOLUTION NUMBER: ORD2021-318

MOVED: Cr J Fry SECONDED: Cr W Aubin

RESOLVED:

That Council:

- a. require the financial contribution towards water and sewer headworks for Development Application 2019/367 as currently noted in the development consent:
and
- 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 I North, Cr J Fry, Cr G Hanger, Cr J Jennings, Cr M Morse ,
Cr W Aubin and Cr J Rudge

Against the Motion - Cr B Bourke and Cr A Christian

Absent - Nil

Abstain - Nil

**9.2.4 MODIFICATION OF DEVELOPMENT
APPLICATION NO. 2020/317 - RURAL
WORKERS DWELLING – LOT 3 DP 809151 – 250
FITZGERALDS VALLEY ROAD FITZGERALD
VALLEY NSW 2795**

File No: 2020/317

RECOMMENDATION:

That Council:

- (a) not support the Modification of Development Consent Application No. 2020/317 to delete Condition No. 1, relating to the payment of Development Contributions under the following Section 7.11 plans:
 - *Section 7.11 (formerly S94) Development Contributions Plan – Bathurst Regional Community Facilities, 2014.*
 -
 - *Section 7.11 (formerly S94) Development Contributions Plan – Bathurst Regional Rural Roadworks, 2014.*
 -
- (b) as the consent authority, refuse consent pursuant to Section 4.16 of the *Environmental Planning and Assessment Act 1979* to Modification of Development Consent Application No. 2020/317, for the following reasons:
- (c)
 - 1) In accordance with Clause 1.6(b) of *Development Contributions Plan – Bathurst Regional Community Facilities 2014*, a Development Contribution is required to be paid to Council prior to the release of a Construction Certificate as the proposal involves the development of a rural workers dwelling.
 - 2)
 - 3) In accordance with Clause 1.6(b) of *Development Contributions Plan – Bathurst Regional Rural Roadworks 2014*, a Development Contribution is required to be paid to Council prior to the release of a Construction Certificate as the proposal involves the development of a rural workers dwelling.
 - 4) It would not be in the public interest to waive the requirements for payment of Development Contributions in this case as there is a clear relationship between the development and the infrastructure identified in the respective Section 7.11 Development Contributions Plans.
 - 5)
- c) call a division.

SUMMARY:

Council has received a request to consider a Modification of Development Consent

Application previously approved for the development of a rural workers dwelling on land known as Lot 3 DP 809151, being 250 Fitzgeralds Valley Road, Fitzgeralds Valley, NSW 2795.

The modification seeks to delete Condition No. 1 of the Development Consent (No. 2020/317) which relates to the payment of Development Contributions for Community Facilities and Rural Roadworks. No other aspect of the development is proposed to be changed.

The application is lodged pursuant to Section 4.55(2) of the *Environmental Planning and Assessment Act 1979* (EP&A Act), which states:

4.55 Modification of consents—generally

- (2) **Other modifications** A consent authority may, on application being made by the applicant or any other person entitled to act on a consent granted by the consent authority and subject to and in accordance with the regulations, modify the consent if—
- (a) it is satisfied that the development to which the consent as modified relates is substantially the same development as the development for which consent was originally granted and before that consent as originally granted was modified (if at all), and
 - (b) it has consulted with the relevant Minister, public authority or approval body (within the meaning of Division 4.8) in respect of a condition imposed as a requirement of a concurrence to the consent or in accordance with the general terms of an approval proposed to be granted by the approval body and that Minister, authority or body has not, within 21 days after being consulted, objected to the modification of that consent, and
 - (c) it has notified the application in accordance with—
 - (i) the regulations, if the regulations so require, or
 - (ii) a development control plan, if the consent authority is a council that has made a development control plan that requires the notification or advertising of applications for modification of a development consent, and
 - (d) it has considered any submissions made concerning the proposed modification within the period prescribed by the regulations or provided by the development control plan, as the case may be.

Subsections (1) and (1A) do not apply to such a modification.

- (3) In determining an application for modification of a consent under this section, the consent authority must take into consideration such of the matters referred to in section 4.15(1) as are of relevance to the development the subject of the application. The consent authority must also take into consideration the reasons given by the consent authority for the grant of the consent that is sought to be modified.
- (4) The modification of a development consent in accordance with this section is taken not to be the granting of development consent under this Part, but a reference in this or any other Act to a development consent includes a reference to a development consent as so modified.

REPORT:

The Site

250 Fitzgeralds Valley Road (Lot 3, DP 809151) is located on the south-western periphery of the Bathurst LGA, sharing the southern boundary with Blayney Shire Council. The allotment is predominantly agricultural land with an area of approximately 138.81ha, and contains a primary and second rural dwelling.

The lot is accessed via Fitzgeralds Valley Road to the north, whereby an internal roadway forks in two directions; one directs southward to Lot 401 DP 1142284 which contains local Heritage Item St Stephen's Anglican Church & Cemetery, and continues further south to the primary residence. The other internal road travels southward with Collins Creek on the western side, travelling south-east toward the second rural dwelling.

The rural workers dwelling is proposed approximately 390m east of the primary residence and approximately 300m north-west of the second rural dwelling.

An aerial map of the land and surrounding area is available in **attachment 1**.

Proposed Modification

Development Consent (No. 2020/317) for the construction of a rural workers dwelling was originally granted consent by Council on 9 October 2020. The dwelling is nearing completion, and an Occupation Certificate is imminent pending electricity connection and payment of contribution fees.

As part of the assessment of the Development Application, it was identified that Section 7.11 Development Contribution Plans *Bathurst Regional Community Facilities 2014* and *Bathurst Regional Rural Roadworks 2014* were applicable to the development. Accordingly, the following condition of consent was imposed:

1. The payment to Council of

- a) **\$6,431.00 for the provision of community facilities in accordance with Council's Section 94 or 7.11 Contributions Plan "Bathurst Regional Community Facilities".**
- b) **\$5,745.90 for the upgrading of roads in the vicinity of the proposed development in accordance with Council's Section 94 or 7.11 Contributions Plan "Bathurst Regional Rural Roadworks".**

All monetary conditions are to be paid prior to the issuing of any Construction Certificates.

NOTE 1: All monetary conditions are reviewed annually and may change as of 1 July each year.

NOTE 2: Copies of all Council's Section 94 or 7.11 Contribution Plans may be inspected at Council's offices.

REASON: Because, having considered the matter in accordance with Section 94 of the Environmental Planning and Assessment Act 1979, as amended, the Council is satisfied that the development will require the provision of, or increase the demand for, these public amenities or services within the area. Section 4.17 of the

Environmental Planning and Assessment Act 1979, as amended.

A Modification of Development Consent Application has been submitted to Council by the applicant, Mr R T Kelly. The application was accompanied by a letter (see **attachment 2**) requesting that Condition No. 1 of the Development Consent be deleted. The grounds cited generally relate to the personal circumstances of the applicant, the impact of drought and the fact that the fees were not initially budgeted for.

Correspondence prior to submission of the Modification

The applicant has previously requested that the contributions be deferred from prior to the Construction Certificate until prior to Occupation Certificate (see **attachment 3**). In response, Council agreed to the deferral until Occupation Certificate (see **attachment 4**):

1. *“Submit a written request for review outlining the reasons to support the request; and*
2. *Pay to Council its adopted fee for review being \$415.77*

Following the receipt of this information a report will be prepared for the next available Council meeting. The review needs to be completed within 6 months of the Notice of Determination.”

Note that the applicant had originally intended to lodge a formal request for review under Section 8.10 of the Environmental Planning and Assessment Act 1979 however that process must occur within 6 months of determination of the development application. As the application was lodged later than 6 months it is being pursued as a modification as opposed to a review. It is noted that the applicant's written request for review was received on 23 July 2021 (see **attachment 5**),

Summary of Attachments

Attachment No.	Description
1	Map of Site and Surrounding Land
2	Letter from Applicant
3	Email from applicant dated 21 October 2020
4	Letter to Applicant dated 28 October 2020
5	Letter from Applicant dated 23 July 2021
6	Approved plans

Planning Context

The planning controls that govern the development of the land and the terms under which development may occur have changed progressively over time. The most recent iterations of planning controls are the suite of controls introduced in 2014 which include:

- 1) *Bathurst Regional Local Environmental Plan 2014 (LEP 2014).*
- 2) *Bathurst Regional Development Control Plan 2014 (DCP 2014).*
- 3) *Section 7.11 (formerly S94) Development Contributions Plan – Bathurst Regional Community Facilities, 2014.*
- 4) *Section 7.11 (formerly S94) Development Contributions Plan – Bathurst Regional Rural Roadworks, 2014.*

During the exhibition of the abovementioned Plans, the community was extensively consulted by way of a media campaign, details within rate payer's notices, social media campaigns, village meetings and approximately 600 letters to a database of affected

landowners.

Council's records state that the applicant owned the land when these Plans came into force.

1) Bathurst Regional Local Environmental Plan 2014 (LEP 2014)

The subject site and the surrounding allotments are zoned in the RU1 Primary Production zone, where the development of rural workers dwellings is permissible with consent.

2) Bathurst Regional Development Control Plan 2014 (DCP 2014)

There are no provisions within the DCP 2014 that directly relate to the payment of Development Contributions for Community Facilities and Rural Roadworks.

3) Section 7.11 (formerly S94) Development Contributions Plan – Community Facilities

Council's current Section 7.11 Development Contributions Plan for Community Facilities came into effect on 19 November 2014, being the date that the LEP 2014 came into force.

Land to which the Plan applies

In accordance with Clause 1.3, the Plan applies to:

- All subdivisions that create an additional lot upon which a dwelling may lawfully be erected in a number of zones, including RU1 Primary Production, and
- **any new residential development** type in a zone to which the Bathurst Regional Local Environmental Plan 2014 applies as outlined in Section 1.6 of the Plan.

Purpose of the Plan

In accordance with Clause 1.4, the purpose of the Plan is to “...outline Council's policy regarding the application of Section 94 (S.94) of the Environmental Planning and Assessment Act, 1979 in relation to the provision of local community facilities infrastructure to service the Bathurst region that will be required as a consequence of development in the LGA or that has been provided in anticipation of or to facilitate such development.”

When Contributions are to be Paid

Clause 1.6 outlines the circumstances where Council will impose conditions of consent requiring the payment of relevant contributions. These circumstances are as follows:

- a. *In the case of subdivision where future additional dwellings are permissible with consent – prior to the release of the final linen plan, or a linen plan for any development stage.*
- b.
- c. *In the case of dual occupancy, secondary dwelling (granny flat), medium density housing, residential units, second rural dwelling, shop top housing or **rural workers dwelling**, but not including alterations and additions to an existing dwelling house - prior to the release of a Construction Certificate.*
- d.

- e. *In the case of land zoned RU1 Primary Production, RU2 Rural Landscapes, RU4 Primary Production Small Lots, RU5 Village or E4 Environmental Living for the purpose of a dwelling where a dwelling is permissible pursuant to the Bathurst Regional Local Environmental Plan 2014, as amended - prior to the release of a Construction Certificate.*

Relevance of the Community Facilities Plan to the Subject Development

Given the points raised thus far, it is clear from the adopted Plan that:

- The Plan applies to the subject land by virtue of Clause 1.3, a rural workers dwelling being residential development.
-
- The proposal falls within the scope of Clause 1.6(b) being a rural workers dwelling.
-
- Additional residential development increases the demand for community facilities across the LGA. It is then necessary that Development Contributions be paid towards the provision of local community facilities infrastructure as listed in the relevant Plan, (such as community buildings, footpaths, cycleways, art galleries, libraries, recreation areas, playgrounds, museums, sporting facilities, botanic gardens, bus shelters, carparking, childcare facilities, youth centres, aged persons facilities, etc.). These community facilities will service the Bathurst Region, and the payment of such contribution plan fees will be required as a consequence of development in the Bathurst Regional LGA, or where it has been provided in anticipation of or to facilitate such a development.
-
- The Plan has been in force since 2014 at the implementation of the Bathurst Regional Local Environmental Plan 2014.

4) Section 7.11 (formerly S94) Development Contributions Plan – Rural Roadworks

Council's current Section 7.11 Development Contributions Plan for Rural Roadworks came into effect on 19 November 2014, being the date that the LEP 2014 came into force.

Land to which the Plan applies

In accordance with Clause 1.3, *"the Plan applies to land zoned RU1 Primary Production,"* and other rural zones within the Bathurst LGA.

Purpose of the Plan

In accordance with Clause 1.4, the purposes of the Plan are to:

- *"Satisfy the requirements of the Act and Regulations to enable the Council to require a contribution towards the provision, extension or embellishment of community facilities that will, or are likely to be, required as a consequence of development in the Local Government Area or that have been provided in anticipation of or to facilitate such development."*
-
- *"Provide a comprehensive strategy for the assessment, collection, expenditure, accounting and review of development contributions for rural road infrastructure on an equitable basis throughout the Region."*
-

- *“Enable the Council to recoup the cost of upgrading rural roads which have been provided in anticipation of development where such development will benefit from the provision of those upgrades.”*
-
- *“Ensure that the existing community is not burdened by the upgrading of rural roads as identified by this plan and as a result of future development.”*
-
- *“Provide a connective rural road network.”*

When Contributions are to be paid

Clause 1.6 outlines the circumstances where Council will impose conditions of consent requiring payment of contributions. These circumstances are as follows:

- In the case of subdivision where future additional dwellings are permissible – prior to the release of the final linen plan, or a linen plan for any development stage.*
-
- In the case of a secondary dwelling (granny flat), second rural dwelling or **rural workers dwelling**, but not including alterations and additions to an existing dwelling house - prior to the release of the Construction Certificate.*
-
- In the case of a dwelling on land classified as an “existing holding” as defined within the Bathurst Regional Local Environmental Plan 2014, as amended - prior to the release of the Construction Certificate.*
-
- In the case of a dwelling on land where a dwelling is permissible pursuant to Clause 4.2B (3)(b), Clause 4.2B(3)(d) or Clause 7.11 of the Bathurst Regional Local Environmental Plan 2014, as amended - prior to the release of the Construction Certificate.*
-
- In the case of a dwelling on land identified within Schedule 1 – Additional uses of land within the Bathurst Regional Local Environmental Plan 2014, as amended - prior to the release of the Construction Certificate.*
-
- In the case of a dwelling on land zoned RU5 Village pursuant to the Bathurst Regional Local Environmental Plan 2014, as amended - prior to the release of a Construction Certificate.*

Relevance of the Rural Roadworks Plan to the Subject Development

Given the points raised thus far, it is clear from the adopted Plan that:

- The Plan applies to the subject land by virtue of Clause 1.3, being land zoned in RU1 Primary Production.
- The proposed rural workers dwelling falls within the scope of Clause 1.6(b) and a condition that Rural Roadworks contribution plan fees are payable should be imposed.
- There is clear interconnectivity between the Plan and the proposed development whereby an increase in traffic will increase the need to improve rural roads. Given that the subject allotment is located on the periphery of the Bathurst LGA, sharing a border with Blayney Shire Council. It is anticipated that the surrounding rural roads owned, constructed and maintained by Council will need to be accessed. It is therefore not unreasonable that Development Contributions be paid towards the provision, extension or embellishment of rural road infrastructure that will, or are

likely to be, required as a consequence of development in the LGA or that have been provided in anticipation of or to facilitate such development.

- The Plan has been in force since 2014 at the implementation of the Bathurst Regional Local Environmental Plan 2014.

Council's Section 7.11 Plan for Rural Roads includes a schedule of works for the rural roads. The Schedule of Works currently identifies levies will be expended on the following priority roads:

- Hill End Road
- Limekilns Road
- Rivulet Road
- Gowan Road
- Yarras Lane
- Brewongle Lane
- Wambool Road
- Wests Lane
- Lachlan Road
- Evans Plains Road.

Additional matters in the Development Contributions Plans

Exemptions under the Relevant Plans

Under Clause 1.12 of Council's Development Contributions Plan for Community Facilities and under Clause 1.11 of Council's Development Contributions Plan for Rural Roadworks, it is stated that "*Exemptions will not be given for any development outlined in the Contributions Plan without an express resolution of Council.*"

Whilst these Clauses provide no guidance as to the circumstances where such an exemption may be granted, it is not unreasonable to suggest that there should be a very clear and rational basis for such a decision. It is noted that should such guidance be provided in the Plan itself, it would create a rubric to which the Plan could be outright abandoned, thereby creating significant issues for the proposed administration of the Plan itself, and creates inequalities between future developers and developers who have paid contributions in the past.

It is noted that Council has previously considered a request for waiving similar charges (refer to item 8 (Conway) of the Director Environmental Planning and Building Services report to Council Meeting of 21 April 2021)

Deferred Payments

Clause 1.7 of Council's Development Contributions Plan for Rural Roadworks describes the obligation of Accredited Certifiers with regard to ensuring that each condition of the consent has been satisfied, inclusive of the payment of monetary contributions. "*An exception is open where a works in kind, material public benefit, dedication of land or deferred payment arrangement has been agreed to by Council. In such cases, Council will issue a letter confirming that an alternative payment method has been agreed with the applicant.*"

Council has previously made arrangements with applicants to defer the payment of the applicable Development Contributions until prior to the issue of any Occupation Certificate. This option was made available to the applicant.

It is noted that there is no precedence for Council waiving the payment of Development Contributions outright. A recent example is the Modification of Development Application 2020/137 for a proposed single-storey dwelling house on Lot 139 DP 755803, known as 3725 Sofala Road, Wattle Flat, NSW 2795. The applicant of the Modification similarly sought to delete Condition No. 1 relating to the payment of Community Facilities and Rural Roadworks Development Contributions. The application was refused in Council's Ordinary meeting held on 21 April 2021.

Matters Referred to in Section 4.15(1) "Evaluation" of the EP&A Act

Any Relevant Environmental Planning Instrument

The proposed deletion of Condition No. 1 does not create any inconsistency the provisions of Bathurst LEP 2014.

The proposed modification is not inconsistent with any relevant State Environmental Planning Policies.

Public Consultation

The Modification of Development Consent Application is not required to be notified to surrounding landowners or placed on public display under Clause 3.14.8 of *Bathurst Regional Community Participation Plan 2019* (CPP 2019), as the proposed modifications do not have the potential to increase the impact of the development on adjoining or nearby land, adjoining heritage items or nearby development.

Any Development Control Plan

There are no provisions within the DCP 2014 that directly relate to the payment of Development Contributions for Community Facilities and Rural Roadworks.

The Regulations

The proposed modification will not result in any change to the use, design or layout of the development and complies with the requirements of matters prescribed by the *Environmental Planning and Assessment Act 2000* (EP&A Regulation).

Likely Impacts of the Development

The proposed deletion of Condition No. 1 relating to the payment of Development Contributions for Community Facilities and Rural Roadworks is considered to be unjustified and would result in the following social and economic impacts:

- It would be socially and economically inequitable to waive payment of Development Contributions for the subject landowners based on a perception that the payments are expensive, whilst other landowners/developers are expected to pay their share of applicable Development Contributions regardless of their personal financial circumstances.
-
- It would reduce the amount of funds available to Council for the provision of community facilities (such as social and cultural facilities) and the extension and embellishment of a connective rural road network. This infrastructure is necessary to support the social and economic growth and wellbeing of the wider community.

-
- The cost of providing community facilities and rural roads to support population growth and development becomes a greater burden for the current and future populations of the Bathurst Region.
-
- The waiving of Development Contributions without any clear and rational reason could set an unwanted precedent for other residential and rural development to follow.

• Suitability of the Site for the Development

As previously discussed, Council's Development Contributions Plans were put into force at the implementation of the Bathurst Regional Local Environmental Plan 2014 of the same year. Prior to the implementation of the Plan, it was on exhibition and the community was extensively consulted through a variety of methods.

The Public Interest

As previously discussed, it would not be in the public interest to delete Condition No. 1 of the Development Consent relating to the payment of Development Contributions for Community Facilities and Rural Roadworks without any clear and rational reasoning. The proposed modification could result in significant social and economic impacts and set an unwanted precedent for other residential development to follow.

CONCLUSION:

Council has received an application to modify Development Consent No. 2020/317 granted on 9 October 2020 for the construction of a rural workers dwelling on land known as Lot 3 DP 809151, being 250 Fitzgeralds Valley Road, Fitzgeralds Valley, NSW 2795.

The modification seeks to delete Condition No. 1 of the Development Consent which relates to the payment of Development Contributions for Community Facilities and Rural Roadworks.

It is considered that the applicant has not provided any planning justification for the proposed waiving of conditions relating to the payment of Development Contributions and that the proposed modification could result in significant immediate and ongoing social and economic impacts, and set an unwanted precedent for other similar development to follow.

It is recommended that the proposed modification be refused and that Council reaffirm its decision to impose Condition No. 1 as outlined in its Notification of Determination dated 9 October 2020.

FINANCIAL IMPLICATIONS:

Should Council support the recommendation there would be no financial implications to Council.

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 4: Enabling sustainable growth.

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

Strategy 4.2 Provide safe and efficient road, cycleway and pathway networks to improve accessibility.

Strategy 4.3 Ensure services, facilities and infrastructure meet the changing needs of our region.

Strategy 4.4 Provide parking to meet the needs of the City.

Strategy 4.6 Plan for, assess and regulate development activity.

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.

Strategy 5.5 Plan and respond to demographic changes in the community.

Objective 6: Community leadership and collaboration.

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 6.6 Manage our money and our assets to be sustainable now and into the future.

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:

1. Map of Site and Surrounding Land [9.2.4.1 - 1 page]
2. Letter from Applicant [9.2.4.2 - 2 pages]
3. Email from applicant dated 21 October 2020 [9.2.4.3 - 1 page]
4. Letter to Applicant dated 28 October 2020 [9.2.4.4 - 1 page]
5. Letter from Applicant dated 23 July 2021 [9.2.4.5 - 4 pages]
6. Previously Approved Plans of Development [9.2.4.6 - 5 pages]

MINUTE

RESOLUTION NUMBER: ORD2021-319

MOVED: Cr G Hanger SECONDED: Cr W Aubin

RESOLVED:

That Council:

- (a) not support the Modification of Development Consent Application No. 2020/317 to delete Condition No. 1, relating to the payment of Development Contributions under the following Section 7.11 plans:

Section 7.11 (formerly S94) Development Contributions Plan – Bathurst Regional Community Facilities, 2014.

Section 7.11 (formerly S94) Development Contributions Plan – Bathurst Regional Rural Roadworks, 2014.

- (b) as the consent authority, refuse consent pursuant to Section 4.16 of the *Environmental Planning and Assessment Act 1979* to Modification of Development Consent Application No. 2020/317, for the following reasons:

- 1) In accordance with Clause 1.6(b) of *Development Contributions Plan – Bathurst Regional Community Facilities 2014*, a Development Contribution is required to be paid to Council prior to the release of a Construction Certificate as the proposal involves the development of a rural workers dwelling.
- 2) In accordance with Clause 1.6(b) of *Development Contributions Plan – Bathurst Regional Rural Roadworks 2014*, a Development Contribution is required to be paid to Council prior to the release of a Construction Certificate as the proposal involves the development of a rural workers dwelling.
- 3) It would not be in the public interest to waive the requirements for payment of Development Contributions in this case as there is a clear relationship between the development and the infrastructure identified in the respective Section 7.11 Development Contributions Plans.

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

Against the Motion - Nil

Absent - Nil

Abstain - Nil

8.2.5 DRAFT BATHURST REGIONAL DEVELOPMENT CONTROL PLAN AMENDMENT NO 25

File No: 20.00352

RECOMMENDATION:

That Council:

- (a) adopt the Bathurst Regional Development Control Plan amendment as outlined in this report;
- (b) give public notice of Council's decision in accordance with the requirements of the Environmental Planning and Assessment Act; and
- (c) call a division.

--

REPORT:

A draft amendment to Council's Development Control Plan relating to flood planning has been on public exhibition. This report advises that there were no submissions to the exhibition process and recommends Council adopt the amendment.

By way of background, the NSW Department of Planning, Industry and Environment (DPIE) undertook a review of the flooding controls as they related to the State. As a result of the review the Department proposed a range of changes relevant to this amendment, including:

- Standard Instrument (Local Environmental Plans) Amendment (Flood Planning) Order 2021, which includes a new mandatory 'flood planning' clause in place of the existing Local Environmental Plan (LEP) Clause and an optional 'special flood consideration' clause;
- State Environmental Planning Policy Amendment (Flood Planning) 2021 which revokes councils existing flood planning LEP clause and replaces it with the mandatory Standard Instrument flood planning clause.

Other changes made by the Department to various other legislation included:

- A revised local planning direction on flooding.
- A new planning circular on flooding PS21-006 - considering flooding in land use planning: guidance and statutory requirements, which replaces planning circular PS 07-003.
- A new guideline - Considering Flooding in Land Use Planning, which replaces the Guideline on Development Controls on Low Flood Risk Areas.
- Environmental Planning and Assessment Amendment (Flood Planning) Regulation 2021 which amends the 7A clauses under Schedule 4;

Repeal of Councils existing flood planning LEP clause (Clause 7.1)

From 14 July 2021, DPIE repealed the existing flood planning clause (Clause 7.1 of the Bathurst Regional LEP 2014) and inserted a new standard flood planning clause (Clause 5.21). One of the major changes between the clauses is that the original Clause 7.1 provided for a direct link to the Flood Planning Map within the LEP.

The new Clause 5.21 no longer directly links to Council's adopted Flood Planning Map. It should be noted that the Flood Planning Map series has not been repealed within the LEP as a number of exempt developments and complying developments make reference to the map. DPIE have advised Council staff that they anticipate that Flood Planning Maps will be removed altogether from LEPs statewide. As a consequence of this change, Council needed to place the Flood Planning Maps in its Development Control Plan.

Amendment to the Bathurst Regional DCP 2014

In response to the abovementioned changes, Council staff drafted an amendment to the Bathurst Regional DCP to amend Chapter 9.6 Flooding to:

- Define the land to which the section applies.
- Include additional objectives.
- Include additional definitions.
- Include matters for consideration.
- Establish minimum submission requirements to accompany a Development Application.
- Insert the Flood Planning maps from the LEP into the DCP.

It is important to note that many of these requirements, although new into the DCP, were a requirement of the former LEP Clause and no additional land has been identified as flood prone. The draft amendment is largely administrative in nature and simply changes the planning instrument in which flood planning standards are contained (i.e. from the LEP into the DCP). A subsequent amendment will be required to the DCP once the Perthville Levee has been completed.

The draft Development Control Plan amendment was exhibited with the following changes.

	Matter	Details	Intended Effect
1	Flood Planning Area Map	<ul style="list-style-type: none"> • Insert new Map No 39 Flood Planning Area (Sheets 1-9). 	This is a direct transfer from the LEP into the DCP. The maps identify the Flood Planning Area. No change has been made to the adopted Flood Planning Area.
2	Define the land to which the section applies	<ul style="list-style-type: none"> • Update the references to the LEP Clause and DCP Maps. 	Administrative amendment to ensure the DCP references the new clause number in the LEP that relates to flooding (now clause 5.21) .
3	Include additional objectives	<ul style="list-style-type: none"> • Insert four objectives of the Chapter. 	This is a direct transfer from the original LEP clause (clause 7.1) into the DCP.
4	Include additional definitions	<ul style="list-style-type: none"> • Insert additional definitions to define certain terms. 	This is a direct transfer from the original LEP clause (clause 7.1) into the DCP.
5	Include matters for consideration	<ul style="list-style-type: none"> • Include a new section, 9.6.12 - Matters for 	This is a direct transfer from the original LEP clause (clause 7.1)

		Consideration, which establishes a framework for the assessment of applications for development.	into the DCP. This section will provide a consistent approach to the assessment of applications for development on land in a Flood Planning Area.
6	Establish minimum submission requirements to accompany a Development Application	<ul style="list-style-type: none"> Include a new section, 9.6.13 - Submission Requirements, which establishes the minimum level of documentation to support an application on land in a Flood Planning Area. 	This section will provide a consistent approach to the assessment of applications for development on land in a Flood Planning Area.

A copy of the explanation document that accompanied the exhibition material, including the amended DCP Section and Maps, is provided as **attachment 1**.

Public exhibition

The draft Development Control Plan (DCP) amendment was placed on public exhibition for a period of 28 days from 9 August 2021 until 6 September 2021. Council did not receive any submissions during the exhibition period.

A copy of the Yoursay Exhibition report is provided as **attachment 2**.

CONCLUSION:

Council staff drafted an amendment to the Bathurst Regional DCP to amend Chapter 9.6 Flooding to:

- Define the land to which the section applies.
- Include additional objectives.
- Include additional definitions.
- Include matters for consideration.
- Establish minimum submission requirements to accompany a Development Application.
- Insert the Flood Planning maps from the LEP into the DCP.

Council placed the draft DCP amendment on public exhibition for a period of 28 days from **9 August 2021** until **6 September 2021**. Council did not receive any submissions in response to the exhibition.

The amendment is largely administrative in nature and simply changes the planning instrument in which flood planning standards are contained (i.e. from the LEP into the DCP).

There are no planning grounds as to why the matter should not proceed. It is therefore recommended that the amendments to the Bathurst Regional Development Control Plan 2014 be adopted as outlined in this report.

FINANCIAL IMPLICATIONS:

Nil.

BATHURST COMMUNITY STRATEGIC PLAN – OBJECTIVES AND STRATEGIES:

Objective 3: Environmental stewardship.

Strategy 3.5 Increase resilience to natural hazards and climate change.

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:

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

ATTACHMENTS:

1. Explanation Document [8.2.5.1 - 15 pages]
2. Yoursay Report [8.2.5.2 - 3 pages]

MINUTE

RESOLUTION NUMBER: ORD2021-348

MOVED: Cr J Fry SECONDED: Cr M Morse

RESOLVED:

That Council:

- (a) adopt the Bathurst Regional Development Control Plan amendment as outlined in this report;
- (b) give public notice of Council's decision in accordance with the requirements of the Environmental Planning and Assessment Act; 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 I North, Cr B Bourke, Cr A Christian, Cr J Fry, Cr G Hanger, Cr J Jennings, Cr M Morse , Cr W Aubin and Cr J Rudge

Against the Motion - Nil

Absent - Nil

Abstain - Nil

8.2.6

CENTRAL WEST AND ORANA REGIONAL PLAN REVIEW

File No: 18.00109

RECOMMENDATION:

That the information be noted.

REPORT:

The *Central West and Orana Regional Plan 2036* was released by the Department of Planning, Industry and Environment (DPIE) in 2017 to provide a twenty-year strategic land use planning framework for the Central West and Orana region, inclusive of Bathurst Regional Local Government Area. The Regional Plan provides strategic direction for the region's future population needs including housing, jobs and infrastructure as well as protecting the environment. The Regional Plan informed the preparation of Council's Local Strategic Planning Statement (LSPS).

Regional Plans are prepared in accordance with section 3.3 of the *Environmental Planning and Assessment Act 1979* and are subject to five-yearly reviews.

A five-yearly review ensures the Regional Plans ongoing relevance through revisiting regional challenges and opportunities as well as incorporating the most up-to-date information. The five-year review is also an opportunity to ensure alignment with any new policies and strategies. The intended outcome of the review is to ensure that the Regional Plan continues to support the needs and long-term vision for the region.

The first five-year review for the Regional Plan is underway. The review involves consultation with local councils and state agencies and will result in a revised and updated *Central West Orana Regional Plan 2041*. The new Regional Plan will focus on land use planning outcomes and include actions for delivery within the next five years.

Attachment 1 provides an explanation of the Regional Plan review process from the Department of Planning, Industry and Environment. Council's planning staff are actively participating in the review and will continue to ensure Council's LSPS remains consistent with the new Regional Plan when it comes into effect.

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 4.3 Ensure services, facilities and infrastructure meet the changing needs of our region.
- 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 6.2 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.

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. Regional Plan Review [8.2.6.1 - 3 pages]

MINUTE

RESOLUTION NUMBER: ORD2021-320

MOVED: Cr B Bourke SECONDED: Cr W Aubin

RESOLVED:

That the information be noted.

8.2.7 REVIEW OF POLICY - OPERATION OF TOURIST AND VISITOR ACCOMMODATION ESTABLISHMENTS

File No: 11.00006

RECOMMENDATION:

That Council:

- a. place the amended Tourist and Visitor Accommodation Establishment Policy on public exhibition for a period of 28 days; and
 - b. if no submissions received adopt the amended Policy and repeal the existing Tourist and Visitor Accommodation Establishment Policy; or
 - c. if submissions are received a report will be prepared for Council's consideration.
-

REPORT:

Council adopted the existing Tourist and Visitor Accommodation Establishment Policy (**attachment 1**) on 19 February 2014. This policy has not been formally reviewed since its adoption. Recent Council decisions in relation to development applications for tourist and visitor accommodation have also suggested a review is appropriate.

The Policy has now been reviewed by Council staff and the following amendments are proposed:

- Changes to reflect contemporary legislation updates and requirements.
- The inclusion of information on the NSW Government Draft Short-term Rental Accommodation (STRA) regulatory framework.
- Deleting references to Building Classification under the Building Code of Australia.
- Updated references and requirements where the site does not have reticulated town water supply in accordance with NSW Public Health Quality Assurance Program for private water supplies and the NSW Private Water Supply Guidelines.
- Updating the requirements when a room is used for the preparation or storage of food to bring the Policy in line with the current requirements.
- Updates to reference the new requirements of the amended Swimming Pools Act 1992.
- Updates to Section 4.17 Noise Control with requirements of the Protection of the Environment (Noise Control) Regulation 2000.
- Including reference to the Rural Fire Services Planning of Bushfire Protection Guidelines which is a Legislative requirement under Section 100B of the Rural Fires Act 1997.

The draft Policy is provided at **attachment 2**.

As noted above the NSW Government is reviewing and implementing a new regulatory framework for short-term rental accommodation (STRA). This is principally in response to the growth in such markets as “air bnb” and bed and breakfast facilities. This includes a state-wide planning framework, a mandatory Code of Conduct and changes to strata legislation. The NSW Government is also considering the introduction of a new industry-led STRA property register.

The NSW Government framework will impact on the approval pathways, including provisions for short term rental accommodation that could meet the criteria for either “exempt” or “complying” development. To the extent that there is any inconsistency between the STRA framework and Council’s Policy, the STRA framework will prevail.

Notwithstanding that a development may be considered as exempt development under the STRA framework, it may be subject to the requirements of the Swimming Pools Act, the Food Act, the Local Government Act and the Public Health Act as detailed in the proposed Policy.

The other change of note is the removal of reference to the classification of buildings under the National Construction Code/Building Code of Australia. This issue came to light in Council’s determination of development applications for a number of short term accommodation units at Mount Panorama. A consequence of those determinations is that the classification of buildings is considered a matter for the certifiers of the building and therefore outside the scope of a Council adopted Policy. It is however noted that access to properties for persons with a disability remains considerations under the “public interest” when considering development applications. This is consistent with service providers obligations under the Disability Discrimination Act and in particular the need for providers to fulfill their obligations for equal access.

Other proposed changes to the Operation of a Tourist and Visitor Accommodation Establishment Policy are considered minor and mainly result from updates to legislation.

Given the scope of the changes it is proposed that the draft Policy be placed on public exhibition.

FINANCIAL IMPLICATIONS:

Nil

BATHURST COMMUNITY STRATEGIC PLAN – OBJECTIVES AND STRATEGIES:

Objective 2: A smart and vibrant economy.

- | | |
|--------------|---|
| Strategy 2.1 | Support local business and industry. |
| Strategy 2.2 | Grow local employment, investment and attract new businesses by nurturing and supporting entrepreneurs, partnerships and local skill development. |
| 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. |

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. Adopted Policy [8.2.7.1 – 6 pages]
2. Draft Policy [8.2.7.2 – 8 pages]

MINUTE

RESOLUTION NUMBER: ORD2021-321

MOVED: Cr M Morse SECONDED: Cr B Bourke

RESOLVED:

That Council:

- a. place the amended Tourist and Visitors Accommodation Establishment Policy on public exhibition for a period of 28 days; and
- b. if no submissions received adopt the amended Policy and repeal the existing Tourist and Visitor Accommodation Establishment Policy; or
- c. if submissions are received a report will be prepared for Council's consideration.

8.2.8 REVIEW OF POLICY - STREET VENDING AND SALE OF FRUIT AND PRODUCE FROM ORCHARDS AND MARKET GARDENS

File No: 30.00004

RECOMMENDATION:

That Council adopt the updated Street Vending and Sale of Fruit and Produce from Orchards and Market Gardens Policy.

REPORT:

Council's existing Policy in relation to the street vending (i.e. people selling goods from the public road) and roadside stalls (on farm sales) has been reviewed.

A number of minor amendments to the Policy have been made to reflect the current planning instruments (**attachment 1**). There are no changes to the substance of the Policy.

It is also noted that the Department of Planning and Industry has released a Discussion Paper on changes to the planning regime to promote Agritourism and small scale agriculture development. This includes proposed changes in respect of farm gate activities including processing, packaging and sale of agricultural produce. The Discussion Paper includes proposed changes to the approval pathways for developments such as farm gate sales and roadside stalls. These matters will be reviewed in due course.

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.

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. Street vending and sale of fruit and produce - reviewed [8.2.8.1 - 3 pages]

MINUTE

RESOLUTION NUMBER: ORD2021-322

MOVED: Cr J Fry SECONDED: Cr G Hanger

RESOLVED:

That Council adopt the updated Street Vending and Sale of Fruit and Produce from Orchards and Market Gardens Policy.

8.2.9 NAMING OF PUBLIC ROADS, BRADBURY DRIVE AND HOLMAN DRIVE

File No: 2018/380

RECOMMENDATION:

That Council:

- (a) give notice of its intention to adopt Bradbury Drive and Holman Drive as the names of two public roads approved for construction on Lot 364 DP 1272242; and
 - (b) direct the General Manager to undertake procedures pursuant to the requirements of the Roads Act 1993, to have the names gazetted, should no objection be received.
-

REPORT:

Council has received a request from the developers of land at Kelso to name two roads approved under Development Application 2018/380. The roads are currently under construction. The developer has proposed the names of 'Bradbury Drive' and 'Holman Drive' (see **attachment 1** for the proposal).

The land subject to this subdivision is owned by Mrs C P Strait and is being developed by Hewitt Holdings.

Attachment 2 shows the location of the two roads in relation to the existing Hughes Street and Brennan Drive.

Bradbury Drive

Context of the Name:

This road is to be named after Private John Bradbury, born on an unknown date in Liverpool, NSW. Private Bradbury enlisted into the Australian Imperial Force in Bathurst on 14 July, 1916, citing his age as '25 and 11/12 years'. Private Bradbury listed his trade or calling as Shunter. It is speculated that he worked in Bathurst on the railway.

Administrative Considerations:

The proposal is generally consistent with Council Guidelines for Naming Roads noting the following:

- The name 'Bradbury' has not been used for any other road in the Bathurst Regional LGA.
- This name is drawn from Council's ANZAC Names Database.
- It is not considered that the name bears any negative, derogatory or offensive connotations.
- A Road Name Eligibility Check was conducted through the NSW Geographical

Names Board, which returned one potential issue. The report generated listed one road in Kelso that sounded similar:

1. Bradford Street.

Bradford Street is located in the Kelso Industrial Estate off Toronto Street. It is considered to be located at sufficient distance from the proposed Bradbury Street that conflict or confusion will not arise (see **attachment 3** for this report).

Holman Drive

Context of the Name:

This road, is to be named after Captain Jack Hilton Holman, born on an unknown date in Sunny Corner. Captain Holman enlisted into the Australian Imperial Force, on 28 September 1914, citing his age as '18 years and 1 month'. Captain Holman cited his trade as a turner apprentice at Clyde Engineering.

Captain Holman was awarded the Military Cross for his service. The citation as published in the London Gazette of 26 July 1918 is as follows:

For conspicuous gallantry and devotion to duty. He handled his company with great skill when the battalion moved up to meet an enemy attack, saving casualties by his careful arrangements. Later, when he was the only officer left with his company, he led a counter attack and took his objective, sending back useful information to battalion headquarters.

Captain Holman was also awarded the Military Cross with Bar. The citation as published in the London Gazette of 4 October 1919 is as follows:

During the attack west of Bellenglise, on the 18 September 1918, he commanded a company. Shortly after the advance commenced the battalion on the right was held up, but by the gallant and able leadership of his company he enabled his battalion great courage in leading a small party beyond to attack the crew of a 5.9 battery, all of whom were killed or captured and the guns taken. He set a splendid example to all.

Administrative Considerations:

- The name 'Holman' has not been used for any other road in the Bathurst Regional LGA.
- This name is drawn from Council's ANZAC Names Database.
- It is not considered that the name bears any negative, derogatory or offensive connotations.
- A Road Name Eligibility Check was conducted through the NSW Geographical Names Board, which returned three potential issues. The report generated listed three road names in Kelso that sound similar:
 1. Holterman Place
 2. Horan Close
 3. Hoolihan Close

As none of the above have the suffix 'drive', it is not considered that these names will be confused with Holman Drive (see **attachment 4** for this report).

These names Comply with Bathurst Regional Council's *Guidelines for the Naming of Roads*.

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 6.4 Meet legislative and compliance requirements.

COMMUNITY ENGAGEMENT:

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

ATTACHMENTS:

1. Attachment 1 [8.2.9.1 - 1 page]
2. Attachment 2 [8.2.9.2 - 1 page]
3. Attachment 3 [8.2.9.3 - 2 pages]
4. Attachment 4 [8.2.9.4 - 2 pages]

MINUTE

RESOLUTION NUMBER: ORD2021-323

MOVED: Cr G Hanger SECONDED: Cr B Bourke

RESOLVED:

That Council:

- (a) give notice of its intention to adopt Bradbury Drive and Holman Drive as the names of two public roads approved for construction on Lot 364 DP 1272242; and
- (b) direct the General Manager to undertake procedures pursuant to the requirements of the Roads Act 1993, to have the names gazetted, should no objection be received.

8.2.10

CHANGE TO OFF-LEASH AREA TIMES FOR BICENTENNIAL PARK/RIVER ROAD PARK

File No: 05.00002-06

RECOMMENDATION:

That Council:

- (a) amend the designated off-leash times in Bicentennial Park/River Road Park to be before 8:00am and after 4:00pm Australian Eastern Standard Time;
 - (b) alter the signage in the area to reflect the changes; and
 - (c) undertake a promotion of the off-leash areas as described in the report.
-

REPORT:

Council received two submissions from members of the community requesting that Council amend the permitted off leash times for the Bicentennial Park/River Road Park off leash area (**attachment 1**).

Council sought feedback from the community through the YourSay Bathurst forum from 28 June to 16 July 2021. This survey was visited by 79 participants, with 44 surveys completed by 43 contributors. The project report is provided at **attachment 2**. The survey asked five questions which are summarised below:

Question	Number of responses	
	Yes	No
Are you a dog owner?	39 (88.6%)	5 (11.4%)
Do you regularly walk your dog (on or off-leash at the Bicentennial Park/River Road Park?	29 (65.9%)	15 (34.1%)
Do you support changing the designated "off-leash" period to before 8:00am and after 4:00pm (Australian EST)?	34 (77.3%)	10 (22.7%)
Do you support the designated "off-leash period to remain as before 8:00am and after 5:00pm during daylight saving time?	18 (40.9%)	26 (59.1%)

Question 5 was a free text question "Do you have any other suggestions for the management of the Bicentennial Park/River Road Park off leash area"? This question was answered by less than half of the respondents. There were several common themes to the responses, which are summarised as follows:

- A need to improve awareness with dog owners of the requirement to keep their dog "under effective control at all times" while off leash. Dog owners must ensure that their dog is well controlled by voice command while off leash.
 - A need to improve awareness of dog owners to pick up after their dogs and use the designated dog poo bins, requests for additional bins in some locations
 - Suggestions that the area is not off leash at any time; and
-

- Suggestions that the designated off leash times are extended (eg off-leash until 10am and after 3pm).

The results suggest that most respondents support a change to the designated off leash times during the cooler months (before 8:00am and after 4:00pm Australian Eastern Standard Time). Therefore, it is recommended that Council adopt the changes to reflect the feedback from the community.

Question 4 appears to have had a mixed response from the community. For example, some respondents have answered “No” to the current restrictions remaining (as they wish the restrictions to be relaxed further), whereas others appear to have answered “No” as they wish for the off-leash designation to be removed altogether. This has identified a flaw in the survey question, and therefore has not resulted in reliable results.

Further, the survey reveals an opportunity for Council to improve awareness in the community regarding the location and use of off-leash areas. It is therefore recommended that Council undertake a social media campaign to promote the following:

- the location and features of each of Council’s 12 designated off-leash areas (eg any time restrictions, some are fenced, other features);
- general requirements for the use of off-leash areas (eg the need to keep your dog under effective control at all times while on or off leash); and
- picking up after your dog to ensure that our public spaces are kept clean and healthy for the enjoyment of all users.

CONCLUSION:

Council’s parks and green spaces are highly valued by our community for their amenity and opportunities for exercise. It is recommended that Council adopt the changes to the off-leash area at Bicentennial Park/River Road Park to reflect this.

FINANCIAL IMPLICATIONS:

Funding for this item is contained within existing budgets

BATHURST COMMUNITY STRATEGIC PLAN – OBJECTIVES AND STRATEGIES:

Objective 5: Community health, safety and well being.

Strategy 5.4 Make our public places safe and welcoming.

Objective 6: Community leadership and collaboration.

Strategy 6.4 Meet legislative and compliance requirements.

COMMUNITY ENGAGEMENT:

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

ATTACHMENTS:

1. Requests for change of hours [**8.2.10.1** - 3 pages]
2. YourSay Project report [**8.2.10.2** - 7 pages]

MINUTE

RESOLUTION NUMBER: ORD2021-324

MOVED: Cr J Rudge SECONDED: Cr M Morse

RESOLVED:

That Council:

- (a) amend the designated off-leash times in Bicentennial Park/River Road Park to be before 8:00am and after 4:00pm Australian Eastern Standard Time;
- (b) alter the signage in the area to reflect the changes; and
- (c) undertake a promotion of the off-leash areas as described in the report.

8.2.11

ELECTRIC VEHICLE CHARGING INFRASTRUCTURE IN CENTRAL NSW

File No: 13.00089

RECOMMENDATION:

That the information be noted.

REPORT:

The Central NSW region is a popular destination for domestic and international travellers, with 6.4 million domestic and international tourists per year and growing. These visitors also stay in the region and spend locally, with over 7.4 million nights stayed and \$1.9 billion spent in the region every year.

The tourism industry in Central NSW is a critical part of the local economy. Destination NSW 'Central NSW Visitor Profile' shows the region's daytrip visitors travel to the region by private car 97% of the time, and the vast majority of overnight visitors also reach the region by private car.

Due to external forces, the drive-type of private vehicles is changing, as Australia no longer relies on locally made cars. European and American markets are rapidly migrating to cars based upon electric drive and the improvement in technology means that choice, affordability and range are becoming less of a concern for Australian buyers.

The electrification of road transport presents a risk and an opportunity for the Central NSW region with regards to tourism. If the region is not prepared, then the cohort of tourists that travel to the region may be at threat. If the region is prepared adequately then the transition represents an opportunity to expand the cohort. This expansion has been demonstrated in Bathurst where there is evidence that effective charging infrastructure networks attract a new type of experience-based tourist to the region.

To understand what is needed to take advantage of the opportunities presented by the electrification of passenger vehicles Council recently participated in a regional project through the Central NSW JO, whereby Everergi was engaged to map the required charging infrastructure for the Central NSW region. The project report for Bathurst (**attachment 1**) states that electric vehicles will start to impact the region by 2023, with exponential growth of electric vehicles expected. While the uptake of EVs was only at 0.7% of new vehicles sold in 2020, the report predicts that by 2025 this could grow to 2% of the local vehicle fleet, rising to 14% by 2030. This projection would mean 5,000-6,000 Central NSW residents could own an electric vehicle by 2025 and approximately 70,000 of the existing tranche of tourists visiting annually will drive electric vehicles.

(Note: Recent sales data indicates that the transition could occur even faster than predicted in the report. In the first six months of 2021, 8688 electric vehicles were sold in Australia or 1.57% of all new light vehicle sales, doubling previous sales figures¹).

¹Electric Vehicle Council, State of Electric Vehicles August 2021

Also since the report was compiled, the NSW Government has announced a \$490 million package to drive the uptake of electric vehicles. The package includes a cash rebate for private electric vehicle purchase below \$68,750; phasing out of stamp duty on electric vehicles; and support to build the charging infrastructure required to sustain the growing electric vehicle market.

Key Findings of the project:

- 2020 represents a turning point in the EV market in Australia and particularly in NSW;
- While there is existing planned infrastructure coming into the region, there will be “blackspots”;
- Although consumers will accept paying for fast charging, most blackspot sites will not have a commercial return;
- There is a once in a generation opportunity to ensure that the Central NSW region has stronger coverage than other regional areas;
- Charging sites are best located in townships that serve as regional nodes for tourism, commerce and regional populations;
- CNSWJO should advocate for prioritisation of regional infrastructure and linkages to tourism co-benefits;
- Bathurst Regional Council should demonstrate community leadership by supporting black spot locations which will support tourism, but which don't yet have a commercial business case. Potential “blackspots” where charging infrastructure is unlikely to be provided by the private sector, but which will be required to ensure adequate regional coverage, are:
 - Hill End and Sofala (currently unserved)
 - Bathurst town (already underserved for peak demand; from circa 2023 for typical demand)
 - Trunkey Creek (currently unserved)

The overview report for Bathurst Region Council is supported by a Central NSW Regional Report which is provided as **attachment 2**.

Council has already made a substantial contribution to assist early adopters of electric vehicles by supporting the installation of electric vehicle charging infrastructure in the Bathurst CBD. This has included negotiating lease arrangements to host one NRMA and six Tesla fast-chargers near the Bathurst Visitor Information Centre. Council has also installed two charge stations for Council vehicles in Courthouse Lane near the Civic Centre, as well as two public charge stations at the Bathurst Rail Museum.

Council staff will continue to pursue opportunities for the installation of electric vehicle chargers in priority locations as opportunities arise.

FINANCIAL IMPLICATIONS:

Nil at this stage.

BATHURST COMMUNITY STRATEGIC PLAN – OBJECTIVES AND STRATEGIES:

Objective 2: A smart and vibrant economy.

Strategy 2.3 Develop Bathurst as a Smart City.

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.

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. Bathurst Regional Council Charging Infrastructure Overview [8.2.11.1 - 20 pages]
2. CNSWJO Regional Charging Infrastructure Overview [8.2.11.2 - 201 pages]

MINUTE

RESOLUTION NUMBER: ORD2021-325

MOVED: Cr J Fry SECONDED: Cr J Rudge

RESOLVED:

That the information be noted.

8.3 DIRECTOR CORPORATE SERVICES AND FINANCE'S REPORT

8.3.1 STATEMENT OF INVESTMENTS

File No: 16.00001

RECOMMENDATION:

That the information be noted.

REPORT:

\$88,280,000.00 was invested on 31 August 2021 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:

	<u>Rating</u>	<u>Balance</u>	<u>Average Return</u>
<u>Short Term 1 – 365 Days</u> (comprising Commercial Bills, Term Deposits, Debentures and Certificates of Deposits):			
National Australia Bank Limited	A-1+	\$22,500,000.00	0.55%
CBA	A-1+	\$4,500,000.00	0.36%
CBA Green Deposit	A-1+	\$1,500,000.00	0.36%
Westpac	A-1+	\$1,500,000.00	1.25%
AMP	A2	\$4,500,000.00	0.65%
Bank of Queensland Limited	A2	\$12,000,000.00	0.53%
Auswide Bank*	A2	\$3,000,000.00	1.13%
Members Equity Bank	A2	\$10,500,000.00	0.45%
Maritime, Mining & Power Credit Union Limited	ADI	\$7,500,000.00	0.53%
		\$67,500,000.00	0.56%
<u>Long Term > 365 Days</u> (comprising Commercial Bills, Term Deposits,			

Debentures and Bonds):

**Floating Rate
Term Deposits**

Westpac Coupon Select 1	AA-	\$3,000,000.00	1.28%
Westpac Coupon Select 2	AA-	\$1,500,000.00	1.03%
Westpac Green Tailored Deposit	AA-	\$1,500,000.00	0.29%
Maritime Mining & Power Credit Union Ltd	ADI	<u>\$1,230,000.00</u>	<u>0.25%</u>
-	-	\$7,230,000.00	0.85%

**Floating Rate
Notes**

CBA Climate Bond	AA-	\$1,000,000.00	0.95%
Commonwealth Bank of Australia 2	AA-	\$500,000.00	0.95%
National Australia Bank	AA-	\$700,000.00	0.95%
National Australia Bank 1	AA-	\$1,200,000.00	0.42%
HSBC Sydney	AA-	\$1,500,000.00	0.86%
Macquarie Bank	A+	\$1,000,000.00	0.78%
Macquarie Bank	A+	\$1,500,000.00	0.51%
USB AG Australian	A+	\$650,000.00	0.89%
Suncorp Metway Ltd	A+	\$500,000.00	0.46%
Sumitomo Mitsui Banking Corp	A	\$1,000,000.00	1.18%
Bendigo & Adelaide Bank 3	BBB+	\$900,000.00	0.55%
AMP	BBB	\$1,000,000.00	1.08%
AMP	BBB	\$1,100,000.00	1.10%
Newcastle Permanent 3	BBB	<u>\$1,000,000.00</u>	<u>1.68%</u>
		\$13,550,000.00	0.88%

Total Investments **\$88,280,000.00** **0.63%**

These funds were held as follows:

Reserves Total (includes unexpended loan funds)	\$42,624,417.00
Grants held for specific purposes	\$1,611,000.00
Section 7.11 Funds held for specific purposes	\$44,044,583.00
Unrestricted	\$0

Investments

Total Investments **\$88,280,000.00**

Total Interest **\$94,021.88** **0.63%**
Revenue to 31
August 2021

A Jones
Responsible Accounting Officer

FINANCIAL IMPLICATIONS:

N/A

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:

1. Investments 2021-8-31 pre-accrual [8.3.1.1 - 2 pages]

MINUTE

RESOLUTION NUMBER: ORD2021-326

MOVED: Cr B Bourke SECONDED: Cr G Hanger

RESOLVED:

That the information be noted.

8.3.2

MONTHLY REVIEW - 2021/2025 DELIVERY PLAN AND OPERATIONAL PLAN 2021/2022

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 2021-2025 Delivery Plan and the Annual Operational Plan 2021-2022.

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:

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. Operating Plan Review August 2021 [**8.3.2.1** - 53 pages]

MINUTE**RESOLUTION NUMBER: ORD2021-327****MOVED: Cr B Bourke 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

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 31 August 2021 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:	\$ 15,000.00 **
BMEC Community use:	\$ 10,000.00
Mount Panorama:	\$ 35,000.00

** The above amount includes donations already committed but not yet paid. After allowing for the committed donations the remaining balance is \$15,000.

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 August 2021 [**8.3.3.1** - 2 pages]

MINUTE

RESOLUTION NUMBER: ORD2021-328

MOVED: Cr W Aubin SECONDED: Cr J Rudge

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.

- D Morgan – 12 Whiteman Place – Lot 127 DP 249576 – Tenancy Agreement
- Bathurst Pan Dragan Inc – Part Lot 2 DP 224864 – Chifley Dam – Sport Licence
- Alura P/L - 10 Michigan Road – Lot 907 DP 1110004 – Sales Contract
- Bathurst Aero Industries P/L - 17 Windsock Way – Lot 35 DP 1154302 – Aerodrome Lease
- Exclusive Trailers P/L - 21 Michigan Road – Lot 902 DP 1110004 – Sales Contract
- K Brevst & J Brevst – Part Lot 2 DP 1238142 - Toronto Street – Sales Contract

General Items

- Nil

Linen Plan Release

- Nil

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: ORD2021-329

MOVED: Cr B Bourke SECONDED: Cr J Rudge

RESOLVED:

That the information be noted.

8.3.5 COUNCIL POLICY REVIEW - POLICIES REVIEWED WITH NO OR MINIMAL CHANGES IDENTIFIED

File No: 11.00006

RECOMMENDATION:

That:

- a) The information be noted.
-

REPORT:

As part of Council's governance procedures, a program to review all Council policies every two years has been implemented.

The following Council Policies have recently been reviewed. As there were no or minimal changes the policies are not required to be placed on public display or formally readopted by Council.

Policy Reviewed	Action	New Renewal Date
Construction and Transfer of Crown Roads	No changes	September 2023
Deputations	No changes	September 2023
Gathering Information	No changes	September 2023
Gifts & Benefits	No changes	September 2023
Media Policy	Minimal changes	September 2023
Nuclear Waste	No changes	September 2023
Power of Attorney	No changes	September 2023
Rates – Recovery of Rates and Charges	No changes	September 2023
Staff – Christmas Office Closure	No changes	September 2023

That the following policies have been reviewed and have been considered to be operational and it is recommended that the policy be removed from the Council Policy Manual.

Policy – Change to Operational	New Renewal Date
Nil	

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. Construction and transfer of Crown roads [8.3.5.1 - 1 page]
2. Deputations [8.3.5.2 - 1 page]
3. Gathering Information [8.3.5.3 - 2 pages]
4. Gift and Benefits [8.3.5.4 - 4 pages]
5. Media [8.3.5.5 - 3 pages]
6. Nuclear Waste [8.3.5.6 - 1 page]
7. Power of Attorney [86OT] [8.3.5.7 - 3 pages]
8. Rates recovery of rates and charges [8.3.5.8 - 2 pages]
9. Staff Christmas office closure [8.3.5.9 - 1 page]

MINUTE

RESOLUTION NUMBER: ORD2021-330

MOVED: Cr M Morse SECONDED: Cr W Aubin

RESOLVED:

That:

- a) The information be noted.

8.3.6 STATEMENT BY COUNCIL ON FINANCIAL REPORTS

File No: 16.00055

RECOMMENDATION:

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 2021;
 - (c) adopt the Accounting Policies shown in the financial reports.
-

REPORT:

Council is required, under section 413 (1) of the Local Government Act 1993, to prepare financial reports for each year, and refer them for audit.

For Council's information the draft Financial Reports for the year ended 30 June 2021 are provided as the General Purpose Financial Statements (**attachment 1**) and Special Purpose Financial Statements (**attachment 2**). Note that the draft Financial Reports may be subject to change during the audit process.

Pursuant to Section 413 (2)(c) Council is required to make a statement in the approved form (**attachment 3** and **attachment 4**) in respect of its General Purpose Financial Statements and Special Purpose Financial Statements.

Each year, Council determines its significant Accounting Policies to be incorporated into the Financial Statements. Those policies deal with how the Council implements the International Financial Reporting Standards (IFRS), the Australian Accounting Standards (AAS), the Local Government Code of Accounting Practice (the Code) and the specific principles, bases, conventions, rules and practices that are applied in preparing and presenting the Financial Statements. The accounting policies are included in the Financial Statements for Council's adoption.

Following completion of the audit the Financial Statements will be placed on public exhibition prior to the formal presentation to Council.

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.

Strategy 6.6 Manage our money and our assets to be sustainable now and into the future.

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. 1. Annual Financial Statements- General Purpose Financial Statements-2021-1 [8.3.6.1 - 73 pages]
2. 2. Annual Financial Statements- Special Purpose Financial Statements-2021 [8.3.6.2 - 13 pages]
3. 3. Annual Financial Statements - GPFS Statement by Councillors and Management [8.3.6.3 - 1 page]
4. 4. Annual Financial Statements - SPFS Statement by Councillors and Management-1 [8.3.6.4 - 1 page]

MINUTE

RESOLUTION NUMBER: ORD2021-331

MOVED: Cr B Bourke SECONDED: Cr W Aubin

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 2021;
- (c) adopt the Accounting Policies shown in the financial reports.

8.3.7 ADVERTISING - COUNCIL WEBSITE POLICY

File No: 11.00006

RECOMMENDATION:

That council remove the Council Website Advertising Policy from the Policy Manual.

REPORT:

Council first adopted the Policy Advertising – Council web site in 2004 when the Bathurst Regional Council website was first developed.

At that time, Council did not have a dedicated tourism focused website and it was envisaged that the corporate page could act as a portal to promote the city to a wider audience in conjunction with the printed Bathurst and District Visitors' Guide with limited selling of advertising on the website.

The function of promoting tourism partners and those in the printed visitors guide is now undertaken by the Bathurst Visitors Information Centre through their printed publications and digital platforms.

This policy provided a framework to assist promotion of these tourism partners via the corporate website. As this is no longer required, it is recommended that this policy be removed from the policy manual.

This will re-confirm the primary role of the corporate website as an information portal for the local community, providing access to information on Council facilities, services, policies and projects.

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: ORD2021-332

MOVED: Cr A Christian SECONDED: Cr B Bourke

RESOLVED:

That council remove the Council Website Advertising Policy from the Policy Manual.

8.3.8

COST OF COVID - 2021/2022

File No: 14.00764, 16.00179

RECOMMENDATION:

That Council:

- i. Note the report on the costs of the COVID pandemic incurred by Council for the September 2021 Quarter;
 - ii. Provide a 50% reduction in the Parks Playing Field Maintenance Charges for Winter Sports;
 - iii. Provide a 25% reduction in both the Outdoor Dining Fees and the Footpath Obstruction Licence Fees; and
 - iv. Adopt the budget variations as detailed within this report.
-

REPORT:

Council like all other businesses within our region has been adversely impacted by the tightened restrictions in response to the Covid-19 pandemic.

Council staff have undertaken a review of Council's operations and have quantified each impact up to the end of the September quarter. A summary of each area reviewed is provided below.

- i. **Aerodrome Landing Charges – Loss of \$20,000.**
With the travel restrictions that have been imposed on greater Sydney, limiting travel to essential purposes only, there has been a further decline in the landing charges at the Bathurst Aerodrome.
- ii. **Museum Closures – Loss of \$170,000**
As a result of the restrictions introduced in August, Council's museums were required to close to the public. The resultant impact is a significant reduction in the entry fees and associated income for these facilities.
- iii. **BMEC Closure – Loss of \$110,000**
As a result of the restriction introduced in August, BMEC was required to close. However, even before the August restrictions were announced, several booked shows and performances had cancelled or rescheduled to a future date to be determined. Consequently, show income is down for the September quarter.
- iv. **Council's Operations Expenses – Loss of \$90,000**
Due to the heightened incidence of Covid in the Bathurst region, Council has incurred additional operational expenses to ensure that Council's essential services are maintained and provided in a Covid-Safe manner. These costs relate to the additional cleaning and maintenance of the air conditioning systems for those facilities that continue to house staff, and the hiring of additional vehicles to comply with social- distancing requirements for Council's field staff.

In addition to the above, Council has carried over a few initiatives from the previous financial year, to continue to support our local economy, where permitted by the relevant Public Health Orders. Each of these initiatives are provided below.

- i. Relaxation of Parking Fines and Charges – Loss of \$86,000
- ii. Provision of Commercial Rate waivers – Loss of \$8,457

As the current Covid restrictions came into force from 15 August 2021, Council may wish to consider providing the following stimulus support, consistent with the support provided during the previous year:

- (a) Reduction in Parks Playing Fields Maintenance Charges for Winter Sports
With the timing of the commencement of the Covid restrictions, the winter sports were unable to conclude their respective seasons. In the majority of instances, the general rounds were completed as planned, however the finals series were cancelled. Having regards to this situation, a 50% reduction in the Parks Playing Fields Maintenance Charges for Winter Sports could be applied. This would result in a loss of revenue of \$29,389.
- (b) Reduction in Outdoor Dining Fees and Footpath Obstruction Licence Fees
Under the current restrictions, commencing 15 August 2021, outdoor dining is not permissible. Whilst it is noted that the period from 15 August 2021 to 30 September 2021 is approximately seven weeks, a 25% reduction in both the Outdoor Dining Fee and the Footpath Obstruction Licence Fee could be applied. This would result in a loss of revenue of \$9,875.

It is noted that in previous Mayoral Minutes that additional stimulus items have been provided in the past. Should the current restrictions extend beyond the September Quarter, a further review of appropriate stimulus items together with economic recovery items will be undertaken at that time.

The collective total of all items listed above amount to a loss of approximately \$524,000 for the September quarter. For reference, the Council's cost of Covid for the 2019/2020 year was estimated to be \$722,359, and for 2020/2021 was estimated at \$5,638,408.

In addition to the items listed above, Council is supporting NSW Health in responding to the pandemic as it impacts the residents of our region. At the time of writing this report, two testing sites are operating at the Mount Panorama precinct, and two vaccination clinics are soon to commence. One at BMEC and the other at the Kelso Community Hub.

With regards to the testing sites at Mount Panorama, Council is pursuing reimbursement of any third-party costs that have been incurred in establishing these testing locations. However, all Council's charges associated with these testing locations have not been applied. For Councilors information, had the charges been applied, Council would have collected \$86,840 (incl gst) for the September quarter.

In relation to the Council charges for the two vaccination clinics, whilst these will not be applied, it is difficult to quantify at this time as the use of each facility is still being determined.

The details of each commercial rate waiver is the subject of a separate confidential report, presented later in this agenda for Council's consideration.

FINANCIAL IMPLICATIONS:

To assist in funding the abovementioned Council costs, and to maintain a balanced budget, the following budget variations are recommended:

Variation	Reduction / Saving
Corporate Services & Finance	
Panorama Punish	2,754
Provision for New Event	50,000
Civic Functions	15,000
Engineering Services	
Aerodrome Masterplan	100,000
Environmental, Planning & Building Services	
Economic Development – Signage	25,000
Smart Communities Projects	35,000
Bathurst Macquarie Medal	15,000
Conservation & Interpretation Fund	20,000
Levies Paid to Government Agencies (Parking Fines)	10,000
Environmental Education Programs – Environmentors	16,000
Sustainable Living Expo	21,000
Community & Cultural Services	
Railway – Community Programs	7,500
Railway – Sundry Expenses	17,500
Railway – Marketing	2,500
Railway – Temporary Exhibitions	5,000
Somerville – Public Programs	2,000
Somerville – Education Programs	6,000
Somerville – Lectures	1,000
AFMM – Marketing	1,600
NMRM – Temporary Exhibitions	15,000
NMRM – Marketing	8,512
NMRM – Office Equipment & Furniture	10,000
NMRM – Community Events – Fathers' Day	2,634
BMEC – Inland Sea of Sound	16,000
BMEC – Season Sponsorship	15,000
BMEC – Marketing	15,000
BMEC – Operating Costs	34,000
Cultural Fund	5,000
BVIC – Fitout	50,000
Total	524,000

BATHURST COMMUNITY STRATEGIC PLAN – OBJECTIVES AND STRATEGIES:

Objective 2: A smart and vibrant economy.

Strategy 2.1 Support local business and industry.

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: ORD2021-333

MOVED: Cr G Hanger SECONDED: Cr B Bourke

RESOLVED:

That Council:

- i. Note the report on the costs of the COVID pandemic incurred by Council for the September 2021 Quarter;
- ii. Provide a 50% reduction in the Parks Playing Field Maintenance Charges for Winter Sports;
- iii. Provide a 25% reduction in both the Outdoor Dining Fees and the Footpath Obstruction Licence Fees; and
- iv. Adopt the budget variations as detailed within this report.

8.4 DIRECTOR ENGINEERING SERVICE'S REPORT

8.4.1 PROPOSED ROAD WIDENING AND ROAD CLOSURE - LOT 2 IN DP825117 - AUSTRAL STREET, SUNNY CORNER

File No: 25.00492

RECOMMENDATION:

That Council:

- a) Approve the proposed road widening of Austral Street affecting Lot 2 in DP825117 at Sunny Corner and dedicate the road to the public.
- b) Approve the partial closure of Austral Street and upon closure transfer the land to the owner of Lot 2 in DP825117.
- c) Approve the terms proposed as detailed in the Director Engineering Services' report.

REPORT:

The owner of 54 Austral Street, Sunny Corner instructed a registered surveyor to survey property boundaries for identification purposes. The survey has identified buildings encroaching upon the road reserve and the constructed position of the road encroaching upon Lot 2 in DP825117. The location of the encroachments is shown in **attachment 1**.

The owner approached Council to have the encroachments rectified and following a site investigation the following proposal was offered to the owner, subject to Council's approval. The owner has provided their in-principle agreement to proceed.

Referring to the diagram shown in **attachment 2**, to overcome the building encroachments it is proposed to close the section of road coloured pink and transfer this land to the owner of Lot 2 in DP825117. To rectify the constructed position of the road encroaching upon Lot 2 it is proposed to dedicate the land coloured yellow to the public as public road.

The proposed terms to be formalised by written agreement include:

- 1) Council will engage a registered surveyor to undertake a formal survey and prepare a plan of subdivision and road closure under the Roads Act 1993 for registration at NSW Land Registry Services. Each party to pay half the surveying and registration costs.
- 2) No monetary compensation to be offered for the land Council proposes to acquire. Instead, a land swap is proposed by transferring the land created by the partial closure of Austral Street to the owner of Lot 2 in DP825117.

- 3) Each party to pay their own legal costs.

It is therefore recommended that Council:

- a) Approve the proposed road widening of Austral Street affecting Lot 2 in DP825117 at Sunny Corner and dedicate the road to the public.
- b) Approve the partial closure of Austral Street and upon closure transfer the land to the owner of Lot 2 in DP825117.
- c) Approve the terms proposed as detailed in the Director Engineering Services' report.

FINANCIAL IMPLICATIONS:

Council's costs including surveying and legal costs are estimated at \$9,000.00 and will be funded from the Rural Roads Capital Works budget.

BATHURST COMMUNITY STRATEGIC PLAN – OBJECTIVES AND STRATEGIES:

Objective 4: Enabling sustainable growth.

Strategy 4.2 Provide safe and efficient road, cycleway and pathway networks to improve accessibility.

Objective 6: Community leadership and collaboration.

Strategy 6.4 Meet legislative and compliance requirements.

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. Council Report Attachment 1 [8.4.1.1 - 1 page]
2. Council Report Attachment 2 [8.4.1.2 - 1 page]

MINUTE

RESOLUTION NUMBER: ORD2021-334

MOVED: Cr A Christian SECONDED: Cr W Aubin

RESOLVED:

That Council:

- a) Approve the proposed road widening of Austral Street affecting Lot 2 in DP825117 at Sunny Corner and dedicate the road to the public.
- b) Approve the partial closure of Austral Street and upon closure transfer the land to the owner of Lot 2 in DP825117.
- c) Approve the terms proposed as detailed in the Director Engineering Services' report.

8.5 DIRECTOR CULTURAL AND COMMUNITY SERVICE'S REPORT

8.5.1 BATHURST ACCESS IMPROVEMENT GRANTS 2021/2022

File No: 16.00107

RECOMMENDATION:

That Council provide \$14,874 under the 2021/2022 Bathurst Access Improvement Grants for the following applicants:

Business/Organisation	Amount of Funding
John Fitzpatrick Constructions Pty Ltd	\$1,900 which is 50% of the project cost.
History Hill Museum	\$5,000 which is the maximum grant funding amount.
Nikki's Cafe	\$1,500 which is 50% of the project cost.
Bathurst Uniting Church	\$4,400 which is 50% of the project cost.
The Hub Espresso Bar & Eatery	\$2,074 which is 50% of the project cost.

REPORT:

Council has allocated \$15,000 in its 2021/2022 Annual Operating Plan for a small grants program offering businesses and non-profit organisations, within the Bathurst region, funding of 50% of project costs up to a maximum of \$5,000 on a dollar-for-dollar basis.

Council coordinates the program with the applications assessed by the Bathurst Regional Access Committee (BRAC) with their recommendations provided to Council for consideration.

Five submissions were received for funding under the Bathurst Access Improvement Grants 2021/2022 program.

The applications were considered by executive members of the BRAC and determined that the applications met the criteria for the grant:

John Fitzpatrick Constructions Pty Ltd – Accessible doorway, install bollards and signage.

History Hill Museum – Installation of accessible carpark and signage.

Nikki's Café - alteration of shopfront to provide access.

Bathurst Uniting Church – Access Ramp

The Hub Espresso Bar & Eatery – Accessible doorway to premises.

The recipients will be notified that acceptance of these funds does not exempt their

organisations requiring development approval for their proposed works, if required. The recipients will be encouraged to contact Council's Environmental Planning and Building Services Department to confirm their requirements in proceeding with their proposed work.

Recommendation provided by BRAC is **attached**.

FINANCIAL IMPLICATIONS:

Funding for this item is contained within existing budgets

BATHURST COMMUNITY STRATEGIC PLAN – OBJECTIVES AND STRATEGIES:

Objective 5: Community health, safety and well being.

Strategy 5.3 Help build resilient, inclusive communities.

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. 2021 08-29 TO GM re- Bx Access Improvement Grants [8.5.1.1 - 2 pages]

MINUTE

RESOLUTION NUMBER: ORD2021-335

MOVED: Cr B Bourke SECONDED: Cr J Rudge

RESOLVED:

That Council provide \$14,874 under the 2021/2022 Bathurst Access Improvement Grants for the following applicants:

Business/Organisation	Amount of Funding
John Fitzpatrick Constructions Pty Ltd	\$1,900 which is 50% of the project cost.
History Hill Museum	\$5,000 which is the maximum grant funding amount.
Nikki's Cafe	\$1,500 which is 50% of the project cost.
Bathurst Uniting Church	\$4,400 which is 50% of the project cost.
The Hub Espresso Bar & Eatery	\$2,074 which is 50% of the project cost.

8.5.2

BATHURST CCTV FUNDING PROGRAM 2021/2022

File No: 16.00145

RECOMMENDATION:

That Council:

(a) Provide \$2,500 under the Bathurst CCTV Funding Program 2020/2021, as follows:
Business Amount of Funding

Business/Organisation	Amount of Funding
McDowell & Co	\$500 which is the maximum amount approved for funding.
Healthworld Fitness Club Pty Ltd	\$500 which is the maximum amount approved for funding.
Beard Brothers Motorcycles	\$500 which is the maximum amount approved for funding.
Veritas House	\$500 which is the maximum amount approved for funding.
Total Image Cosmetic Clinic	\$500 which is the maximum amount approved for funding.

(b) Return the residual \$7,500 of funds remaining, as cost savings due to COVID-19.

REPORT:

Council has allocated \$10,000 in its 2021/2022 Annual Operating Plan up to a maximum amount of \$500 on a dollar-for-dollar basis for businesses who address the criteria under the Bathurst CCTV Funding Program 2021/2022.

The applications were required to meet the following criteria:

1. Specifications, quality and source of equipment.
2. Surveillance equipment registered with Bathurst Police.
3. Completion of installation within 90 days of approval.
4. Information supporting and addressing the need for CCTV in the business location.
5. Potential for coverage of the public space adjacent to the premises.

The CCTV Funding Program for the CCTV Funding Assessment Group included representatives from the following organisations:

- (a) Councillor Delegate
- (b) Police Representative
- (c) Bathurst Business Chamber Representative
- (d) Council Staff Delegate

Applications for the program for this financial year, were received up to Friday 20 August 2021. The Assessment Group assessed the applications against the criteria and made the following recommendations to Council.

The Assessment Group recommended that Council provide \$2,500 under the Bathurst CCTV Funding Program, 2021/2022, to provide assistance to the following applicants:
Item Business Amount of Funding

Item	Business/Organisation	Amount of Funding
(a)	McDowell & Co	\$500 which is the maximum amount approved for funding.
(b)	Healthworld Fitness Club Pty Ltd	\$500 which is the maximum amount approved for funding.
(c)	Beard Brothers Motorcycle	\$500 which is the maximum amount approved for funding.
(d)	Veritas House	\$500 which is the maximum amount approved for funding.
(e)	Total Image Cosmetic Clinic	\$500 which is the maximum amount approved for funding.

CCTV Funding Program Summary to Date

This is the seventh year of this program. To date, 86 businesses have been approved for funding under this program, 10 businesses failed to complete and were withdrawn from the Program. 71 businesses have completed the process and installed CCTV under the Program, with 5 businesses requesting withdrawal. If Council adopts the recommendation from the Assessment Group, as above, the accrued total will be **73** businesses.

FINANCIAL IMPLICATIONS:

Council has provided \$10,000 in the Annual Operating Plan for Bathurst CCTV Funding Program 2021/2022. A balance of \$7,500 remains unallocated following the round of applications.

BATHURST COMMUNITY STRATEGIC PLAN – OBJECTIVES AND STRATEGIES:

Objective 5: Community health, safety and well being.

Strategy 5.4 Make our public places safe and welcoming.

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: ORD2021-336

MOVED: Cr A Christian SECONDED: Cr B Bourke

RESOLVED:

That Council:

(a) Provide \$2,500 under the Bathurst CCTV Funding Program 2020/2021, as follows:
Business Amount of Funding

Business/Organisation	Amount of Funding
McDowell & Co	\$500 which is the maximum amount approved for funding.
Healthworld Fitness Club Pty Ltd	\$500 which is the maximum amount approved for funding.
Beard Brothers Motorcycles	\$500 which is the maximum amount approved for funding.
Veritas House	\$500 which is the maximum amount approved for funding.
Total Image Cosmetic Clinic	\$500 which is the maximum amount approved for funding.

(b) Return the residual \$7,500 of funds remaining, as cost savings due to COVID-19.

8.5.3 POLICY REVIEW - CENTRAL BUSINESS DISTRICT (CBD) CLOSED CIRCUIT TELEVISION (CCTV) POLICY

File No: 07.00106, 20.00320

RECOMMENDATION:

That Council note the following documents, as provided in this report:

- (a) Central Business District (CBD) Closed Circuit Television (CCTV) Policy.
 - (b)
 - (c) Central Business (CBD) Closed Circuit Television (CCTV) Code of Practice.
 - (d)
 - (e) Central Business (CBD) Closed Circuit Television (CCTV) Standard Operating Procedure.
-

REPORT:

As part of Council's governance procedures, a program to review all Council policies every two years has been implemented.

Council's Central Business District Closed Circuit Television (CBD CCTV) Policy has recently been reviewed. The policy was adopted by Council (DCCS Report #8.2.5) 19 May 2019.

Closed Circuit Television (CBD CCTV) Policy

Following the review of the policy, there were no changes required, therefore the policy is not required to be placed on public exhibition prior to adoption.

It is recommended that the review of the CBD CCTV Policy be noted.

Closed Circuit Television (CBD CCTV) Code of Practice

In line with Stage 3 of the implementation of the Bathurst CBD CCTV Scheme, minor amendments have been included in the Code of Practice to reflect the additional cameras that have been installed.

It is recommended that the amendments to the CBD CCTV Code of Practice be noted.

Closed Circuit Television (CBD CCTV) Standard Operating Procedure

No changes have been made to the Closed Circuit Television (CBD CCTV) Standard Operating Procedure.

It is recommended that the review of the CBD CCTV Standard Operating Procedure be noted.

The following documents are provided:

- 1) The CBD CCTV Policy is provided at **attachment 1**.
- 2) The CBD CCTV Code of Practice is provided at **attachment 2**.
- 3) The CBD CCTV Standard Operating Procedure is provided at **attachment 3**.

FINANCIAL IMPLICATIONS:

There are no financial implications resulting from this report.

BATHURST COMMUNITY STRATEGIC PLAN – OBJECTIVES AND STRATEGIES:

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.

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. 15 Sep 21 Attach 1 - CBD CCTV Policy [8.5.3.1 - 8 pages]
2. 15 Sep 21 Attach 2 - CBD CCTV Code of Practice Stage 3 update [8.5.3.2 - 13 pages]
3. 15 Sep 21 Attach 3 - Standard Operating Procedure [8.5.3.3 - 8 pages]

MINUTE

RESOLUTION NUMBER: ORD2021-337

MOVED: Cr J Jennings SECONDED: Cr B Bourke

RESOLVED:

That Council note the following documents, as provided in this report:

- (a) Central Business District (CBD) Closed Circuit Television (CCTV) Policy.
- (b) Central Business (CBD) Closed Circuit Television (CCTV) Code of Practice.
- (c) Central Business (CBD) Closed Circuit Television (CCTV) Standard Operating

Procedure.

8.5.4

BATHURST REGION TOURISM MARKETING PLAN - QUARTERLY UPDATE, SEPTEMBER 2021

File No: 20.00020

RECOMMENDATION:

That the information be noted.

BACKGROUND:

The objective of the 2021-2023 Tourism Marketing Plan adopted by Council in February 2021 is to increase the Bathurst region's tourism market share including the development of new markets and visitor segments. This includes acknowledging that the COVID-19 pandemic has created an unprecedented opportunity to grow the visitor economy in the Bathurst region. Bathurst is historically reliant on domestic travellers, with international visitors making up less than 1% of the total (Tourism Research Australia, 2020). The NSW Government's *NSW Visitor Economy Strategy 2020* assumes that outbound tourism will not return to pre-COVID levels before 2024.

Whilst the outbreak of the 'Delta' strain of COVID-19 and subsequent lockdowns, first of Metropolitan Sydney and later all of NSW, has caused the temporary cessation of visitation, it is still anticipated that when lockdown is lifted and travel again allowed, that the Bathurst region will be a major beneficiary of increased domestic travel and build up of consumer demand. Some marketing campaign activity has therefore been deferred to allow greater targeted investment to capture an active market, whilst ongoing brand building and creating inspiration for future travel has been intensified.

REPORT:

The three-year Marketing Plan identifies 39 priority areas and actions. As of 1 September 2021, 20 of these actions have commenced and are completed or ongoing:

Priority Action	#	Actions to date
Develop and promote themed itineraries	1.1	Themed collateral created for family market and to promote outdoors activities brand pillar. This has included development of outdoor activities and itineraries including promotion of a series created by 'Greening Bathurst'.
Public Relations Activity	1.2	Specialist services of <i>Res Publica</i> agency and CNSWJO PR resources engaged to promote winter activities and events with 54 earned (unpaid) media articles in past three months.
Brand Building	1.3	- 'Wine on the Edge' campaign targeted at Sydney and Blue Mountains markets with launch of new 'Bathurst Wine Explorer' product on 19 June 2021. - 'Discover your Bathurst adventure', autumn 2021 building awareness of Bathurst as premier family

Priority Action	#	Actions to date
		destination - Spring campaign planned with grant funding of \$35,000 secured from Destination NSW to target the family market
Content marketing	1.6	Coordinated approach to content and to public relations activity commenced with other Council Cultural Facilities.
Optimise Destination website	1.7	Website optimisation is delivering increased value with all metrics positive YTD. The bathurstregion.com.au site optimisation has led to it being a major search source for COVID information. Increased e-commerce options are delivering benefits to partner businesses with packaged product, the Bathurst Wine Explorer, live and bookable and the introduction of the 'Bathurst Lockdown Love' boxes of regional produce as an e-commerce option in August.
Photography & videography	1.8	New photoshoot captured Festival of Bells, May 2021, adding 20 high resolution promotional images to library. New Destination promotional video edited in April 2021. New Winter Festival imagery captured June/July 2021.
Member training and networking	2.1	First partner networking and capacity building event held at BVIC on 11 May attended by 25 partners. Ongoing communication and eDMs to industry through the lockdown period providing updated information on business support and funding opportunities.
Staff training	2.3	BRC tourism staff attended the LGNSW Tourism Conference 27-28 May 2021. Staff attended online training offered by Destination NSW August 2021.
Create and support new events	2.6	BVIC currently working with development and support of village events including Rebellion on the Turon, Rockley Interpretation project and Rockley Garden and Art Festival. BVIC also worked to support the promotion of the inaugural Festival of Bells in May 2021, with 5,085 visitors to destination website event microsite and 1485 session tickets sold online through website.
Build Digital Capacity	2.9	Audit of Australian Tourism Data Warehouse (ATDW) listings undertaken March/April 2021 and missing outdoors experiences added. Follow up with NSW Get Connected continues to expand regional presence. Bathurst selected as a pilot Council for the NSW Public Spaces Near Me program coordinated by NSW Department of Planning, Industry and Environment – BVIC working with the department and submission completed for inclusion in digital program.
'Step Beyond' Tours & Trails App	3.1	New Hill End tour written and to be added to App. Discussion underway with St Joseph's Convent Perthville and Rockley Progress Association to add heritage tours to both villages.
Enhance Food & Wine tourism	3.2	New 'Bathurst Wine Explorer' developed in collaboration with BRVA, Bathurst Tours and Abercrombie House commenced in June 2021. Subsequent tours were postponed due to COVID 19, planned to resume in October 2021.
Develop and support new interpretive	3.5	Development of interpretation plan for Mount Panorama boardwalk and new signage designed and to be installed

Priority Action	#	Actions to date
products and experiences		spring 2021
Produce high quality print and digital promotional content	4.3	Flagship annual Destination Guide published in February 2021, 20,000 copies printed and 13,500 distributed YTD Fourth edition of in-house designed Villages Guide published June 2021. Work has commenced on production of 2022 Destination Guide with advertising prospectus distributed and design agency selected.
Undertake research to better understand visitors and their expectations & requirements	4.4	Specialist data analytics agency 'Localis' appointed in May 2021 to provide ongoing data into visitor movements, accommodation statistics and visitation patterns
Develop a strategic approach to tourism signage	4.5	Brief prepared and quotations now being sought for development of a Tourism wayfinding and signage strategy to include a signage audit and industry/community consultation.
Undertake market research into changing market conditions	5.1	BVIC maintains subscriptions to peak industry bodies and access to regional, state and national reporting and studies.
Owned Media	5.3	Messaging across all channels is consistent, targeted to identified markets and on-brand.
Paid Media	5.4	BVIC has partnered with the Sydney Film Festival for a Bathurst region promotional element in 2021.
Earned Media	5.5	Media to support aspirational markets has been targeted through public relations activities which has delivered 126 media placements with a combined total reach of over 12 million since February 2021.

Visitation to the Bathurst region has been sustained in 2021 until the June lockdown of Metropolitan Sydney, with record numbers reported at Council cultural facilities in the April holiday period and record average daily rates (ADR) and reservation periods for accommodation providers within the LGA since February 2021.

Bathurst was identified by Wotif.com as the number one trending regional destination in terms of increased interest ahead of the winter holiday period, prior to the COVID-19 outbreak and lockdown.

All priorities and actions within the Tourism Marketing Plan align with the objectives of the Destination Management Plan and are delivering a coordinated and focused approach to Destination marketing.

In order to continue to capitalise on the opportunities for improving the Bathurst region visitor economy that the current situation presents and to ensure timely implementation of the Tourism Marketing Plan, funding for all activities has been approved within Council's 2021/2022 Operating Plan.

FINANCIAL IMPLICATIONS:

Funding for this item is contained within existing budgets

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.

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.

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.

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: ORD2021-338

MOVED: Cr B Bourke SECONDED: Cr G Hanger

RESOLVED:

That the information be noted.

8.5.5

DESTINATION BRAND IMPLEMENTATION AND DESTINATION MANAGEMENT PLAN - QUARTERLY REPORT, SEPTEMBER 2021

File No: 20.00299

RECOMMENDATION:

That the information be noted.

REPORT:

Council, at its meeting held 13 December 2017, resolved to receive quarterly destination brand strategy implementation progress reports, outlining the performance monitoring data as described in the report. Implementation of the strategy is the responsibility of the Bathurst Visitor Information Centre acting as the Destination Management Organisation for the Bathurst region.

The following information is provided as an update on the implementation of the Destination Brand Strategy as at September 2021.

Destination Brand Implementation	Action
Destination Website	<p>The Bathurst region destination website site optimization has been demonstrated in recent months by the volume of search engine traffic directed to the COVID-19 information page which is currently averaging over 2500 weekly pageviews. Overall, the site continues to function strongly as the main call to action and focal point of promotional activity with statistics for the past three months being:</p> <p>USERS = 31,757 (+56.4%) PAGEVIEWS = 72,338 (-7.7%) BOUNCE RATE = 73.2% (+42.9%) AVERAGE SESSION TIME = 1.21 minutes (-46.6%)</p> <p>Increase in bounce rate and decrease in average session time reflect the number of searches exclusively for COVID 19 information on the site</p> <p>A new online retail offering utilizing the 'Shopify' e-commerce platform was launched on the website in August 2021 promoting the 'Bathurst Lockdown Love' box.</p>
Online Booking Platform	<p>The "Bookeasy" booking engine continues to assist operators and events to increase sales, and to provide a direct booking option for Bathurst region accommodation. Sales have been</p>

Destination Brand Implementation	Action
	<p>negatively affected by the impact of the COVID 19 Delta strain outbreak and of metropolitan and state lockdowns.</p> <p>2021/2022 financial year to date sales of \$5,120 have been achieved, a 71% increase over the previous year despite decrease in August sales.</p>
Curated Online Content	BVIC is responsible for ongoing content creation with an overarching content strategy completed. Due to lockdowns and the cancellation or postponement of events and activities there has been no new major content creation in the last quarter.
Marketing Plan	A new 3-Year Marketing Plan was completed by BVIC to set the priorities for the next three years and was adopted by Council in February 2021. The Plan reflects an approach that encompasses the challenges and also the opportunities presented by the COVID 19 outbreak. 20 of the 39 priority areas have commenced and are either complete or ongoing as at 1 September.
Signage	<p>Priority area 4 of the Destination Management Plan calls for the 'development of a strategic approach to tourism signage'. Following discussion with specialist agencies and other tourism areas, a brief was prepared by BVIC and quotations requested in August 2021 for a suitable agency to prepare a Tourism Wayfinding and Signage Strategy including an audit of all tourism signage and extensive consultation.</p> <p>The re-skinning of four highway billboards (located on Mitchell Highway, Orange Road, Blayney Road and Marangaroo), currently advertising the 'Doors Open' business campaign, is being planned in collaboration with Economic Development.</p>
Touring Trails App	<p>There have been 13,196 uses of the Bathurst 'Step Beyond' app to date. Additional has been written for a new tour of Hill End that will allow for interpretation without need for network connection and discussion is underway with St Joseph's Convent Heritage Centre at Perthville and the Rockley Progress Association for development of additional tours.</p> <p>Incorporation of this technology has also been proposed in the Mount Panorama Boardwalk interpretation plan.</p> <p>Expansion of the app to add a directory of local businesses is under consideration.</p>
Brand Awareness Campaign	<p>Consumer eDMs (electronic direct mail) continue to provide a monthly newsletter and event information to 4000+ subscribers.</p> <p>BVIC was successful in applying for funding through the Destination NSW Tourism Recovery Marketing Grants program. This funding will support a Spring marketing campaign that is designed to target the family market and to establish the Bathurst</p>

Destination Brand Implementation	Action
	region as the foremost family friendly destination in regional NSW.
BVIC	<p>The BVIC amenities block was enhanced by a series of promotional displays, designed and produced by BVIC staff.</p> <p>A new design and quotes for the rear counter and display have been received with current budget constraints necessitating a delay in construction.</p> <p>YTD retail sales through BVIC of \$4,882 have been achieved, 58.4% below 2019/2020 result reflecting the extended lockdown and decrease in visitation.</p> <p>\$3,184 of sales have now been made from 'The Cotswolds Store'.</p>
Public Relations	Over the past three months PR activity had initially focused upon the Winter Festival, though has subsequently moved to brand building and to outdoors/active elements. A brief for engagement of a specialist PR agency to support BVIC and campaign activity was prepared, and quotes sought in August 2021. BVIC activity has generated 54 earned (unpaid) media articles in the last quarter.
Visitor Guide/Destination Guide	<p>The Bathurst Region Destination Guide is distributed locally to businesses as well as nationally through the network of accredited visitor information centres (AVIC). 20,000 copies of the new 2021 edition were printed, with the publication also available online as a flipbook or a PDF download.</p> <p>Over 13,500 copies have already been distributed in 2021 though distribution has been slowed by the effects of the current lockdown.</p> <p>Work on the 2022 Destination Guide has commenced with an advertising prospectus created and distributed. A request for quotations from suitably qualified graphic design agencies to work with BVIC on creation of the 2022 planner was issued in August 2021</p> <p>A new publication showcasing the region's villages, also written and designed in house, and first printed in August 2020 has proved exceptionally popular and is currently in its fourth (revised) edition and reprinting.</p>
Destination Management Plan	The Destination Management Plan 2019-2024 was adopted by Council at its December 2019 meeting and is being implemented according to the priorities identified in the strategic action plan. To date, 30 of the 104 priority actions identified have been completed or are in progress as at 1 September 2021 representing 29% of all actions.

FINANCIAL IMPLICATIONS:

Funding for this item is contained within existing budgets

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.
- Strategy 1.2 Protect, enhance and promote the region's European heritage assets and character.
- 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 2.2 Grow local employment, investment and attract new businesses by nurturing and supporting entrepreneurs, partnerships and local skill development.
- Strategy 2.3 Develop Bathurst as a Smart City.
- 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 5.2 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.

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: ORD2021-339

MOVED: Cr J Rudge SECONDED: Cr W Aubin

RESOLVED:

That the information be noted.

8.5.6 BATHURST MEMORIAL ENTERTAINMENT CENTRE, LOCAL STAGES PRODUCTION - KANGAROO

File No: 21.00117

RECOMMENDATION:

That the information be noted.

REPORT:

Kangaroo is a new play by Bathurst based, first time dramatist Miranda Gott. *Kangaroo* recently had a successful season as part of the Bathurst Memorial Entertainment Centre (BMEC) Annual Season and then toured to the Cowra Civic Theatre.

Due to the Sydney COVID-19 lockdown the production could not travel to Penrith as planned, instead funds meant for this were redirected to create a three-part audio experience of the script. This is now available online until 13 September 2021. To register for the audio experience: <https://www.thejoan.com.au/events/kangaroo-2021/>

The work has been reviewed positively:

Shand, John Review 'Streamed Theatre Rarely Cuts it...' SMH
https://www.smh.com.au/culture/theatre/sounds-like-a-new-australian-theatre-to-enjoy-during-lockdown-20210824-p58ldw.html?fbclid=IwAR1YGgx0TA5miEDy5tWQ3pjr7OA0O0VVEY8_vtoYzlb9qBi14Wxi-HQ2Hyk

The development of a new play takes time and considerable financial investment: The development of new scripts and writing for theatre has been linked to a number of programs that BMEC's Local Stages program has instigated over many years:

- In 2013, in partnership with Bathurst Theatre Company and Director Becky Russell, Council received a Country Arts Support Program grant to fund the Central West Short Play Festival's initial workshops and community engagement, aiming to develop writing in the region.
- In 2014, with funding from the Regional Arts Fund – Partnerships, the program was extended across the Central West – seeding relationships with writers in Dubbo and Mudgee.
- In 2015 Regional Arts Fund support allowed for the creation of the 'Snapshots' Touring Project which created opportunities for nine playwrights to further hone their scripts, work with directors and professionally produce their plays for a tour of Bathurst, Mudgee and Dubbo.
- In 2018, funds from the Country Arts Support Program funded a year long residency program at BMEC focusing on developing full length plays. Miranda Gott attended, and *Kangaroo* was one of the works that was developed.
- In 2019, a partnership between local company Lingua Franca, Local Stages and The Q Theatre, Penrith was funded by Create NSW: The ROUTES project teamed

four Bathurst writers with Sydney dramaturgs to further develop scripts in progress. 'Kangaroo' was one of the scripts developed during this project.

- In 2020/21 – A Regional Arts Fund grant was received to assist with costs to mount the full production. The Q Theatre Penrith and Arts OutWest partnered on this project. It included the Bathurst premiere as part of the BMEC Annual Season, a short season in Cowra and the recorded audio version replacing the Penrith season.

FINANCIAL IMPLICATIONS:

Funding for this item is contained within existing budgets

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 2.2 Grow local employment, investment and attract new businesses by nurturing and supporting entrepreneurs, partnerships and local skill development.

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 5.3 Help build resilient, inclusive communities.

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: ORD2021-340

MOVED: Cr B Bourke SECONDED: Cr M Morse

RESOLVED:

That the information be noted.

8.5.7 BATHURST REGIONAL YOUTH COUNCIL 2021/2022

File No: 11.00020

RECOMMENDATION:

That Council:

- (a) Note the information; and
- (b) Adopt the membership of the Bathurst Regional Youth Council 2021/2022 including Ashley Maalouf as Youth Mayor and Harvey Lew as Youth Deputy Mayor.

REPORT:

Recruitment for the 2021/2022 Youth Council occurred during May and June 2021, with applications being received up until Tuesday 1 June 2021. 21 applications were received for the positions.

The 2021/2022 Youth Council consists of 14 young people aged 15-18 years of age. A Training Day was held on Tuesday 20 July 2021, via Microsoft Teams, to outline processes and requirements of their role as Youth Councillors.

The 2021/2022 Youth Councillors are detailed below:

Name	School
Jeffrey Knox	Denison College, Bathurst High Campus
Justin Laver	Denison College, Bathurst High Campus
Harvey Lew	Denison College, Bathurst High Campus
Caitlin McLean	Denison College, Bathurst High Campus
Caitlin Morris	Denison College, Kelso High Campus
Loukia Robson	Denison College, Kelso High Campus
Stella Hall	MacKillop College
Ashley Maalouf	MacKillop College
Chelsea Muller	MacKillop College
Chloe Tayler	MacKillop College
Esther Wong	MacKillop College
Ella Kay	Scots-All Saints College
George Eliades	St Stanislaus' College
Tom Rodenhuis	St Stanislaus' College

The first Meeting of the 2021/2022 Youth Council was held on Tuesday 10 August 2021 with the Office Bearers being voted and installed in their roles as outlined below:

The Youth Mayor is Ashley Maalouf
The Deputy Youth Mayor is Harvey Lew
The Lead Media Officer is Loukia Robson
The Support Media Officer is Chloe Tayler

The minutes of the meeting held on Tuesday 10 August 2021 are provided to Council as

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:

Nil

MINUTE

RESOLUTION NUMBER: ORD2021-341

MOVED: Cr A Christian SECONDED: Cr G Hanger

RESOLVED:

That Council:

- (a) Note the information; and
- (b) Adopt the membership of the Bathurst Regional Youth Council 2021/2022 including Ashley Maalouf as Youth Mayor and Harvey Lew as Youth Deputy Mayor.

9 REPORTS OF OTHER COMMITTEES

10 NOTICES OF MOTION

10.1 COUNCILLOR CHRISTIAN - NSW HEALTH BREAST SCREENING SUSPENSION

File No: 11.00004

RECOMMENDATION:

Councillors be made aware NSW Health have decided to suspend all routine breast screenings in NSW due to covid-19 measures and direct council to write a letter to the Minister for Health requesting this reckless decision be overturned immediately.

The Australian Institute of Health and Welfare has reported there are around 145,000 fewer screenings performed through Breast Screening Australia from January to June 2020 compared with the same period in 2018.

Radiation oncologist associate professor Peter O'Brien said "there are substantial differences in the five year survival rates in the women who presented with early stage breast cancer compared with more advanced cancer. Sadly we are already seeing the negative impact of breast screen closures in Victoria with more women presenting with later stage breast cancer disease."

REPORT:

Councillor Christian has submitted the following Notice of Motion in relation to the decision made by NSW Health to suspend routine breast screens due to COVID-19 restrictions.

Councillors be made aware NSW Health have decided to suspend all routine breast screenings in NSW due to covid-19 measures and direct council to write a letter to the Minister for Health requesting this reckless decision be overturned immediately.

The Australian Institute of Health and Welfare has reported there are around 145,000 fewer screenings performed through Breast Screening Australia from January to June 2020 compared with the same period in 2018.

Radiation oncologist associate professor Peter O'Brien said "there are substantial differences in the five year survival rates in the women who presented with early stage breast cancer compared with more advanced cancer. Sadly we are already seeing the negative impact of breast screen closures in Victoria with more women presenting with later stage breast cancer disease."

MINUTE

RESOLUTION NUMBER: ORD2021-342

MOVED: Cr A Christian SECONDED: Cr B Bourke

RESOLVED:

Councillors be made aware NSW Health have decided to suspend all routine breast screenings in NSW due to covid-19 measures and direct council to write a letter to the Minister for Health requesting this reckless decision be overturned immediately.

The Australian Institute of Health and Welfare has reported there are around 145,000 fewer screenings performed through Breast Screening Australia from January to June 2020 compared with the same period in 2018.

Radiation oncologist associate professor Peter O'Brien said "there are substantial differences in the five year survival rates in the women who presented with early stage breast cancer compared with more advanced cancer. Sadly we are already seeing the negative impact of breast screen closures in Victoria with more women presenting with later stage breast cancer disease."

10.2

**COUNCILLOR CHRISTIAN - WASTE
MANAGEMENT CENTRE**

File No: 11.00004

RECOMMENDATION:

That Council:

Write to the relevant state government minister and our local member requesting waste management centres be reclassified and included under the banner “essential travel”. Council deems this is a matter of health and safety and recognises the negative impact not being able to do something constructive as cleaning the home and tidying the garden whilst lockdown as a potentially serious mental health issue.

Council to also acknowledge in the letter, the recent mouse plague in the region which makes it imperative the NSW government change their policy immediately.

REPORT:

Councillor Christian submitted the following Notice of Motion in relation to the closure of the Waste Management Centre during the COVID-19 lockdown period.

That council,

Write to the relevant state government minister and our local member requesting waste management centres be reclassified and included under the banner “essential travel”. Council deems this is a matter of health and safety and recognises the negative impact not being able to do something constructive as cleaning the home and tidying the garden whilst lockdown as a potentially serious mental health issue.

Council to also acknowledge in the letter, the recent mouse plague in the region which makes it imperative the NSW government change their policy immediately.

MINUTE

The item was WITHDRAWN.

10.3

COUNCILLOR AUBIN - WATER RESTRICTIONS

File No: 11.00004

RECOMMENDATION:

To ease water restrictions for a period of 2 weeks to allow residents to give their homes a Spring clean and gardens Spring ready, whilst water is flowing over the dam wall.

REPORT:

Councillor Aubin submitted the following notice of motion regarding the current water restrictions

To ease water restrictions for a period of 2 weeks to allow residents to give their homes a Spring clean and gardens Spring ready, whilst water is flowing over the dam wall.

ATTACHMENTS:

Nil

MINUTE

MOVED: Cr W Aubin SECONDED: Cr B Bourke

To ease water restrictions for a period of 2 weeks to allow residents to give their homes a Spring clean and gardens Spring ready, whilst water is flowing over the dam wall.

The MOTION was PUT and LOST.

10.4

COUNCILLOR MORSE - LOCAL GOVERNMENT ELECTIONS

File No: 11.00004

RECOMMENDATION:

That Council lobby the NSW Minister for Local Government to establish COVID safe protocols for the conduct of the Local Government Elections scheduled to be held on Saturday 4 December and, if not possible, to postpone the Elections until such time that the candidates and community can be confident of a COVID safe environment.

REPORT:

Councillor Morse submitted the following Notice of Motion in relation to the upcoming Local Government Elections in December.

THAT: Council lobby the NSW Minister for Local Government to establish COVID safe protocols for the conduct of the Local Government Elections scheduled to be held on Saturday 4 December and, if not possible, to postpone the Elections until such time that the candidates and community can be confident of a COVID safe environment.

MINUTE

RESOLUTION NUMBER: ORD2021-344

MOVED: Cr M Morse SECONDED: Cr W Aubin

RESOLVED:

That Council lobby the NSW Minister for Local Government to establish COVID safe protocols for the conduct of the Local Government Elections scheduled to be held on Saturday 4 December and, if not possible, to postpone the Elections until such time that the candidates and community can be confident of a COVID safe environment.

11 RESCISSION MOTIONS

12 COUNCILLORS / DELEGATES REPORTS

12.1 MINUTES - BATHURST REGIONAL YOUTH COUNCIL - 10 AUGUST 2021

File No: 11.00020

RECOMMENDATION:

That the Information be noted.

REPORT:

The first Meeting of the 2021/2022 Youth Council was held on Tuesday 10 August 2021. Due to COVID-19 restrictions, the meeting was held via Microsoft Teams.

The Youth Council considered the following item:

- 2021/2022 Project Planning

The Minutes of the Youth Council Meeting held on Tuesday 10 August 2021 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. Minutes 10 August 2021 [**12.1.1** - 2 pages]

MINUTE

RESOLUTION NUMBER: ORD2021-345

MOVED: Cr A Christian SECONDED: Cr W Aubin

RESOLVED:

That the Information be noted.

12.2 CENTRAL NSW JOINT ORGANISATION (CNSWJO) BOARD MEETING 12 AUGUST 2021 (ONLINE)

File No: 07.00017

RECOMMENDATION:

That the report on the Central NSW Joint Organisation Board Meeting held on 12 August 2021 be noted.

REPORT:

The Central NSW Joint Organisation Board meeting was held on Thursday 12 August 2021 online via zoom.

Originally the JO had scheduled to meet at Parliament House in Sydney. Through support of the Local Member for Cootamundra Steph Cooke. However, with the ongoing Covid crisis in Sydney, the decision was made to meet online rather than in region.

The meeting was addressed by the following ministers and local members;

- The Hon John Barilaro, MP
Deputy Premier, and Minister for Regional New South Wales, Industry and Trade and Member for Monaro
- The Hon Paul Toole MP
Minister for Regional Transport and Roads Deputy Leader of The Nationals and Member for Bathurst
- The Hon Dr Geoff Lee MP
Minister for Skills and Tertiary Education.
- The Hon Melinda Pavey MP
Minister for Water, Property and Housing
- The Hon Matthew Kean MP
Minister for Energy and Environment
- Ms Stephanie Cooke MP
Parliamentary Secretary for Regional Health and Member for Cootamundra

Highlights from the meeting were the support from The Deputy Premier and The Minister for Water who both indicated their continuing support for the raising of the Wyangala Dam.

Follow up has been undertaken with Minister Kean around the impact of the Biodiversity Offset Scheme on the Wyangala Dam Wall Raising Project in relation to the increase in expected costs of the project and its impact on the business case.

Support has been given to Steph Cooke as the Local Member for Cootamundra for the

Tresillian services at the Cowra Hospital as part of the Regional Family Care Centre in Cowra, as a Central location in this region.

Support has been extended to Minister Toole for the progress connecting Western Sydney to the Central West.

OLG Capability Building Stage 2 Funding

Through the OLG Capability Building Stage 2 Funding for Joint Organisations of \$150,000 the Board resolved to undertake the following projects;

- a. a \$35K investment in a Public Relations campaign to support the visitor economy responding to Covid to be developed with members;
- b. a \$25K Workforce Development Plan for Water and Wastewater;
- c. regional strategic support for IP and R to both support members and inform the next Statement of Strategic Regional Priority where CNSWJO contributes \$20K; and
- d. support for projects in energy and waste to support collaboration with key agencies and stakeholders for \$70K.

Energy Project

Under this portfolio updates were provided on regional energy-related activities, including:

- Electricity procurement,
- Department of Planning, Industry and the Environment in its Sustainable Councils and Community Program for energy reduction projects;
- The Southern Lights Project, and
- Electric Vehicles

A review of a regional approach for solar panels and batteries with further scoping work to be undertaken through the General Manager's Advisory Committee on options.

Support was given for a Reliable, Affordable, Clean Energy (RACE) for 2030 application on understanding and alleviating network constraints in the context of an orderly transition to a renewable energy future.

A regional grant application for destination chargers for electric vehicles is being developed, Council will be involved in this process.

NSW Government's Pumped Hydro Recoverable Grants Program

CNSWJO lent its support to the proposal by CTW for the NSW Government's Pumped Hydro Recoverable Grants Program, and approved, key member Councils and identified stakeholders including WaterNSW and Water Infrastructure NSW on potential co-funding for a grant application.

The State Government announced a \$50 million Pumped Hydro Recoverable Grants Program with applications due on 20 August. DPIE has provided CNSWJO with funding for consulting work to investigate a range of projects for member Councils including a potential application under this Program.

Tourism PR and Visitor Economy Strategy

Discussion was held on priorities for activity in tourism. Leveraging funds of \$35K from the

OLG the focus will be again on another round of Covid response building on the We Want You Back Campaign. This approach recognises the substantive PR value being realised in the region which for the last financial year sits at \$2.44million - an increase of nearly \$1million on the year before.

Skills, Workforce and Housing Report

All CNSWJO members are reporting challenges with skills shortages and housing. There is a great deal of activity going on in addressing both the skills/workforce and housing shortages. While Skills is not the business of Local Government it is the role of State and Federal Government, consideration as to what the Board could do in this context continues to be explored. As such, the Board approved the nomination of the Executive Officer to the Jobs and Skills Taskforce led by the Department of Employment Skills and Education.

Water update

The State Government is undertaking a huge amount of work in consultation with Local Government in the strategic regional and town water management areas in response to the challenges faced by communities through the recent drought and climate change issues.

Through the Town Water Risk Reduction Program and development of place-based Regional Water Strategies, DPIE Water are seeking to work with Local Government to identify long term solutions to water and sewerage service challenges and water security risks in regional towns. There is ongoing work by the CNSWJO and its members in this strategic space to ensure the needs of the region and its communities are met.

State-wide Water Efficiency Framework

At the Town Water Risk Reduction Program SAP on 28 July a new program being developed by DPIE Water around water efficiency projects and procurement was discussed. This initiative comes from the Draft NSW Water Strategy (action 6.5), see below:

Action 6.5 A new state-wide Water Efficiency Framework and Program

The Government will implement a state-wide Water Efficiency Framework and Program in mid-2021 following consultation with key stakeholders, including water utilities in early 2021. The framework and program will:

- involve collaboration between all levels of government, water utilities, the private sector and the wider community
- focus on building water efficiency capacity, gaining a greater understanding of water use, improving the evaluation of water efficiency initiatives and increasing private sector involvement
- consider the total water cycle (from water supply through to wastewater treatment and reuse or discharge to oceans and waterways)
- embrace adaptive management and continual improvement and provide clear governance
- provide a clear statement of NSW Government policy and messaging of the need to support and invest in water efficiency across all sectors
- consider the effectiveness of BASIX (the Building Sustainability Index) in driving and sustaining water efficiency.

The opportunity for DPIE to contribute to the development of training materials building on the Water Loss Management Toolkit developed by the Water Utilities Alliance with funding from the Federal Government and NSW Water Directorate in 2016 has also been floated with the Town WaterRisk Reduction team overseeing the training focus area of the program. DPIE has agreed to coordinate a workshop with JOs on the program.

Community Strategic Plan Project opportunity with RLE

All councils in NSW including CNSWJO members are bringing their current suite of Integrated Planning & Reporting documents to a close and getting ready to develop the next suite of documents (in line with the local government election cycle).

At a regional level, many councils will share similar needs for information, evidence, data and stakeholder engagement, particularly in relation to reporting on the effectiveness of the current Community Strategic Plan in achieving its objectives (the 'end of term' report), and in developing the next Community Strategic Plan for the local government area. The Board has agreed to progress a collaborative approach to regional support for members in developing their Community Strategic Plans (CSPs) including:

- Twelve month support for a regional support group of Council staff undertaking IPandR;
- Advice to the next round of the CNSWO Statement of Strategic Regional Priority; and
- Leveraging the Regional Leadership Executive to provide better State support to the CSP development.

Regional Submissions

The Board endorsed the submissions to the Joint Standing Committee on road safety, response to the inquiry into mobile speed camera enforcement programs in NSW.

The Board has directed submissions be prepared in line with existing policy and informed by members for the;

- Transport for NSW on the Review of Environmental Factors and Concept Design for the proposed Medlow Bath Upgrade;
- DPIE on the Regional Housing Taskforce; and
- Committee on Community Services inquiry into and report on options to improve access to existing and alternate accommodation in order to help address the social housing shortage in NSW.

The Inland Rail Interface Improvement Program – Productivity Enhancement Program

This project is being fully funded by the Federal Government, a draft project plan has been developed. The funding is for Ernst Young and sub consultants to develop a business case that identifies options that support Small to Medium Enterprises accessing Inland Rail.

Joint Organisation Review

The Joint Organisation Review being undertaken by the Office of Local Government has not been made public at this time. Follow-up is being undertaken by the Board. In the

meantime the Board is undertaking its own review of the Joint Organisation Model informed by a survey of members.

Value to members

A snapshot of the value to members of the various activities undertaken by the JO for their members in the context of the CNSWJO Strategic Plan follows.

VALUE FOR MEMBERS 2020/2021	FY 2019/2020	FY 2020/2021	FYTD2021/2022
SUBMISSIONS	20	23	1
PLANS, STRATEGIES AND COLLATERAL	26	12	2
GRANTS SEEKING	3	3	0
GRANT FUNDING RECEIVED	\$215k	\$736k	0
COMPLIANCE	13	9	4
DATA	6	3	0
MEDIA INCLUDING SOCIAL MEDIA	13	18	1
COST SAVINGS	\$1.87m	\$2.2m	*Not yet calculated
REPRESENTATION	147	159	14
OPPORTUNITIES COUNCILS HAVE BEEN AFFORDED	35	102	7

Savings

SAVINGS	Water Utilities Alliance Contracts	HR Contracts	WHS contracts	IT contracts	Supply contracts	Roads/ Transport contracts	Energy contracts	RDOCS contracts	Other contracts	Training	Legal advice re Procurement	Participation in regional procurement	Total	
Bathurst	\$0	\$40,913	\$1,048	\$0	\$25,384	\$0	\$413,466	\$1,046	\$0	\$9,606	\$2,000	\$27,000	\$520,462	
Blayney	\$0	\$7,316	\$0	\$0	\$26,039	\$0	\$51,824	\$0	\$0	\$0	\$2,000	\$22,000	\$109,179	
Cabonne	\$0	\$12,826	\$20	\$0	\$39,711	\$0	\$56,917	\$644	\$0	\$6,726	\$2,000	\$31,000	\$149,844	
Central Tablelands Water	\$0	\$103	\$0	\$0	\$0	\$0	\$13,700	\$973	\$0	\$0	\$0	\$10,000	\$24,775	
Cowra	\$0	\$18,114	\$1,676	\$0	\$48,323	\$0	\$114,353	\$594	\$0	\$12,577	\$2,000	\$26,000	\$223,636	
Forbes	\$0	\$15,901	\$0	\$0	\$42,214	\$0	\$98,198	\$808	\$0	\$1,821	\$2,000	\$19,000	\$179,942	
Lachlan	\$0	\$26,846	\$0	\$0	\$44,962	\$0	\$88,963	\$989	\$0	\$3,977	\$2,000	\$26,000	\$193,737	
Oberon	\$0	\$17,227	\$0	\$0	\$12,587	\$0	\$34,172	\$1,346	\$0	\$0	\$2,000	\$30,000	\$97,332	
Orange	\$0	\$68,877	\$3,537	\$0	\$33,878	\$0	\$491,769	\$1,012	\$0	\$23	\$2,000	\$15,000	\$616,095	
Parkes	\$0	\$1,402	\$0	\$0	\$43,570	\$0	\$180,478	\$478	\$0	\$4,059	\$2,000	\$18,000	\$249,987	
Weddin	\$0	\$103	\$0	\$0	\$25,397	\$0	\$33,063	\$1,091	\$0	\$0	\$2,000	\$16,000	\$77,653	
Sub Total	\$0	\$209,629	\$6,281	\$0	\$342,066	\$0	\$1,576,900	\$8,979	\$0	\$38,788	\$20,000	\$240,000	\$2,442,643	
													Cost to members	\$245,600
													Total	\$2,197,043

This Board were provided advice on the activities against the NSW JO Strategic Plan and Statement of Regional Strategic Priority 2019/2020. Including the savings to Members of \$2.2m and grant funding of \$736k in the 2020/2021 FY.

The table above shows the savings achieved by member councils through aggregated procurement and programming. An explanation of the meaning of each column has been reported previously and is available on request. The table reflects savings in the 20/21 financial year up to 30 June 2021.

FINANCIAL IMPLICATIONS:

Funding for this item is contained within existing budgets

BATHURST COMMUNITY STRATEGIC PLAN – OBJECTIVES AND STRATEGIES:

Objective 4: Enabling sustainable growth.

Strategy 4.5 Work with partners to improve public transport, and passenger and freight transport connections to and from the region.

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.

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: ORD2021-346

MOVED: Cr B Bourke SECONDED: Cr G Hanger

RESOLVED:

That the report on the Central NSW Joint Organisation Board Meeting held on 12 August 2021 be noted.

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

13.0 RESOLVE INTO CONFIDENTIAL COMMITTEE OF THE WHOLE

13.0.1 Resolve into Confidential Committee of the Whole

MINUTE

RESOLUTION NUMBER:

MOVED: Cr A Christian SECONDED: Cr B Bourke

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:

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 GENERAL MANAGER'S REPORT

13.1.1 CODE OF CONDUCT COMPLAINT BY S BATHGATE - FINDINGS

Reason: 10A (2) (i) Deals with alleged contraventions of any code of conduct requirements applicable under section 440.

This item relates to the investigation report into allegations against Cr Christian.

MINUTE

RESOLUTION NUMBER: CONF2021-76

In accordance with Clauses 7.49 and 7.50 of the Bathurst Regional Council Procedures for the Administration of the Code of Conduct, Councillor Christian was given the opportunity to make a submission to Council. Councillor Christian then absented himself from the meeting and took no part in the discussion or voting on the matter.

MOVED: Cr G Hanger SECONDED: Cr J Fry

RESOLVED:

That Council having considered the investigation report by the conduct reviewer dated 24 August 2021 into allegations against Councillor Christian by Sandy Bathgate under the Code of Conduct.

Formally censure Councillor Christian under section 440G of the Local Government Act 1993 for reason of the following:

1. On 26 March 2021, a comment made by Robert Throng on a shared post of a 2BS radio interview, posted onto Councillor Christian's Facebook page said:

"We must all ask ourselves how Sandy Bathgate was able to find the real Anika Van de Bosch account. He was utterly obsessed with her and found out she was an 18-year-old heavy drug user x soft porn model." The statement was untrue. The comment appeared on Councillor Christian's Facebook page for a least two weeks.

2. On 26 March 2021, a comment made by Robert Throng was posted onto Councillor Christian's Facebook page which said:

"Why is Sandy Bathgate looking at soft porn of young girls in the USA with a drug addiction." The statement was untrue. The comment appeared on Councillor Christian's Facebook page for at least two weeks.

3. On 26 March 2021, a comment made by Robert Throng was posted onto Councillor Christian's Facebook page which said:

“Sandy Bathgate needs to explain why he’s interested in soft porn of a young American girl with a drug problem.” The statement was untrue.

4. On 11 March 2021 Councillor Christian posted an image on his Facebook page from the 1989 Tiananmen Square protests depicting the tanks labelled “Dithering, Censorship, Anti-business, Political Correctness” facing towards the individual, whom he has labelled as “Councillor Alex J. Christian the Silent Majorities Voice”. The image is violent, offensive and suggests that others in Bathurst (particularly other councillors to whom it clearly is directed amongst others) use violent means against Councillor Christian.

Councillor Christian’s conduct is in breach of the following:

1. Clauses 1, 2, 4 and 5 of the Social Media Policy – Councillors; and
2. Clauses 3.1 (a), (b), (e), (g), 3.8 and 3.10 (a), (b), (c) and (g) of the Code of Conduct.

13.1.2 CODE OF CONDUCT COMPLAINT BY COUNCILLOR J JENNINGS - FINDINGS

Reason: 10A (2) (i) Deals with alleged contraventions of any code of conduct requirements applicable under section 440.

This item relates to the investigation report into allegations against Cr Christian.

MINUTE

RESOLUTION NUMBER: CONF2021-77

Councillor Jennings being the complainant absented himself from the meeting and took no part in the discussions or voting on the matter in accordance with Clause 7.48 of the Bathurst Regional Council Procedures for Administration of the Code of Conduct.

Councillor Rudge declared a non-pecuniary non-significant interest in the matter and remained in the room.

Reason: I have a non-pecuniary conflict of interest in the matter because I was interviewed as part of the investigation by the investigator, who has relied on my evidence in making her determination. I do not consider that my interest is a significant interest within the meaning of the Code of Conduct because I have no other private or personal interest in the matter.

Councillor Fry declared a non-pecuniary non-significant interest in the matter and remained in the room.

Reason: I have a non-pecuniary conflict of interest in the matter because I was interviewed as part of the investigation by the investigator, who has relied on my evidence in making her determination. I do not consider that my interest is a significant interest within the meaning of the Code of Conduct because I have no other private or personal interest in the matter.

In accordance with Clauses 7.49 and 7.50 of the Bathurst Regional Council Procedures for the Administration of the Code of Conduct, Councillor Christian was given the opportunity to make a submission to Council. Councillor Christian then absented himself from the meeting and took no part in the discussion or voting on the matter.

MOVED: Cr B Bourke SECONDED: Cr W Aubin

RESOLVED:

That Council defer any further consideration of the matter, pending receipt of a supplementary report from the investigator addressing the following:

1. Receipt of additional information from the Chairman of the meetings of 17 February 2021 and 21 April 2021 and others in attendance.

13.2 DIRECTOR CORPORATE SERVICES AND FINANCE'S REPORT

13.2.1 FINANCIAL STATEMENTS - 2021 BATHURST 6 HOUR

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 financial statements for the 2021 Bathurst 6 Hour event held in April 2021.

MINUTE

RESOLUTION NUMBER: CONF2021-78

MOVED: Cr W Aubin SECONDED: Cr J Fry

RESOLVED:

That the information be noted.

13.2.2 REQUEST FOR COMMERCIAL RENT WAIVERS DUE TO COVID

Reason: 10A (2) (b) Contains advice concerning hardship of a resident or ratepayer, disclosure of which would not be in the public interest as it would prejudice the personal position of the individual concerned.

This item relates to the proposal to waive the rent for some of Council Commercial tenants during the Covid restrictions.

MINUTE

RESOLUTION NUMBER: CONF2021-79

MOVED: Cr J Fry SECONDED: Cr A Christian

RESOLVED:

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

14 RESOLVE INTO OPEN COUNCIL

RECOMMENDATION:

That Council resume open Council.

MINUTE

RESOLUTION NUMBER: CONF2021-80

MOVED: Cr W Aubin SECONDED: Cr M Morse

RESOLVED:

That Council resume open Council.

15 ADOPT REPORT OF THE COMMITTEE OF THE WHOLE

MINUTE

RESOLUTION NUMBER: ORD2021-347

RESOLVED:

That the Report of the Committee of the Whole, resolution numbers Conf2021-76 to Conf2021-79 be adopted.

MINUTE

MOVED: Cr W Aubin SECONDED: Cr G Hanger

RESOLVED:

Adoption of closed committee items:

13.2.1 Financial Statements - 2021 Bathurst 6 Hour

13.2.2 Request Commercial Rent Waiver Due to COVID

13.1.1 Code of Conduct Complaint by S Bathgate - Findings

In accordance with Clause 7.49 and 7.50 of the Bathurst Regional Council Procedures for the Administration of the Code of Conduct, Councillor Christian was given the opportunity to make a submission to Council. Councillor Christian then absented himself from the meeting and took no part in the discussion or voting on the matter.

MINUTE

MOVED: Cr W Aubin SECONDED: Cr J Fry

RESOLVED:

Adoption of closed committee items:

13.1.2 Code of Conduct Complaint by Councillor J Jennings - Findings

In accordance with Clause 7.49 and 7.50 of the Bathurst Regional Council Procedures for the Administration of the Code of Conduct, Councillor Christian was given the opportunity to make a submission to Council. Councillor Christian then absented himself from the meeting and took no part in the discussion or voting on the matter.

Councillor Jennings being the complainant absented himself from the meeting and took no part in the discussions or voting on the matter in accordance with Clause 7.48 of the Bathurst Regional Council Procedures for Administration of the Code of Conduct.

16 MEETING CLOSE

MINUTE

The Meeting closed at 9.48pm.

CHAIR:

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**MINUTES OF THE EXTRAORDINARY MEETING OF
BATHURST REGIONAL COUNCIL
HELD ON Friday 13 August 2021**

1 RECORDING OF MEETINGS

2 MEETING COMMENCES

MINUTE

Meeting commenced at 1:05pm

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

3 PRAYER AND ACKNOWLEDGEMENT OF COUNTRY

4 APOLOGIES

MINUTE

MOVED: Cr B Bourke SECONDED: Cr G Hanger

RESOLVED: That the apology of Cr A Christian be accepted and leave of absence granted.

5 DECLARATION OF INTEREST

Declaration of Interest

MINUTE

RESOLUTION NUMBER: ORD2021-271

MOVED: Cr J Rudge SECONDED: Cr J Jennings

RESOLVED: Nil

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

MINUTE

MOVED: Cr B Bourke SECONDED: Cr J Fry

6.1 GENERAL MANAGER'S REPORT

6.1.1 Motor Racing Events Mount Panorama/Wahluu

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 Challenge Bathurst and Repco Bathurst 1000 events to be held at Mount Panorama this year.

MINUTE

RESOLUTION NUMBER: CONF2021-69

MOVED: Cr M Morse SECONDED: Cr G Hanger

RESOLVED:

That Council act in accordance with the report.

7 RESOLVE INTO OPEN COUNCIL

RECOMMENDATION:

That Council resume open Council.

MINUTE

RESOLUTION NUMBER: ORD2021-272

MOVED: Cr B Bourke SECONDED: Cr J Rudge

RESOLVED: That Council resume open Council.

8 ADOPT REPORT OF THE COMMITTEE OF THE WHOLE

MINUTE

RESOLUTION NUMBER: ORD2021-274

MOVED: Cr J Fry SECONDED: Cr M Morse

RESOLVED: That the Report of the Committee of the Whole, resolution numbers Conf2021-69 to Conf2021-70 be adopted.

9 MEETING CLOSE

MINUTE

The Meeting closed at 1:29pm.

CHAIR:

**MINUTES OF THE ORDINARY MEETING OF
BATHURST REGIONAL COUNCIL
HELD ON Wednesday 18 August 2021**

1 PUBLIC FORUM

Due to COVID-19 restrictions members of the public could not attend the Council meeting.

2 RECORDING OF MEETINGS

3 MEETING COMMENCES

MINUTE

Meeting commenced at 6.00pm.

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

4 PRAYER AND ACKNOWLEDGEMENT OF COUNTRY

5 APOLOGIES

Nil

MINUTE

MOVED: Cr B Bourke SECONDED: Cr J Rudge

RESOLVED: That the apology of Cr Aubin for lateness be accepted and leave of absence granted.

6 MINUTES

**6.1 CONFIRMATION OF MINUTES - EXTRAORDINARY
MEETING OF BATHURST REGIONAL COUNCIL HELD 14
JULY 2021**

File No: 11.00005

MINUTE

RESOLUTION NUMBER: ORD2021-275

MOVED: Cr G Hanger SECONDED: Cr J Rudge

RESOLVED:

That the Minutes of the Extraordinary Meeting of Bathurst Regional Council held on 14 July 2021 be adopted.

**6.2 CONFIRMATION OF MINUTES - EXTRAORDINARY
MEETING OF BATHURST REGIONAL COUNCIL HELD
15 JULY 2021**

File No: 11.0005

MINUTE

RESOLUTION NUMBER: ORD2021-276

MOVED: Cr A Christian SECONDED: Cr B Bourke

RESOLVED:

That the Minutes of the Extraordinary Meeting of Bathurst Regional Council held on 15 July 2021 be adopted.

**6.3 CONFIRMATION OF MINUTES - ORDINARY
MEETING OF BATHURST REGIONAL COUNCIL
HELD 21 JULY 2021**

File No: 11.00005

MINUTE

RESOLUTION NUMBER: ORD2021-277

MOVED: Cr J Rudge SECONDED: Cr G Hanger

RESOLVED:

That the Minutes of the Ordinary Meeting of Bathurst Regional Council held on 21 July 2021 be adopted.

7 DECLARATION OF INTEREST

Declaration of Interest

MINUTE

RESOLUTION NUMBER: ORD2021-278

MOVED: Cr B Bourke SECONDED: Cr J Fry

RESOLVED:

Nil

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

8.1.1 SECTION 4.15 OF THE ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979

File No: 03.00053

MINUTE

RESOLUTION NUMBER: ORD2021-279

MOVED: Cr A Christian SECONDED: Cr B Bourke

RESOLVED:

That the information be noted.

8.1.2 GENERAL REPORT

File No: 03.00053

MINUTE

RESOLUTION NUMBER: ORD2021-280

MOVED: Cr A Christian SECONDED: Cr G Hanger

RESOLVED:

That the information be noted.

**8.1.3 DEVELOPMENT APPLICATION NO. 2019/146 -
PROPOSED TEN (10) LOT INDUSTRIAL SUBDIVISION -
LOT 301 DP 1194865 - HAVANNAH STREET BATHURST
NSW 2795. APPLICANT: JOHN HOLLAND RAIL**

File No: 2019/146

MINUTE

RESOLUTION NUMBER: ORD2021-282

MOVED: Cr B Bourke SECONDED: Cr W Aubin

RESOLVED:

That Council:

- (a) support Development Application No. 2019/146 pending further negotiation with the applicant or the Minister;
- (b) note that subject to these negotiations the Development Application will be determined under delegated authority;
- (c) notify those that made a submission and Heritage NSW of its decision; and
- (d) 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 I North, Cr B Bourke, Cr A Christian, Cr J Fry, Cr G Hanger, Cr J Jennings, Cr M Morse, Cr W Aubin and Cr J Rudge

Against the Motion - Nil

Absent - Nil

Abstain - Nil

**8.1.4 PLANNING PROPOSAL – SCHEDULE 5
MOVEABLE AND MONUMENTAL HERITAGE
BATHURST REGIONAL LOCAL
ENVIRONMENTAL PLAN 2014 AMENDMENT**

File No: 20.00318

MINUTE

RESOLUTION NUMBER: ORD2021-283

MOVED: Cr J Rudge SECONDED: Cr W Aubin

RESOLVED:

That the information be noted.

8.1.5 FINALISATION OF PLANNING PROPOSALS

File No: 20.00351

MINUTE

RESOLUTION NUMBER: ORD2021-284

MOVED: Cr W Aubin SECONDED: Cr J Rudge

RESOLVED:

That the information be noted.

**8.1.6 DRAFT BATHURST REGIONAL DEVELOPMENT
CONTROL PLAN 2014 - AMENDMENT NO 24**

File No: 20.00351

MINUTE

RESOLUTION NUMBER: ORD2021-285

MOVED: Cr A Christian SECONDED: Cr M Morse

RESOLVED:

That Council:

- (a) adopt the Bathurst Regional Development Control Plan amendment as outlined in this report;
- (b) give public notice of Council's decision in accordance with the requirements of the Environmental Planning and Assessment Act; 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 I North, Cr B Bourke, Cr A Christian, Cr J Fry, Cr G Hanger, Cr J Jennings, Cr M Morse, Cr W Aubin and Cr J Rudge

Against the Motion - Nil

Absent - Nil

Abstain - Nil

**8.1.7 BATHURST LOCAL ENVIRONMENTAL PLAN
2014 - BATHURST HOSPITAL HELICOPTER
OBSTACLE IDENTIFICATION SURFACE**

File No: 20.00354

MINUTE

RESOLUTION NUMBER: ORD2021-310

MOVED: Cr B Bourke SECONDED: Cr A Christian

RESOLVED:

That Council:

- (a) prepare a Planning Proposal in accordance with the NSW Department of Planning, Industry & Environment Guidelines to amend the Bathurst Regional Local Environmental Plan 2014 as outlined in this report;
- (b) forward the Planning Proposal to the NSW Department of Planning, Industry & Environment to request a gateway determination;
- (c) accept any delegations from the NSW Department of Planning, Industry & Environment in relation to this Planning Proposal; and
- (d) 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 I North, Cr B Bourke, Cr A Christian, Cr J Fry, Cr G Hanger, Cr J Jennings, Cr M Morse , Cr W Aubin and Cr J Rudge

Against the Motion - Nil

Absent - Nil

Abstain - Nil

8.1.8 REGIONAL PLANNING PANEL - DELEGATES

File No: 18.00274

MINUTE

RESOLUTION NUMBER: ORD2021-287

MOVED: Cr B Bourke SECONDED: Cr A Christian

RESOLVED:

That Council:

- (a) appoint the Mayor and General Manager as its delegates to the Western Regional Planning Panel; and
- (b) advise the Secretariat of the Western Regional Planning Panel of these appointments.

8.1.9 SERVICE NSW CONTRACT

File No: 08.00005

MINUTE

RESOLUTION NUMBER: ORD2021-288

MOVED: Cr B Bourke SECONDED: Cr J Rudge

RESOLVED:

That Council authorise the General Manager to enter into an agreement with Service NSW.

8.2 DIRECTOR CORPORATE SERVICES AND FINANCE'S REPORT

8.2.1 STATEMENT OF INVESTMENTS

File No: 16.00001

MINUTE

RESOLUTION NUMBER: ORD2021-289

MOVED: Cr B Bourke SECONDED: Cr J Rudge

RESOLVED:

That the information be noted.

8.2.2 MONTHLY REVIEW - 2021/2025 DELIVERY PLAN AND OPERATIONAL PLAN 2021/2022

File No: 16.00167

MINUTE

RESOLUTION NUMBER: ORD2021-290

MOVED: Cr A Christian SECONDED: Cr W Aubin

RESOLVED:

That the information be noted.

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

File No: 18.00004

MINUTE

RESOLUTION NUMBER: ORD2021-291

MOVED: Cr W Aubin SECONDED: Cr J Rudge

RESOLVED:

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

8.2.4 POWER OF ATTORNEY

File No: 11.00007

MINUTE

RESOLUTION NUMBER: ORD2021-292

MOVED: Cr W Aubin SECONDED: Cr B Bourke

RESOLVED:

That the information be noted.

**8.2.5 COUNCIL POLICY REVIEW - POLICIES
REVIEWED WITH NO OR MINIMAL CHANGES
IDENTIFIED**

File No: 11.00006

MINUTE

RESOLUTION NUMBER: ORD2021-293

MOVED: Cr G Hanger SECONDED: Cr W Aubin

RESOLVED:

That the information be noted

8.2.6 REVIEW OF LAND SALES POLICY

File No: 20.00009-09

MINUTE

RESOLUTION NUMBER: ORD2021-294

MOVED: Cr A Christian SECONDED: Cr J Fry

RESOLVED:

That Council adopt the Land Sales Policy as exhibited and notify those that made a submission of Council's decision.

**8.2.7 REQUEST FOR FINANCIAL ASSISTANCE -
CENTRAL TABLELANDS ROWING CLUB**

File No: 18.00272

MINUTE

MOVED: Cr B Bourke SECONDED: Cr W Aubin

That Council resolve in accordance with Option B, as detailed in this report, for an amount of \$2,000, with funding being provided by Council's Section 356 Donations allocation.

RESOLUTION NUMBER: ORD2021-296

MOVED: Cr J Rudge SECONDED: Cr J Fry

That Council resolve in accordance with Option B, as detailed in this report, for an amount of \$5,000, with funding being provided by Council's Section 356 Donations allocation.

The AMENDMENT was PUT and CARRIED.

The AMENDMENT then became the MOTION.

The MOTION was then PUT and CARRIED.

8.3 DIRECTOR ENGINEERING SERVICE'S REPORT

8.3.1 TREE REMOVAL - ELIZABETH PARK

File No: 04.00109

MINUTE

RESOLUTION NUMBER: ORD2021-297

MOVED: Cr G Hanger SECONDED: Cr W Aubin

RESOLVED:

That Council permits the removal of a large Pin Oak Tree (*Quercus palustris*) within Elizabeth Park Bathurst, for reasons as outlined in the Director Engineering Services' Report.

8.3.2 PROPOSED COMPULSORY ACQUISITION FOR EASEMENT RIGHTS - LOT 22 IN DP1169512 - 368 PANORAMA AVENUE, BATHURST

File No: 18.00093

MINUTE

RESOLUTION NUMBER: ORD2021-298

MOVED: Cr B Bourke SECONDED: Cr G Hanger

RESOLVED:

That :

- a) Council make application to the Minister and/or Governor for the compulsory acquisition of an interest in land identified as Lot 22 in DP1169512 for the creation of an Easement to Drain Water 3 wide, and
- b) the application follows the provisions of the Local Government Act 1993 and the Land Acquisition (Just Terms Compensation) Act 1991 and does not include mineral rights as detailed in the Director Engineering Services' report.

**8.3.3 PROPOSED BOUNDARY ADJUSTMENT TO
LOTS 1 & 2 IN DP1272602 FOR ROAD
WIDENING PURPOSES - HEREFORD STREET,
KELSO**

File No: 25.00035

MINUTE

RESOLUTION NUMBER: ORD2021-299

MOVED: Cr G Hanger SECONDED: Cr B Bourke

RESOLVED:

That Council approve the subdivision of Lots 1 and 2 in DP1272602 at Hereford Street, Kelso for the purpose of road widening works, as detailed in the Director Engineering Services' report.

8.3.4 WATER SECURITY UPDATE

File No: 32.00017

MINUTE

RESOLUTION NUMBER: ORD2021-300

MOVED: Cr B Bourke SECONDED: Cr W Aubin

RESOLVED:

That the information be noted.

**8.3.5 MASTER PLAN - GEORGE PARK SPORTS
PRECINCT**

File No: 04.00042-05

MINUTE

RESOLUTION NUMBER: ORD2021-301

MOVED: Cr G Hanger SECONDED: Cr J Rudge

RESOLVED:

That:

- a) Council place the revised George Park Master Plan on public exhibition for a period of 28 days

- b) subject to any significant amendments deemed necessary from submissions received by the public, Council adopt the George Park Master Plan and
- c) should it be deemed necessary to significantly alter the draft plan, following any comments received during the public submission period, a further report will be presented to Council for consideration.

8.4 DIRECTOR CULTURAL AND COMMUNITY SERVICE'S REPORT

8.4.1 ABORIGINAL COMMUNITY PROJECTS UPDATE

File No: 09.00059

MINUTE

RESOLUTION NUMBER: ORD2021-302

MOVED: Cr G Hanger SECONDED: Cr B Bourke

RESOLVED:

That the information be noted.

8.4.2 DRAFT POSITIVE AGEING STRATEGY 2021-2026 - POST EXHIBITION

File No: 09.00057

MINUTE

RESOLUTION NUMBER: ORD2021-303

MOVED: Cr J Rudge SECONDED: Cr B Bourke

RESOLVED:

That Council:

- (a) Note the submissions received during the public exhibition period.
- (b) Provide a letter to those who provided a submission thanking them for their contribution to the Positive Ageing Strategy 2021 – 2026.
- (c) Adopt the Positive Ageing Strategy 2021 – 2026 and endorse the actions contained in the document.
- (d) Be provided with a further report, following the Local Government election 4 December 2021, regarding development of the Bathurst Regional Positive Ageing Committee including Committee terms of reference.
- (e) Be presented with an annual summary of the implementation of the Positive Ageing Strategy incorporating input from the above-mentioned committee.

8.4.3 POLICY REVIEW - BATHURST LIBRARY POLICIES

File No: 21.00054, 41.00089

MINUTE

RESOLUTION NUMBER: ORD2021-304

MOVED: Cr M Morse SECONDED: Cr W Aubin

RESOLVED:

That Council adopt the updated Bathurst Library Policies as outlined in the report.

9 REPORTS OF OTHER COMMITTEES

9.1 TRAFFIC COMMITTEE REPORT - 3 AUGUST 2021

File No: 07.00006

MINUTE

RESOLUTION NUMBER: ORD2021-305

MOVED: Cr W Aubin SECONDED: Cr A Christian

RESOLVED:

That the recommendations of the Traffic Committee Meeting of Bathurst Regional Council held on 3 August 2021 be adopted.

10 NOTICES OF MOTION

10.1 COUNCILLOR FRY - RACE TO ZERO - COP26 INVITATION TO JOIN

File No: 11.00004

MINUTE

RESOLUTION NUMBER: ORD2021-306

MOVED: Cr J Fry SECONDED: Cr J Rudge

That Council's Directors review the relevant sections of the Intergovernmental Panel on Climate Change (IPCC) AR6 report published on 9 August 2021, including Australasia - Inland water, food, housing and economic impacts.

And the Directors report to the Council, by November 2021, a short summary of those sections of the IPCC report predictions and recommendations, and the implications described for the Bathurst region.

On being PUT the MOTION was LOST.

11 RESCISSION MOTIONS

12 COUNCILLORS / DELEGATES REPORTS

**12.1 COUNCILLORS MEETING WITH COMMUNITY
GROUPS/REPRESENTATIVES - 14 JULY 2021**

File No: 11.00019

MINUTE

RESOLUTION NUMBER: ORD2021-307

MOVED: Cr B Bourke SECONDED: Cr A Christian

RESOLVED:

That the information be noted.

**12.2 MINUTES - BATHURST COMMUNITY SAFETY
COMMITTEE - 22 JULY 2021**

File No: 07.00107

MINUTE

RESOLUTION NUMBER: ORD2021-308

MOVED: Cr J Rudge SECONDED: Cr A Christian

RESOLVED:

That the information be noted.

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

13.0 RESOLVE INTO CONFIDENTIAL COMMITTEE OF THE WHOLE

MINUTE

RESOLUTION NUMBER:

MOVED: Cr B Bourke 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:

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 TERMINATION NOTICE FOR 'DEED OF AGREEMENT' AT PART LOT 23 DP830279 KNOWN AS 9 WARK PARADE, WINDRADYNE

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 termination of the Deed of Agreement over Lot 23 DP830279, known as 9 Wark Parade, Windradyne.

MINUTE

RESOLUTION NUMBER: CONF2021-71

MOVED: Cr B Bourke SECONDED: Cr G Hanger

RESOLVED:

That Council notes that the 'Deed of Agreement' over Lot 23 DP830279 known as 9 Wark Parade, Windradyne has now been terminated as detailed in the report.

13.1.2 LAND RELEASE – MARSDEN LANE, KELSO - SUNNYBRIGHT ESTATE STAGE "C" RELEASE SUBDIVISION

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 the proposal to Sunnybright Stage C release.

MINUTE

RESOLUTION NUMBER: CONF2021-72

MOVED: Cr W Aubin SECONDED: Cr M Morse

RESOLVED:

That Council approves the sale prices for the Sunnybright Stage C release as detailed in the report.

13.1.3 SALE OF LAND AT LOT 1 DP1047010 KNOWN AS 83 HODGES ROAD BRUINBUN - BRUINBUN BUSH FIRE SHED

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 sale of land at Lot 1 DP1047010, known as 83 Hodges Road, Bruinbun.

MINUTE

RESOLUTION NUMBER: CONF2021-73

MOVED: Cr B Bourke SECONDED: Cr W Aubin

RESOLVED:

That Council approves the sale of Lot 1 DP1047010, known as 83 Hodges Road, Bruinbun - Bruinbun Bush Fire Shed as detailed in the report.

13.2 DIRECTOR ENGINEERING SERVICE'S REPORT

13.2.1 PROPOSED CLOSURE OF LANEWAY BETWEEN BLANDFORD AND LAMBERT STREETS, 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 the closure of the laneway between Blandford Street and Lambert Street, Bathurst.

MINUTE

RESOLUTION NUMBER: CONF2021-74

MOVED: Cr B Bourke SECONDED: Cr W Aubin

RESOLVED:

That Council adopt alternative 2 as detailed within the report.

14 RESOLVE INTO OPEN COUNCIL

MINUTE

RESOLUTION NUMBER: CONF2021-75

MOVED: Cr B Bourke SECONDED: Cr A Christian

RESOLVED: That Council resume open Council.

15 ADOPT REPORT OF THE COMMITTEE OF THE WHOLE

MINUTE

RESOLUTION NUMBER: ORD2021-309

MOVED: Cr B Bourke SECONDED: Cr G Hanger

RESOLVED:

That the Report of the Committee of the Whole, resolution numbers Conf2021-71 to Conf2021-75 be adopted.

16 MEETING CLOSE

MINUTE

The Meeting closed at 7.56pm.

CHAIR:

Bathurst Regional Council

N O M I N A T I O N F O R M

ELECTION OF MAYOR

Note: This nomination is to be made by two or more Councillors, (one of whom may be the nominee) and is not valid unless the nominee has indicated consent, in writing, to nomination.

This nomination is to be delivered or sent to the General Manager.

We, the undersigned Councillors, nominate:

as a candidate for the Office of Mayor.

SIGNED: _____

DATE: _____

I: _____
(Insert name of person proposed for nomination)

hereby consent to such nomination.

SIGNED: _____
(Signature of person proposed for nomination)

DATE: _____

Bathurst Regional Council

N O M I N A T I O N F O R M

ELECTION OF DEPUTY MAYOR

Note: This nomination is to be made by two or more Councillors, (one of whom may be the nominee) and is not valid unless the nominee has indicated consent, in writing, to nomination.

This nomination is to be delivered or sent to the General Manager.

We, the undersigned Councillors, nominate:

as a candidate for the Office of Deputy Mayor.

SIGNED: _____

DATE: _____

I: _____
(Insert name of person proposed for nomination)

hereby consent to such nomination.

SIGNED: _____
(Signature of person proposed for nomination)

DATE: _____

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Type	Year	No.	Value	Description	Address	Date Determine
10	2020	110	\$0	1. Eleven (11) Lot Industrial Subdivision (Including 9 Industri	4040 O'Connell Road KELSO	2/08/2021
10	2020	133	\$0	8 lot consolidation and two lot subdivision	1 High Street HILL END	18/08/2021
10	2020	313	\$550,000	Single-storey Caretaker's Dwelling and Shed with Attached Carport	428 Conrod Straight MOUNT PANORAMA	5/08/2021
10	2020	514	\$0	Two lot residential subdivision	8 Samuel Way THE LAGOON	11/08/2021
10	2021	192	\$388,000	Dual occupancy (second dwelling) and two lot subdivision	73 Nile Street RAGLAN	2/08/2021
10	2021	197	\$197,400	Construction of a second dwelling	17 Sutor Street WEST BATHURST	31/08/2021
10	2021	230	\$75,000	Single storey dwelling and separate shed	Sofala Road SOFALA	30/08/2021
10	2021	234	\$25,674	Additions and Alterations to Existing Shed/Garage	27 Havannah Street BATHURST	2/08/2021
10	2021	253	\$616,363	1. Demolition of Existing Dwelling House and Shed 2. Construction of D	21 Ranken Street EGLINTON	13/08/2021
10	2021	255	\$71,155	Addition of Outbuilding to Site	4031 O'Connell Road KELSO	13/08/2021
10	2021	268	\$586,604	Single storey dwelling & amenities addition in existing detached shed	247 The Bridle Track DURAMANA	5/08/2021
10	2021	275	\$150,310	Transportable dwelling	3513 Great Western Highway YETHOLME	18/08/2021
10	2021	276	\$525,762	Single storey replacement dwelling	607 Turondale Road DURAMANA	2/08/2021
10	2021	283	\$4,750	Alterations to Existing Dwelling House (Enclose Deck for Use as Sunroom	16 Furness Street BATHURST	6/08/2021
10	2021	287	\$325,000	Single storey dwelling, attached second dwelling and retaining wall	11 Bolton Street KELSO	12/08/2021
10	2021	290	\$12,000	Construction of a storage shed	8 Stanley Street BATHURST	18/08/2021
10	2021	295	\$35,000	Covered Outdoor Learning Area (COLA)	70 Eglinton Road LLANARTH	5/08/2021
10	2021	298	\$18,000	Proposed conversion of shed to detached habitable space	567 Ophir Road DUNKELD	12/08/2021
18	2021	174	\$310,000	Single storey dwelling with attached garage	23 Bolton Street KELSO	26/08/2021
10	2021	305	\$585,000	Dual occupancy, two lot subdivision and retaining wall	87 Mendel Drive KELSO	2/08/2021
10	2021	307	\$60,000	secondary dwelling	10 Pine Ridge Road ROCK FOREST	18/08/2021
10	2021	308	\$48,000	Two steel framed hay sheds	White Rock Road WHITE ROCK	31/08/2021
10	2021	309	\$297,301	Construction of a single storey dwelling with attached garage	24A Wallace Way KELSO	5/08/2021
10	2021	311	\$798,000	Two storey dwelling with attached garage, earthworks and separate shed	72 George Thomas Close THE LAGOON	25/08/2021
10	2021	321	\$450,000	Shop fitout and new signage	2 Ashworth Drive KELSO	6/08/2021
10	2020	293	\$230,000	MOD Demolish shed & construct single storey dwelling & retaining wall	7 Lewins Street SOUTH BATHURST	2/08/2021
18	2021	180	\$19,500	Installation of swimming pool, safety barrier and landscaping	9 Bluegum Close KELSO	2/08/2021
18	2021	181	\$25,000	Inground swimming pool and safety barrier	18 Icely Street EGLINTON	5/08/2021
10	2021	333	\$880	Earthworks & Retaining walls	23 Bolton Street KELSO	11/08/2021
10	2021	337	\$55,000	Shed with attached awning	38 Clairvaux Lane KELSO	9/08/2021
10	2021	339	\$0	Two lot subdivision (boundary adjustment)	3819 O'Connell Road KELSO	5/08/2021
10	2021	341	\$38,500	Shed	40 McBrien Drive KELSO	2/08/2021
18	2021	185	\$35,000	Installation of an inground swimming pool and safety barrier	10 Colonial Circuit KELSO	12/08/2021
10	2021	344	\$65,000	Shed	Sofala Road WATTLE FLAT	26/08/2021
10	2021	348	\$2,700	Change of use to hairdressing salon and signage	287A Brilliant Street BATHURST	25/08/2021
10	2021	350	\$5,000	Signage to a business premises	2 Littlebourne Street KELSO	25/08/2021
10	2021	353	\$12,785	Alterations to existing dwelling - Enclose existing patio to habitable	16 Gibsons Drive KELSO	19/08/2021
10	2021	359	\$550,000	Single storey second rural dwelling	366 Laffing Waters Lane LAFFING WATERS	26/08/2021
10	2021	361	\$18,000	Construction of a shed and retaining wall	15 Darvall Drive KELSO	30/08/2021
18	2021	190	\$415,000	Single storey dwelling with attached garage and plunge pool	30 Meagher Street LLANARTH	27/08/2021
18	2021	79	\$400,000	Construction of a single storey dwelling with detached carport	21 Hurley Close LLANARTH	12/08/2021
10	2021	44	\$540,000	MOD - Dual occupancy and two lot subdivision	11 Kirkland Road KELSO	31/08/2021
10	2021	120	\$90,000	MOD Alterations and additions to an existing dwelling and new studio	168 Rankin Street BATHURST	26/08/2021

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Type	Year	No.	Value Description	Address	Date Determine
18	2021	194	\$19,800 Inground swimming pool with safety barrier	42 Rosemont Avenue KELSO	2/08/2021
18	2021	195	\$30,000 Inground swimming pool with safety barrier	29 Dovey Drive KELSO	2/08/2021
10	2021	368	\$33,360 Alterations and additions to existing dwelling	19 Icely Street EGLINTON	19/08/2021
10	2021	369	\$90,000 Alterations and additions to existing dwelling	2 Delaware Crescent ROBIN HILL	10/08/2021
10	2021	370	\$216,863 Alterations and additions to dwelling	13 Strathmore Drive FOREST GROVE	12/08/2021
10	2021	373	\$25,000 Alterations and additions to existing dwelling	49 Marsden Lane KELSO	26/08/2021
10	2021	374	\$3,000 Use of an existing swim spa and installation of safety barrier	110 Hartwood Avenue ROBIN HILL	13/08/2021
10	2021	375	\$18,000 Shed with awning	70 Windemere Road ROBIN HILL	11/08/2021
18	2021	197	\$300,000 Single storey dwelling with attached garage	18 Darvall Drive KELSO	5/08/2021
18	2021	198	\$350,000 Construction of a single storey dwelling with attached garage	15 Meagher Street LLANARTH	16/08/2021
18	2021	199	\$429,326 Construction of a single storey dwelling with attached garage	12 Newlands Crescent KELSO	12/08/2021
10	2021	388	\$5,000 Rainwater Tank	54 Wigmore Drive ROBIN HILL	19/08/2021
10	2021	389	\$5,000 Construction of a carport	10 Farmgate Drive ABERCROMBIE	24/08/2021
10	2021	390	\$230,000 Earthworks and retaining walls	14 Watt Drive ROBIN HILL	19/08/2021
10	2021	391	\$0 Installation of external ATM	56A Boyd Street KELSO	30/08/2021
18	2021	201	\$493,000 Single storey dwelling with attached garage	14 Carrol Avenue EGLINTON	23/08/2021
18	2021	203	\$14,000 In ground swimming pool and safety barrier	33 Keane Drive KELSO	13/08/2021
18	2021	206	\$35,000 In ground swimming pool and safety barrier	8 Darvall Drive KELSO	18/08/2021
10	2021	277	\$22,000 MOD - Installation of an inground swimming pool and safety barrier	39 Clairvaux Lane KELSO	25/08/2021
18	2021	207	\$443,000 Single storey dwelling with attached garage	14 Darvall Drive KELSO	23/08/2021
18	2021	208	\$415,630 Single storey dwelling with attached garage	83 Mendel Drive KELSO	17/08/2021
18	2021	211	\$310,000 Construction of a single storey dwelling with attached garage	22 Darling Street EGLINTON	26/08/2021
10	2021	106	\$21,955 MOD - Shed with attached carport	12 Wolseley Street SOUTH BATHURST	31/08/2021

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Type	Year	No.	Value Description	Address	Date Determine
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NIL

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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	2017	142	\$0	MOD -Internal and external alterations to existing commercial building	205 Howick 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	111	\$450,000	Three residential units, tree removal, carport & subdivision	121 William Street BATHURST
10	2020	126	\$2,880	Alterations to dwelling - replace window	31 Havannah Street BATHURST
10	2020	289	\$113,200	Alterations and additions to industrial building	17 Upfold Street GORMANS HILL
10	2020	318	\$1,960,000	three double storey residential units and three lot strata subdivision	1 Rankin Street BATHURST
10	2020	325	\$34,000	Conversion of shed to habitable rooms	32 Beath Street WATTLE FLAT
10	2020	354	\$10,000	Fences - front and side	327 Rankin Street BATHURST
10	2020	360	\$4,000	Use of existing retaining wall	37 Westbourne Drive LLANARTH
18	2020	189	\$170,000	Single storey dwelling with attached garage	9 Fairleigh Place KELSO
10	2019	349	\$500,000	MOD - Alterations and additions to existing dwelling	143 Brilliant Street BATHURST
18	2020	212	\$288,000	Single storey dwelling with attached garage	12 Fairleigh Place KELSO
10	2020	436	\$0	148 Lot Residential subdivision and bulk earthworks	Marsden Lane KELSO
10	2020	471	\$180,000	Single storey dwelling with attached garage	3421 Freemantle Road GOWAN
10	2020	476	\$500	Earthworks	22 Burlington Rise KELSO
10	2020	502	\$20,000	Construction of a retaining wall	5 Irving Place ROBIN HILL
10	2020	508	\$7,500,000	139 lot subdivision including 4 open spaces	Marsden Lane KELSO
10	2021	11	\$148,000	Construction of farm shed	46 Lagoon Road ORTON PARK
10	2021	18	\$0	181 lot Residential Subdivision	240A Limekilns Road KELSO
10	2021	32	\$8,400	Construction of shed and carport	30 Bowen Street SOFALA
10	2021	72	\$303,537	Single storey dwelling	7 Bolton Street KELSO
10	2021	75	\$10,000	Intensification of mining facility	Trunkey Road CALOOLA
10	2020	403	\$10,990	MOD - construct a gable carport to the existing dwelling	28 Barr Street WINDRADYNE
10	2014	321	\$0	MOD - Five lot rural subdivision	1924 Limekilns Road LIMEKILNS
10	2021	183	\$750,000	Tourist and Visitor Accommodation - 6 portable cabins	350 Molybdonite Road LOCKSLEY
10	2021	185	\$474,253	single storey dwelling with attached garage	1396 Ophir Road ROCK FOREST
10	2021	190	\$50,000	Proposed change of use and additions and alterations	7 Keppel Street BATHURST
10	2021	224	\$165,000	Rural secondary dwelling	933 Freemantle Road BILLYWILLINGA
10	2021	21	\$320,000	Second storey extension to existing residential dwelling	208 Boundary Road ROBIN HILL
10	2021	231	\$475,000	Single storey with attached garage and demolition of existing dwelling	4580 Great Western Highway GLANMIRE
10	2021	236	\$144,000	alterations and additions to existing shop top residence	63 William Street BATHURST
10	2021	247	\$677,300	dual occupancy and two lot residential subdivision	13 Limekilns Road KELSO
10	2021	256	\$0	72 Lot subdivision including 70 residential & 2 residual & public road	240A Limekilns Road KELSO
10	2021	262	\$4,500,000	Demolition, construction of mixed use development and subdivision	98 Corporation Avenue ROBIN HILL
10	2021	265	\$80,000	secondary dwelling	1161 Limekilns Road CLEAR CREEK
10	2021	269	\$12,800	Demolish existing garage, construct carport and 2 lot subdivision	5 Gladstone Street BATHURST
10	2021	278	\$538,000	Construction of a second rural dwelling	210 Rivulet Road PEEL
10	2021	285	\$0	Warehouse & distribution centre, shop and takeaway food	7 Bradwardine Road ROBIN HILL
10	2021	288	\$30,000	Telecommunication facility	Brocks Skyline MOUNT PANORAMA
10	2021	289	\$215,000	Dual occupancy (second dwelling) and two lot subdivision	81 Taylor Street EGLINTON
10	2021	293	\$500,000	Demolition of existing dwelling and construction of 3 commercial units	124 Bentinck Street BATHURST
10	2021	296	\$10,000	Signage	3249 O'Connell Road BREWONGLE
10	2021	306	\$31,600	Alterations to existing building, painting, front fence and deck	186 Russell Street BATHURST
10	2021	312	\$100,000	Proposed accessible amenities, shed refurbishment, primitive campground	1932 The Bridle Track BRUINBUN
10	2021	313	\$10,000	Two Lot subdivision	Bonnor Street KELSO
10	2021	316	\$375,000	Secondary dwelling, septic and rainwater tanks	3409 Freemantle Road GOWAN
10	2021	318	\$285,000	Dual occupancy (Second dwelling), demolition, carport and subdivision	571 Eleven Mile Drive EGLINTON
10	2021	319	\$150,000	Two storey dwelling and green house	24 Hill Street ROCKLEY
10	2021	329	\$30,000	Fitout of existing shop for take-away food	1 Wark Parade WINDRADYNE
10	2021	330	\$0	Two lot rural subdivision	4744 Trunkey Road ARKELL

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Type	Year	No.	Value	Description	Address
10	2021	332	\$5,000	Two lot subdivision	366 Panorama Avenue MITCHELL
10	2021	334	\$301,600	single storey dwelling with detached carport	95 Dempsey Street PEEL
10	2021	338	\$2,750,673	Eleven lot subdivision and associated works	Corporation Avenue ROBIN HILL
10	2021	340	\$400,000	Demolition, additions and alterations to a business	161 George Street BATHURST
10	2021	343	\$20,000	Change of use from farm shed to cellar door	700 Rockley Road ROCKLEY MOUNT
10	2021	349	\$635,000	Partial demolition, addition/alteration, dual occ & 2 lot Subdivision	131 Mitre Street WEST BATHURST
10	2021	351	\$50,000	Shed	185 Peregrine Road BILLYWILLINGA
10	2003	460	\$0	MOD - Factory and ancillary dwelling	16 Vale Road SOUTH BATHURST
10	2021	352	\$15,000	Earthworks	84 George Thomas Close THE LAGOON
18	2021	189	\$50,000	Alterations and additions to existing single storey dwelling	4176 The Bridle Track BRUINBUN
10	2021	354	\$4,900	Use of existing shed	54 Havannah Street BATHURST
10	2021	356	\$200,000	Vehicle sales and hire premises, alterations, additions and signage	158 William Street BATHURST
10	2018	111	\$0	MOD - Machinery Shed	50 Whyalla Circuit KELSO
10	2021	357	\$0	Two lot commercial subdivision	2 Ashworth Drive KELSO
10	2021	358	\$3,000,000	Construction of a multi unit housing 12 x 3 bedroom units	225C Peel Street BATHURST
10	2021	302	\$276,000	commercial development - Retail	278 Lambert Street WEST BATHURST
10	2021	133	\$170,000	Tourist accommodation units	715 Eusdale Road MEADOW FLAT
10	2021	112	\$120,000	Additions and alterations to existing dwelling	379 Billywillinga Road BILLYWILLINGA
10	2021	104	\$67,000	farm shed	32 Arcadia Place MEADOW FLAT
10	2021	75	\$10,000	Intensification of mining facility	Trunkey Road CALOOLA
10	2020	489	\$880,000	Additional 5 x 2 storey dwelling units	183 Rocket Street BATHURST
10	2020	314	\$15,000	Change of use from garage to habitable rooms	1336 Limekilns Road CLEAR CREEK
10	2020	202	\$6,500	Use of existing masonry fence	6 Keppel Street BATHURST
10	2020	201	\$9,500	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	199	\$8,500	Use of existing alterations to unit development	4 Keppel Street BATHURST
10	2020	146	\$49,900	Reclamation project - sunny corner mine	83 Dark Corner Road SUNNY CORNER
10	2019	146	\$0	Ten (10) Lot Industrial Subdivision	Havannah Street BATHURST
10	2021	358	\$3,000,000	Construction of a multi unit housing 12 x 3 bedroom units	225B Peel Street BATHURST
10	2020	45	\$580,000	MOD - alterations and additions to commercial premises	61 Boyd Street KELSO
10	2021	362	\$0	Use of existing swimming pool, deck, rear patio cover & screening	16 Lewins Street SOUTH BATHURST
10	2021	363	\$550,000	Dual occupancy and two lot subdivision	15 Sunbright Road KELSO
10	2021	365	\$125,455	Alterations to existing dwelling_construction of secondary dwelling	4 Kite Place RAGLAN
10	2021	366	\$1,011,765	Warehouse and Distribution Centre and Light Industry	5475 Great Western Highway RAGLAN
10	2021	367	\$180,994	Depot shed and garage/carport	255 College Road ORTON PARK
10	2021	371	\$25,751	Installation of Shade Sail over paved Courtyard	31 Gormans Hill Road GORMANS HILL
10	2021	372	\$90,000	Detached habitable rooms	10 Basalt Way KELSO
10	2014	313	\$150,000	MOD - two storey dwelling with attached garage & septic system	205 Walang Drive NAPOLEON REEF
10	2021	376	\$367,215	Two storey dwelling with attached garage	251 Lawrence Drive KELSO
10	2021	378	\$9,000	Skillion carport on each end of existing shed	86 Church Street PEEL
10	2021	381	\$90,000	Construction of seven self storage units	15 Lambert Street BATHURST
10	2021	382	\$25,000	Replace existing shed	997 Bathurst Street SUNNY CORNER
10	2020	317	\$0	MOD Construction of a workers residence on rural property	250 Fitzgeralds Valley Road FITZGERALDS V
10	2021	383	\$626,300	Second rural dwelling and shed	73 Clairvaux Lane KELSO
10	2021	384	\$40,000	Construction of a shed, earthworks and retaining walls	74 George Thomas Close THE LAGOON
10	2021	386	\$40,000	Additions and alterations to dwelling	36 Saint Johns Road GEORGES PLAINS
10	2021	387	\$30,000	Use of existing shed extension	5 Blue Ridge Drive WHITE ROCK
10	2021	360	\$0	Change of use to mechanical workshop	5/11 Corporation Avenue ROBIN HILL
10	2021	394	\$0	Six light industrial units, secondary dwelling and carport	21 Upfold Street GORMANS HILL
10	2021	395	\$420,600	Single story dwelling, detached garage and shed	158 Gilmour Street KELSO
10	2021	397	\$10,000	Proposed deck over garage	5 Lockwood Rise KELSO
10	2021	399	\$15,000	Construction of a shed	105 Morrisset Street BATHURST
10	2021	400	\$475,143	Construction of split level dwelling with attached double garage	233 Lawrence Drive KELSO
10	2021	401	\$0	Change of use to food and drink premises and fitout	4/64 William Street BATHURST
10	2021	402	\$18,450	Alterations and additions to existing dwelling	168 Rocket Street BATHURST
18	2021	202	\$14,000	Installation of an inground swimming pool and safety barrier	77 Morrow Place ROBIN HILL

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Type	Year	No.	Value	Description	Address
10	2021	403	\$19,200	Shed	11 Wattle Close KELSO
10	2021	404	\$25,000	Construction of a cabana	47 Gilmour Street KELSO
10	2021	405	\$2,000	Change of use to a beautician	237 Russell Street BATHURST
10	2021	406	\$12,000	Constuction of a garage	96 Seymour Street BATHURST
10	2021	407	\$100,000	Industrial shed	10 Kirkcaldy Street SOUTH BATHURST
10	2021	408	\$2,516,913	Silo/Meal bins and associated conveyors	16 Adrienne Street RAGLAN
10	2021	409	\$15,000	Shed with awning	3 Wylchris Lane MOUNT RANKIN
10	2021	410	\$83,897	single storey dwelling with carport	Sofala Road WATTLE FLAT
10	2021	411	\$602,300	Single storey dwelling with attached garage	567 Eleven Mile Drive EGLINTON
10	2021	412	\$19,220	Shed	254 Peel Street BATHURST
10	2021	413	\$195,950	Secondary dwelling	336 Duramana Road EGLINTON
10	2021	414	\$310,000	Dual Occupancy (Detached) (Second Dwelling) and Two Lot Residential Su	23 Bolton Street KELSO
10	2021	415	\$55,000	Shed	67 George Thomas Close THE LAGOON
10	2021	416	\$424,600	Single storey dwelling with attached garage	92 McManus Road MEADOW FLAT
10	2021	418	\$35,000	Installation of solar panels on a commercial premises	2A Piper Street BATHURST
10	2021	419	\$0	Two lot rural subdivision	82 Hodges Road BRUINBUN
10	2021	420	\$280,000	Dual occupancy (second dwelling) and two lot residential subdivision	121 Stewart Street BATHURST
10	2021	422	\$74,000	Hay shed	Stewart Street EVANS PLAINS
10	2021	423	\$400,000	Demolition of existing dwelling and new single storey dwelling	36 Elmswood Road CALOOLA
10	2011	343	\$5,000	MOD - Single storey dwelling with loft	204 Billywillinga Road BILLYWILLINGA
10	2021	424	\$0	Six lot subdivision	Freemantle Road EGLINTON
10	2021	426	\$778,868	Demolition, alteration and additions to commercial premises	210 Howick Street BATHURST
10	2021	427	\$15,000	Carport	288 William Street BATHURST
10	2021	428	\$4,000	Alterations and additions to dwelling	59 Seymour Street BATHURST
10	2020	518	\$0	MOD - Telecommunications facility	366 Panorama Avenue MITCHELL
10	2021	429	\$1,155,000	Six two bedroom units & six lot community title subdivision	38A Stanley Street BATHURST
18	2021	210	\$456,000	Single storey dwelling with attached garage	30 Sunbright Road KELSO
10	2021	431	\$15,000	Shed	63 George Thomas Close THE LAGOON
10	2021	432	\$478,500	Construction three industrial units	5A Michigan Road KELSO
10	2021	433	\$929,500	Sex services premises	8 Kirkcaldy Street SOUTH BATHURST
10	2021	435	\$826,400	Construction of 8 industrial units	5 Michigan Road KELSO
10	2021	436	\$195,996	Second rural dwelling	715 Eusdale Road MEADOW FLAT
10	2020	487	\$47,872	MOD - Garage, carport and awning	32 Logan Street EGLINTON
10	2021	437	\$3,600	Construction of a privacy screen to the rear and left side boundary's	8 Dovey Drive KELSO
10	2020	385	\$680,000	MOD - Demolish dwelling & new two storey dwelling & attached garage	165 Rocket Street BATHURST
10	2021	438	\$30,000	Install new 1.8m satellite dish @ existing telecommunications facility	455 Wambool Road WAMBOOL
10	2021	439	\$0	Two lot rural boundary adjustment	75 Thomas Drive EGLINTON
18	2021	212	\$30,000	In ground swimming pool and safety barrier	13 Connolly Drive KELSO
18	2021	213	\$47,800	Inground swimming pool with safety barrier	36 Darwin Drive LLANARTH
10	2021	434	\$0	Change of use to coach drivers accommodation	428 Conrod Straight MOUNT PANORAMA
10	2021	440	\$549,670	Demolition and construction of new dwelling and shed	36 Stanley Street BATHURST
10	2021	421	\$935	Use of existing converted garage to habitable room	17 Cedar Drive LLANARTH
10	2021	440	\$549,670	Demolition and construction of new dwelling and shed	36 Stanley Street BATHURST
18	2021	214	\$166,000	Farm building	195 Burges Road CALOOLA
10	2021	441	\$406,000	Demolition and contruction of dwelling	163 Sydney Road KELSO
10	2021	442	\$18,500	Shed	157 Russell Street BATHURST
18	2021	215	\$1,265,468	9 Industrial units	14 Watt Drive ROBIN HILL
10	2021	443	\$43,800	Alterations and additions to dwelling	99 Church Street PEEL
10	2021	444	\$16,000	Shed	19 Rothery Street EGLINTON
10	2021	445	\$10,000	Carport	107 Mountain Straight MOUNT PANORAMA

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Officer	App Type	Year	No	Description	Address	Application Date	Days Open	Stop Days	Reason
Mr D J Dwyer	10	2014	321	MOD - Five lot rural subdivision	281 Clear Creek Road CLEAR CREEK	7/04/2021	146	131	Revised biodiversity assessment requested
Mr D J Dwyer	10	2017	142	MOD -Internal and external alterations to existing	205 Howick Street BATHURST	28/02/2019	915	895	Amended plans and documentation requested
Mr G R Press	10	2017	214	Internal office addition to existing hangar	PJ Moodie Drive RAGLAN	16/06/2017	1,537	1,491	Additional information requested
Mrs F Coles	10	2019	146	Ten (10) Lot Industrial Subdivision	Havannah Street BATHURST	14/05/2019	840	36	Draft conditions of consent with applicant
Mr D J Dwyer	10	2020	31	Bakery and cafe and two lot subdivision	369 Stewart Street MITCHELL	4/02/2020	574	570	Additional information requested
Mr D J Dwyer	10	2020	32	Motel and two lot commercial subdivision	369 Stewart Street MITCHELL	4/02/2020	574	570	Additional information requested
Mr D J Dwyer	10	2020	111	Three residential units, tree removal, carport & subdivision	121 William Street BATHURST	7/04/2020	511	508	Under Assessment
Ms C L Fulthorpe	10	2020	126	Alterations to dwelling - replace window	31 Havannah Street BATHURST	24/04/2020	494	482	Additional information requested
Mrs F Coles	10	2020	146	Reclamation project - sunny corner mine	Austral Street SUNNY CORNER	13/05/2020	475	469	Owners consent (Crown land) required
Mr D A Nelson	10	2020	199	Use of existing alterations to unit development	4 Keppel Street BATHURST	24/06/2020	433	392	Waiting on additional information
Mr D A Nelson	10	2020	200	Use of existing alterations - internal timber staircase	4 Keppel Street BATHURST	24/06/2020	433	392	Waiting on additional information
Mr D A Nelson	10	2020	201	use of existing alterations to unit development	4 Keppel Street BATHURST	24/06/2020	433	392	Waiting on additional information
Mr D A Nelson	10	2020	202	Use of existing masonry fence	4 Keppel Street BATHURST	24/06/2020	433	392	Waiting on additional information
Mrs F Coles	10	2020	289	Alterations and additions to industrial building	17 Upfold Street GORMANS HILL	20/08/2020	376		Waiting on additional information
Ms C L Fulthorpe	10	2020	314	Change of use from garage to habitable rooms	1336 Limekilns Road CLEAR CREEK	8/09/2020	357	350	Additional information requested
Mr D J Dwyer	10	2020	318	three double storey residential units and three lot strata	1 Rankin Street BATHURST	9/09/2020	356	311	Under Assessment
Mrs F Coles	10	2020	325	Conversion of shed to habitable rooms	32 Beath Street WATTLE FLAT	14/09/2020	351		Waiting on additional information.
Mr L J Wilde	10	2020	354	Fences - front and side	327 Rankin Street BATHURST	1/10/2020	334		Under assessment
Ms C L Fulthorpe	10	2020	360	Use of existing retaining wall	37 Westbourne Drive LLANARTH	2/10/2020	333	315	Additional information requested
Mr A J Ballard	10	2020	403	MOD - construct a gable carport to the existing dwelling	28 Barr Street WINDRADYNE	19/03/2021	165		Applicant to Withdraw DA mod
Mr D J Dwyer	10	2020	436	148 Lot Residential subdivision and bulk earthworks	Marsden Lane KELSO	11/11/2020	293	196	Waiting on additional information
Ms R E Higgins-Daley	10	2020	476	Earthworks	22 Burlington Rise KELSO	8/12/2020	266	256	Additional information requested
Mr L J Wilde	10	2020	489	Additional 5 x 2 storey dwelling units	183 Rocket Street BATHURST	10/12/2020	264		Waiting on additional information
Mr D A Nelson	10	2020	502	Construction of a retaining wall	5 Irving Place ROBIN HILL	17/12/2020	257	255	Under assessment
Mrs F Coles	10	2020	508	139 lot subdivision including 4 open spaces	Marsden Lane KELSO	21/12/2020	253		Waiting on additional information
Mr D A Nelson	10	2021	11	Construction of farm shed	46 Lagoon Road ORTON PARK	21/01/2021	222	193	Waiting on new plans
Mr L J Wilde	10	2021	18	181 lot Residential Subdivision	240A Limekilns Road KELSO	29/01/2021	214		NRAR request for additional Information
Mr L J Wilde	10	2021	32	Construction of shed and carport	30 Bowen Street SOFALA	4/02/2021	208		To be withdrawn
Mr D J Dwyer	10	2021	75	Intensification of mining facility	Trunkey Road CALOOLA	24/02/2021	188	161	TfNSW request for additional information
Ms R E Higgins-Daley	10	2021	104	farm shed	32 Arcadia Place MEADOW FLAT	15/03/2021	169		Additional information received
Ms R E Higgins-Daley	10	2021	112	Additions and alterations to existing dwelling	379 Billywillinga Road BILLYWILLINGA	6/04/2021	147		Additional information requested
Mr L J Wilde	10	2021	133	Tourist accommodation units	715 Eusdale Road MEADOW FLAT	23/03/2021	161		To Be Withdrawn
Mr D J Dwyer	10	2021	183	Tourist and Visitor Accommodation	350 Molybdonite Road LOCKSLEY	3/05/2021	120	72	Additional information requested by RFS

Mr L J Wilde	10	2021	197	Construction of a second dwelling	17 Suttor Street WEST BATHURST	5/05/2021	118		Manager to review
Mrs F Coles	10	2021	224	Rural secondary dwelling	933 Freemantle Road BILLYWILLINGA	19/05/2021	104		Waiting on additional information
Mrs F Coles	10	2021	231	Single storey with attached garage and demolition of	4580 Great Western Highway GLANMIF	10/06/2021	82		Waiting on additional information
Mr D J Dwyer	10	2021	236	alterations and additions to existing shop top residence	63 William Street BATHURST	3/06/2021	89	89	Additional information requested
Mr D J Dwyer	10	2021	247	dual occupancy and two lot residential subdivision	13 Limekilns Road KELSO	4/06/2021	88	47	Under Assessment
Mr D J Dwyer	10	2021	256	72 Lot subdivision including 70 residential & 2 residual &	240A Limekilns Road KELSO	1/06/2021	91		Under Assessment
Ms T McIntosh	10	2021	262	Demolition, construction of mixed use development and	98 Corporation Avenue ROBIN HILL	3/06/2021	89	45	Under assessment
Mrs F Coles	10	2021	264	Earthworks, retaining walls and use of site as storage yard	16 Irving Place ROBIN HILL	9/06/2021	83		Under assessment
Mr D J Dwyer	10	2021	265	secondary dwelling	1161 Limekilns Road CLEAR CREEK	21/06/2021	71		Under Assessment
Mr L J Wilde	10	2021	269	Demolish existing garage, construct carport and 2 lot	5 Gladstone Street BATHURST	7/06/2021	85		Waiting for additional information
Mr L J Wilde	10	2021	278	Construction of a second rural dwelling	210 Rivulet Road PEEL	10/06/2021	82		Under Assessment
Mr D J Dwyer	10	2021	285	Warehouse & distribution centre, shop and takeaway food	7 Bradwardine Road ROBIN HILL	11/06/2021	81	42	Under Assessment
Mr L J Wilde	10	2021	288	Telecommunication facility	Brocks Skyline MOUNT PANORAMA	23/06/2021	69		Waiting for Aadditional information
Mr L J Wilde	10	2021	289	Dual occupancy (second dwelling) and two lot	81 Taylor Street EGLINTON	18/06/2021	74		Waiting for external assessment
Mr D J Dwyer	10	2021	293	Demolition of existing dwelling and construction of 3	124 Bentinck Street BATHURST	24/06/2021	68	27	Amended plans requested
Mrs F Coles	10	2021	296	Signage	3249 O'Connell Road BREWONGLE	22/06/2021	70		Waiting on additional information
Mr L J Wilde	10	2021	302	commercial development - Retail	278 Lambert Street WEST BATHURST	29/06/2021	63		Essential Energy - additional information
Mrs F Coles	10	2021	306	Alterations to existing building, painting, front fence and	186 Russell Street BATHURST	30/06/2021	62		Waiting on additional information
Mr L J Wilde	10	2021	308	Two steel framed hay sheds	White Rock Road WHITE ROCK	30/06/2021	62		Manager to review
Mrs F Coles	10	2021	312	Proposed accessible amenities, shed	1932 The Bridle Track BRUINBUN	30/06/2021	62		Waiting on additional information
Mrs F Coles	10	2021	316	Secondary dwelling, septic and rainwater tanks	3409 Freemantle Road GOWAN	6/07/2021	56		Under assessment
Ms T McIntosh	10	2021	318	Dual occupancy (Second dwelling), demolition, carport	571 Eleven Mile Drive EGLINTON	7/07/2021	55		Waiting on referral from Essential Energy
Mr L J Wilde	10	2021	329	Fitout of existing shop for take-away food	1 Wark Parade WINDRADYNE	7/07/2021	55		Waiting for addityional plans
Mrs F Coles	10	2021	330	Two lot rural subdivision	4889 Trunkey Road ARKELL	8/07/2021	54	21	Waiting on additional information
Mr L J Wilde	10	2021	332	Two lot subdivision	366 Panorama Avenue MITCHELL	14/07/2021	48		Under Assessment
Mrs F Coles	10	2021	334	single storey dwelling with detached carport	Wellington Street PEEL	12/07/2021	50		Waiting on additional information
Mrs F Coles	10	2021	338	Eleven lot subdivision and associated works	Corporation Avenue ROBIN HILL	14/07/2021	48		Waiting on additional information
Mr D J Dwyer	10	2021	340	Demolition, additions and alterations to a business	161 George Street BATHURST	13/07/2021	49	24	Essential Energy - additional information

Printed: 2/09/2021 1:57:53PM

Council	DA	Lot	DP	Street	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
---------	----	-----	----	--------	-------------	--------	----------	----------	--------------------------------------	----------------	--------------------------------------	----------------------------	------------------------	-------------------------	--------------------

NIL

From: Aimee Ford
Sent: Fri, 13 Aug 2021 01:53:34 +0000
To: Council
Subject: FW: Thank you for meeting today [SEC=UNOFFICIAL]

Please register on 23.00104-06.

Thank you.

Aimee Ford
Assistant to the General Manager
Bathurst Regional Council
158 Russell Street Bathurst 2795
P: 02 6333 6201
W: www.bathurst.nsw.gov.au



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From: Tony Gullifer <tgullifer@hotmail.com>
Sent: Thursday, 5 August 2021 5:55 PM
To: David Sherley <david.sherley@bathurst.nsw.gov.au>
Subject: Thank you for meeting today

CAUTION: This email originated from outside BRC. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hi David,

Thank you for meeting with me today, I appreciate your time.

In reference to Taco Bell's contributions of \$91,000 could council further consider this and see if there is anyway it can be reduced. The project just blows out in costs, as it stands it will cost me approximately \$1.4million just to prepare the site with services before construction even starts.

I would like to take a look at the special conditions with council. I don't really understand what is being asked of me and I would like to confirm that they're all, in fact, warranted. As we

discussed today, the difference in number of conditions between here and Orange is noticeable.

I was happy to hear that council is excited for this development to happen and I look forward to working with you all on it.

Once again, thank you for your time. If you could help me work through the red tape, I'd really appreciate it.

Thanks,
Tony Gullifer

[Report this message as spam](#)



TACO BELL BATHURST
103-105 STEWART STREET, BATHURST, NSW 2795

DRAWING LIST

- DA00 COVER PAGE & LOCATION PLAN
- DA01 EXISTING SITE & DEMOLITION PLAN
- DA02 PROPOSED SITE PLAN
- DA03 SITE TRAFFIC PLAN
- DA04 PROPOSED FLOOR PLAN
- DA05 PROPOSED EXTERNAL ELEVATIONS
- DA06 PROPOSED BOUNDARY ELEVATIONS
- DA07 SECTIONS
- DA08 SIGNAGE PLAN
- DA09 SIGNAGE DETAILS
- DA10 EXISTING BUILDING
- DA11 SHADOW DIAGRAMS
- DA12 BOUNDARY CROSS SECTION

BATHURST REGIONAL COUNCIL
Development Application
2019/367

Development Approval
has been granted
subject to conditions
imposed by Council's
Notices of
Determination.

NOTE:
Read conditions of
Approval before
commencing work.

7 July 2020
Per: AP



NOMINATED ARCHITECT:
MAURICE BERALDO
NSW Reg 6354
VIC Reg 4884
Suite 14, Level 3
22-36 Mountain Street
Ultimo NSW 2007
T 02 9281 6177
bdai.com.au



SITE LOCATION

LOT 1-5, DP 737574 & DP 1086710
103-105 STEWART STREET
BATHURST, NSW 2795



EXISTING SITE CONDITIONS

NOTE: WORK TO COMPLY WITH AS 4674 2004
CONSTRUCTION & FITOUT OF FOOD PREMISES

DA ISSUE

project
TACO BELL BATHURST
103-105 STEWART STREET
BATHURST, NSW 2795
drawing
COVER PAGE & LOCATION PLAN

project ref	date	drawn
19159	FEB 2020	BK
scale	dwg. no.	rev.
NTS @ A3	DA00	C



amendments		
23/02/20	ISSUE FOR COUNCIL	C
13/02/20	ISSUE FOR COUNCIL	B
21/11/19	ISSUE FOR COUNCIL	A

date notes rev.
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TE: WORK TO COMPLY WITH AS 4674 2004
INSTRUCTION & FITOUT OF FOOD PREMISES

project ref 19159	date FEB 2020	drawn BK
scale 1:200 @ A3	dwg. no. DA01	rev. C

amendments		
23/02/20	ISSUE FOR COUNCIL	C
13/02/20	ISSUE FOR COUNCIL	B
21/11/19	ISSUE FOR COUNCIL	A

date	notes	rev.
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7 July 2020
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NOTE: WORK TO COMPLY WITH AS 4674:2004
CONSTRUCTION & FITOUT OF FOOD PREMISES

DA ISSUE

TACO BELL BATHURST
103-105 STEWART STREET
BATHURST, NSW 2795

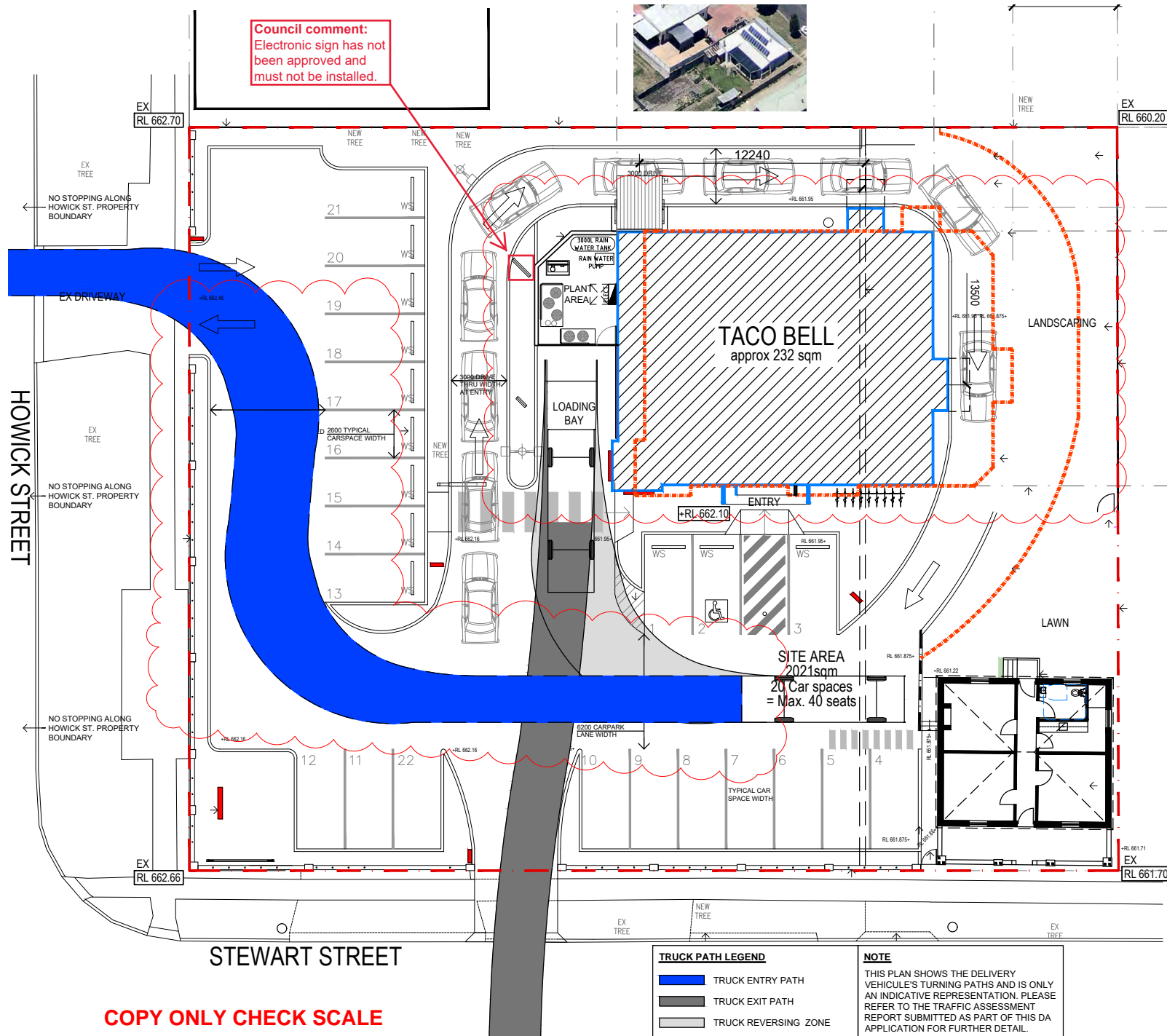
drawing
SITE TRAFFIC PLAN

project ref	date	drawn
19159	FEB 2020	BK
scale	dwg. no.	rev.
1:200 @ A3	DA03	D



date	notes	rev.
23/04/20	Revised Footprint, Single Drive-Through, Street St. exit only. Re-issued Council	D
20/02/20	ISSUE FOR COUNCIL	C
13/02/20	ISSUE FOR COUNCIL	B
21/11/19	ISSUE FOR COUNCIL	A

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**NOMINATED
ARCHITECT:**
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VIC Reg 4884

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22-36 Mountain Street
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bdai.com.au



**BATHURST
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Per: AP

NOTE: WORK TO COMPLY WITH AS 4674:2004
CONSTRUCTION & FITOUT OF FOOD PREMISES

DA ISSUE

project
TACO BELL BATHURST
103-105 STEWART STREET
BATHURST, NSW 2795

drawing
PROPOSED FLOOR PLAN

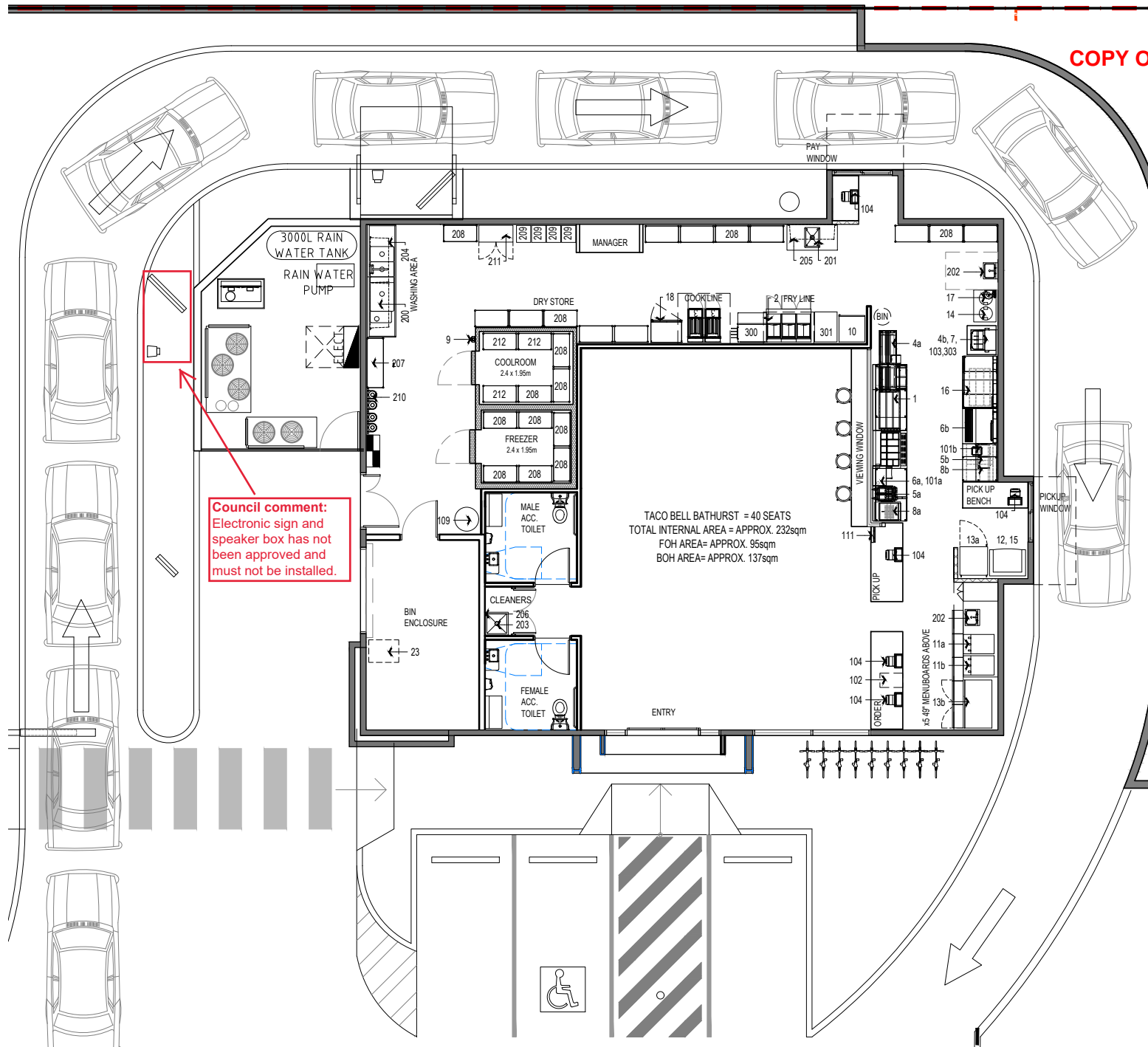
project ref 19159	date FEB 2020	drawn BK
scale 1:100 @ A3	dwg. no. DA04	rev. C



amendments	date	notes	rev.
23/04/20	Revised Footprint, Single Kitchen, Stewart St. exit only. Re-issue Council	C	
13/02/20	ISSUE FOR COUNCIL	B	
21/11/19	ISSUE FOR COUNCIL	A	

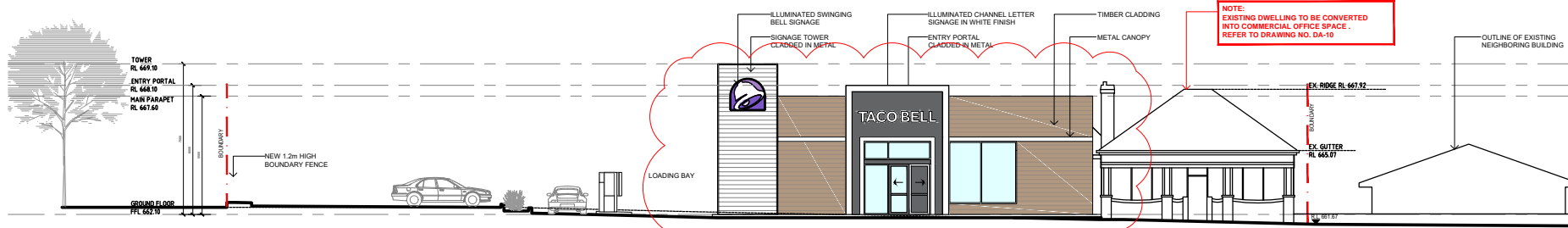
date notes rev.
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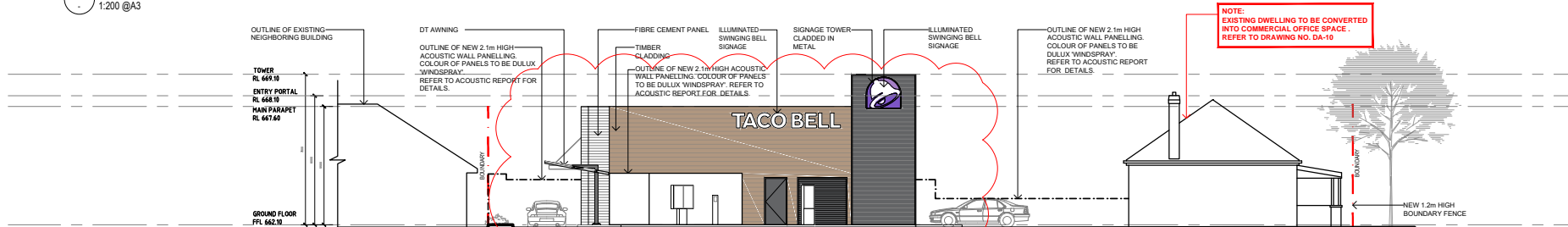


Council comment:
Electronic sign and
speaker box has not
been approved and
must not be installed.

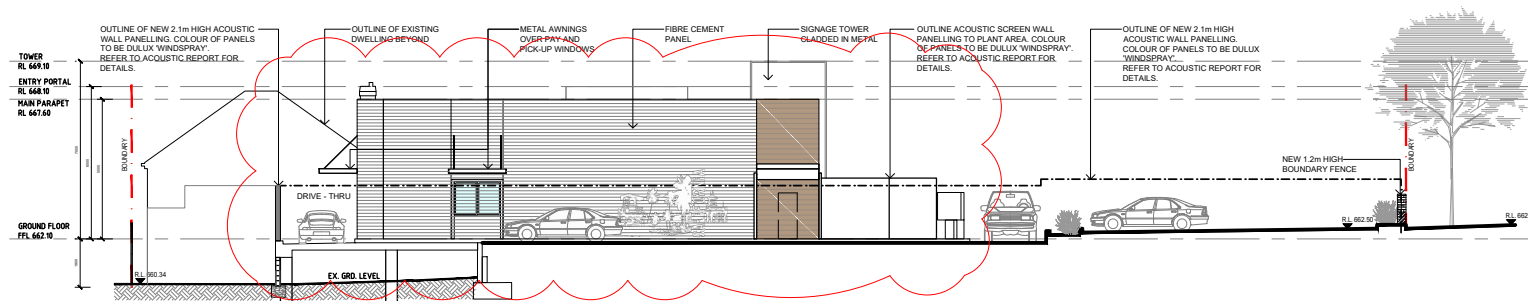
TACO BELL BATHURST = 40 SEATS
TOTAL INTERNAL AREA = APPROX. 232sqm
FOH AREA= APPROX. 95sqm
BOH AREA= APPROX. 137sqm



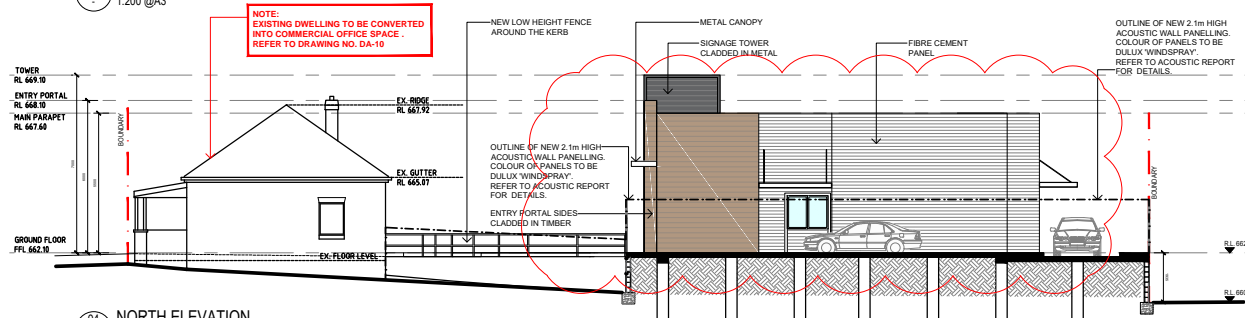
01 EAST ELEVATION
1:200 @A3



02 SOUTH ELEVATION
1:200 @A3



03 WEST ELEVATION
1:200 @A3



04 NORTH ELEVATION
1:200 @A3

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NOTE: WORK TO COMPLY WITH AS 4674:2004
CONSTRUCTION & FITOUT OF FOOD PREMISES

DA ISSUE

**BATHURST
REGIONAL COUNCIL**

Development Application
2019/367

Development Approval
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Read conditions of
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7 July 2020
Per: AP

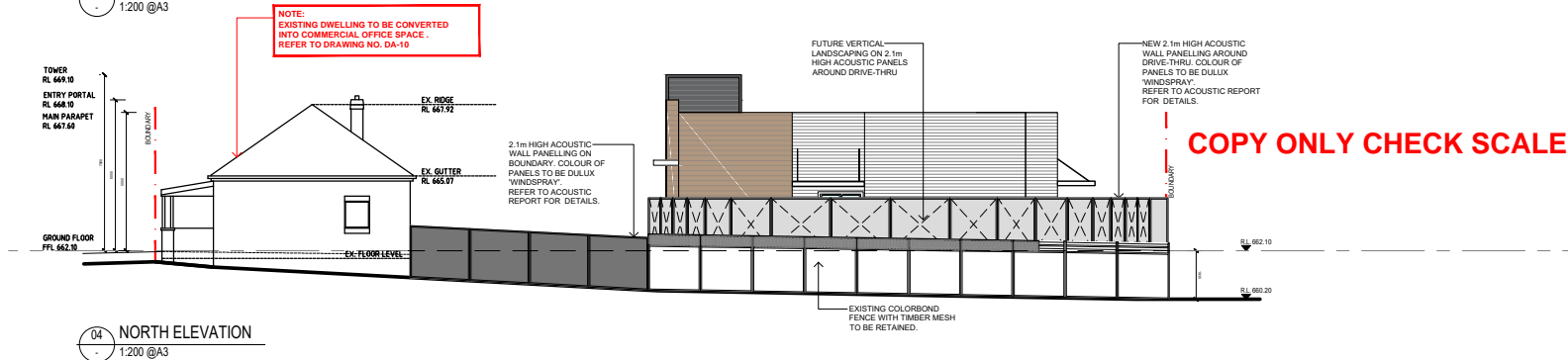
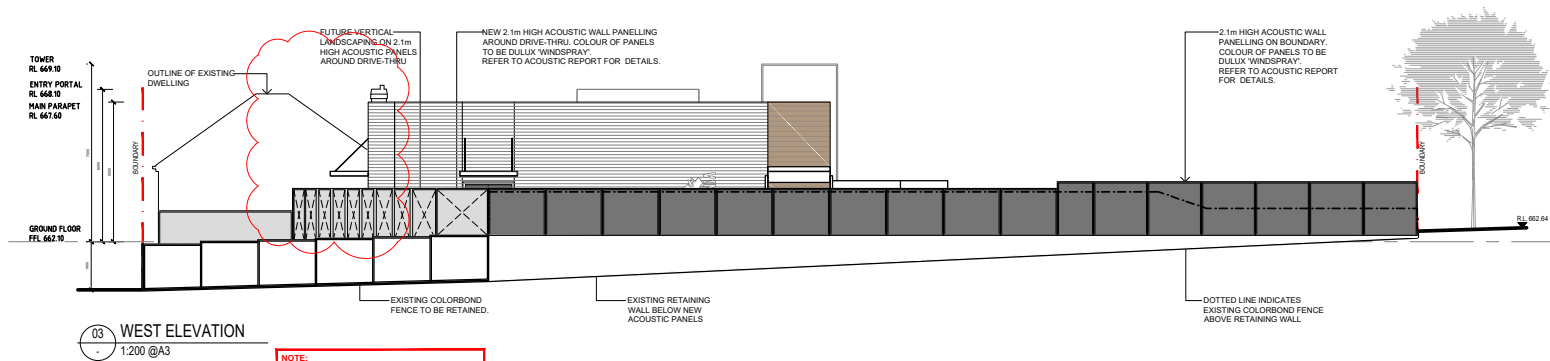
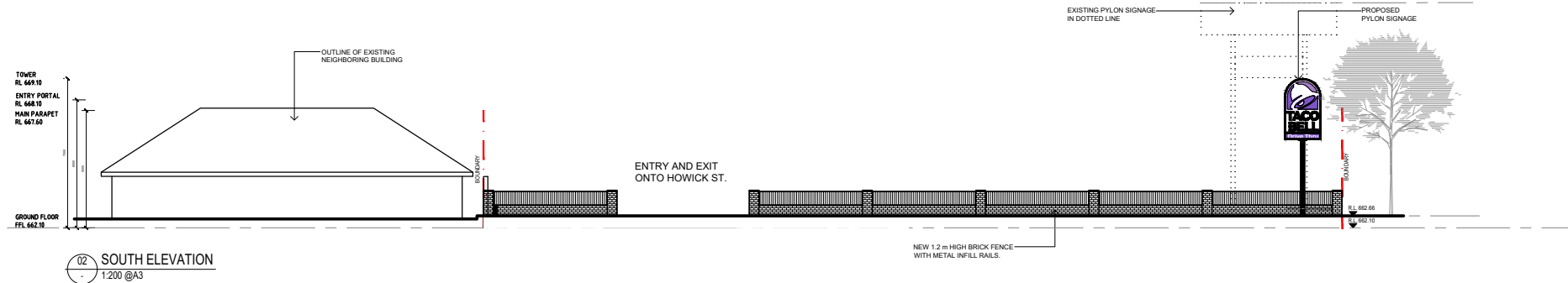
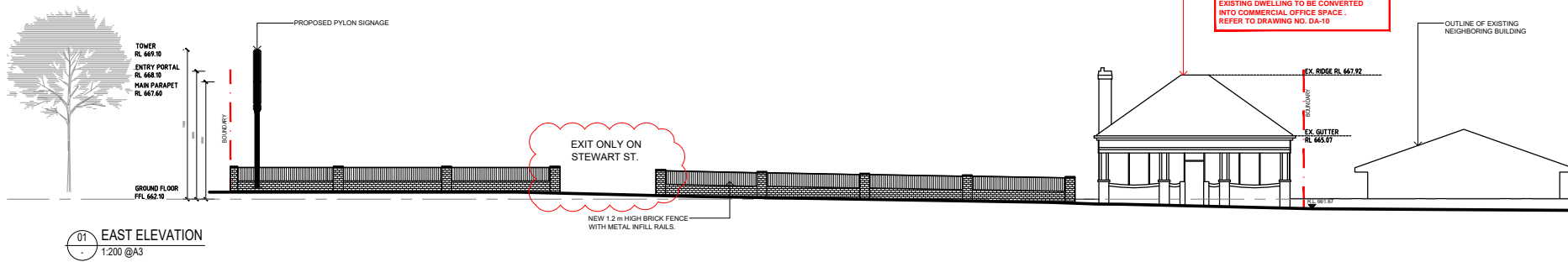
project
TACO BELL BATHURST
103-105 STEWART STREET
BATHURST, NSW 2795

drawing
PROPOSED ELEVATIONS

project ref	date	drawn
19159	FEB 2020	BK
scale	dwg. no.	rev.
1:200 @ A3	DA05	C

amendments	date	notes	rev.
23/04/20	Revised Footprint, Single Drive-Through, Stewart St. exit only. Re-issue Council	C	
13/02/20	ISSUE FOR COUNCIL	B	
21/11/19	ISSUE FOR COUNCIL	A	

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CONSTRUCTION & FITOUT OF FOOD PREMISES

DA ISSUE

BATHURST REGIONAL COUNCIL
Development Application
2019/367

Development Approval
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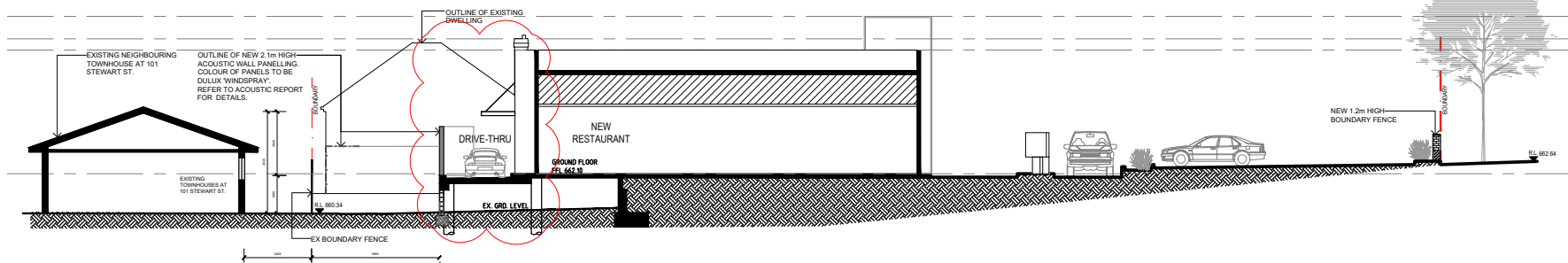
7 July 2020
Per: AP

project
TACO BELL BATHURST
103-105 STEWART STREET
BATHURST, NSW 2795
drawing
BOUNDARY ELEVATIONS

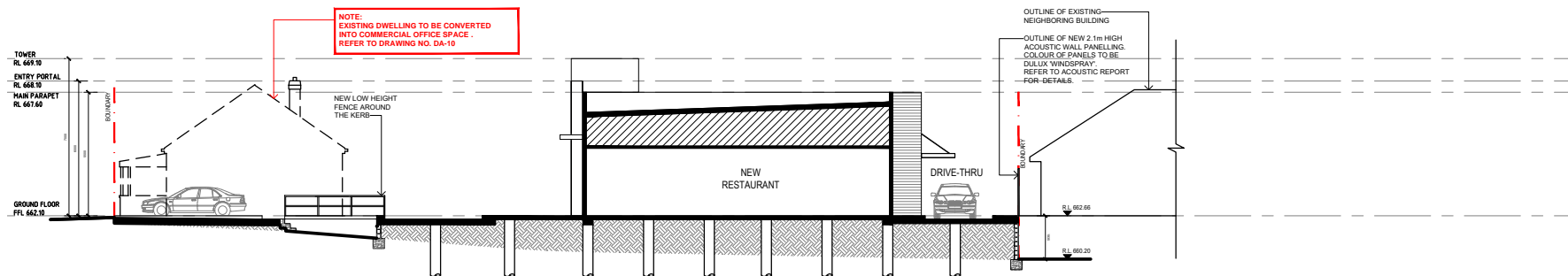
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scale	dwg. no.	rev.
1:200 @ A3	DA06	C

amendments	date	notes	rev.
23/04/20	Revised Footprint, Single Drive-Through, Stewart St. exit only. Re-issue Council		C
13/02/20	ISSUE FOR COUNCIL		B
21/11/19	ISSUE FOR COUNCIL		A

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01 LONG SECTION
1:200 @A3



02 CROSS-SECTION
1:200 @A3

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NOTE: WORK TO COMPLY WITH AS 4674.2004
CONSTRUCTION & FITOUT OF FOOD PREMISES

DA ISSUE

project:
TACO BELL BATHURST
103-105 STEWART STREET
BATHURST, NSW 2795

drawing
SECTIONS

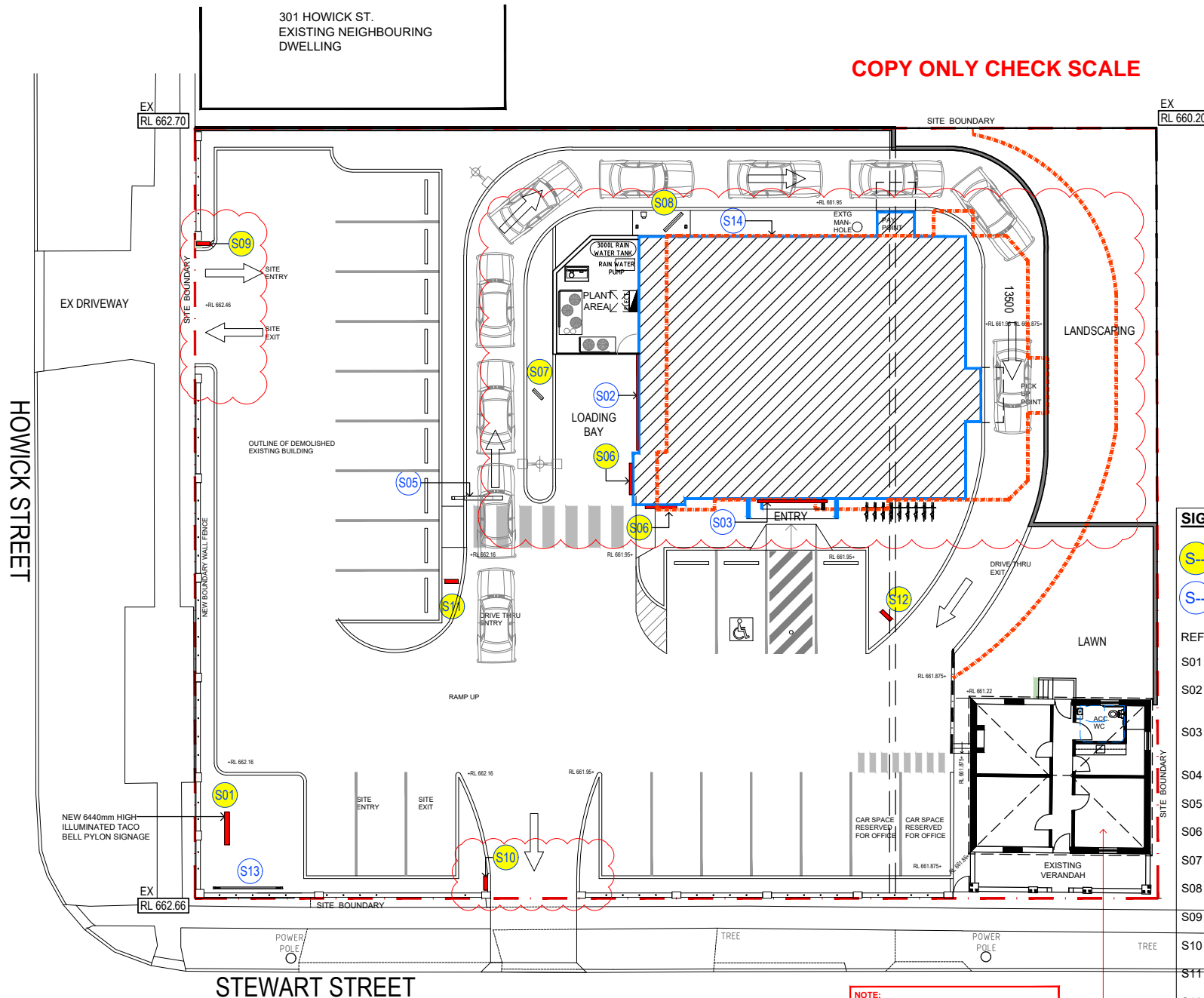
project ref	date	drawn
19159	FEB 2020	BK
scale	dwg. no.	rev.
1:200 @ A3	DA07	C

amendments	date	notes	rev.
23/04/20	Revised Footprint, Single Drive-Through, Stewart St. exit only. Re-issue Council	C	
13/02/20	ISSUE FOR COUNCIL	B	
21/11/19	ISSUE FOR COUNCIL	A	

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SIGNAGE LEGEND:

- S-** NEW ILLUMINATED SIGNAGE
S- NEW NON-ILLUMINATED SIGNAGE

REFER TO DA09 FOR SIGNAGE DETAILS

- S01 - NEW ILLUMINATED PYLON SIGN WITH GRAPHICS ON BOTH SIDES
S02 - NEW NON-ILLUMINATED LETTER FLAT CUT OUT SIGNAGE WITH MATTE WHITE FINISH
S03 - NEW NON-ILLUMINATED LETTER FLAT CUT OUT SIGNAGE WITH MATTE WHITE FINISH
S04 - NEW ILLUMINATED DRIVE-THRU SIGN
S05 - NEW NON-ILLUMINATED 2.7M HIGH CLEARANCE BAR
S06 - NEW ILLUMINATED SWINGING BELL SIGN X2
S07 - NEW ILLUMINATED DIGITAL PREVIEW MENUBOARD
S08 - NEW ILLUMINATED DIGITAL MENUBOARD & ORDER SPEAKER
S09 - NEW ILLUMINATED 2.1M HIGH 'ENTRY' DIRECTIONAL SIGN
S10 - NEW ILLUMINATED 2.1M HIGH 'EXIT' DIRECTIONAL SIGN
S11 - NEW ILLUMINATED 2.1M HIGH 'DRIVE-THRU' DIRECTIONAL SIGN
S12 - NEW ILLUMINATED 2.1M HIGH 'NO ENTRY' DIRECTIONAL SIGN
S13 - NEW NON-ILLUMINATED BANNER SIGN
S14 - NEW NON-ILLUMINATED GRAPHIC PANEL 'CALIFORNIA STENCIL'

NOTE: WORK TO COMPLY WITH AS 4674:2004
CONSTRUCTION & FITOUT OF FOOD PREMISES

DA ISSUE

project
TACO BELL BATHURST
103-105 STEWART STREET
BATHURST, NSW 2795
drawing

PROPOSED SIGNAGE PLAN

project ref	date	drawn
19159	FEB 2020	BK
scale	dwg. no.	rev.
1:200 @ A3	DA08	C



amendments

23/04/20	Revised Footprint, single drive-thru, Stewart St. exit only. Re-issue Council	C
13/02/20	ISSUE FOR COUNCIL	B
21/11/19	ISSUE FOR COUNCIL	A

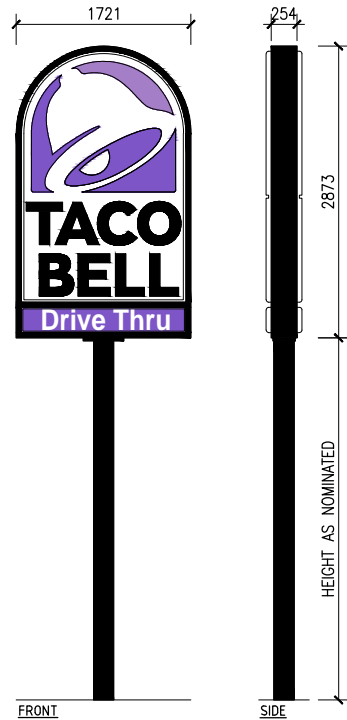
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Attachment 8.2.3.2

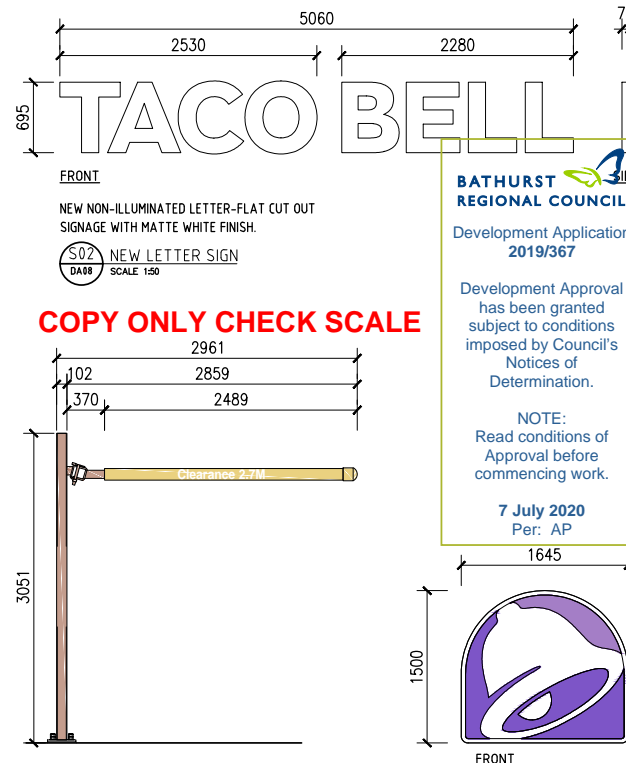


NOMINATED ARCHITECT:
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VIC Reg 4884
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NEW ILLUMINATED PYLON SIGN WITH GRAPHICS ON BOTH SIDES.

S01 NEW PYLON SIGN
DA08 SCALE 1:50

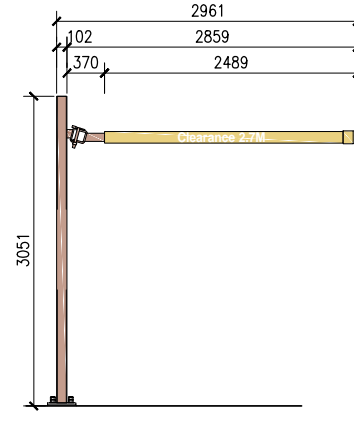


NEW NON-ILLUMINATED LETTER-FLAT CUT OUT SIGNAGE WITH MATTE WHITE FINISH.

S02 NEW LETTER SIGN
DA08 SCALE 1:50

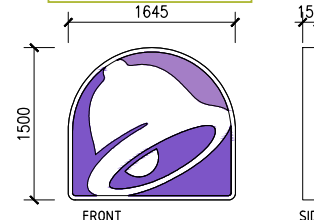
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Development Application
2019/367
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Read conditions of Approval before commencing work.
7 July 2020
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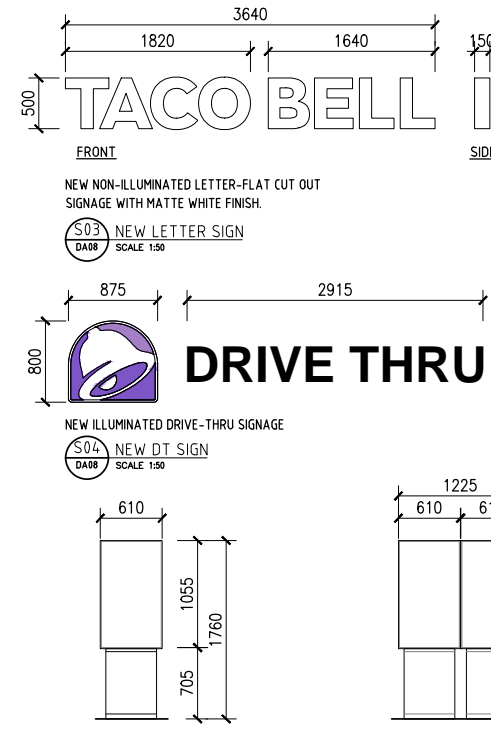
NEW NON-ILLUMINATED CLEARANCE BAR

S05 NEW DT CLEARANCE BAR
DA08 SCALE 1:50



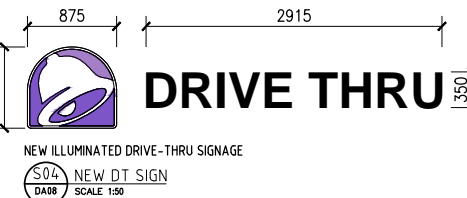
NEW ILLUMINATED SWINGING BELL SIGN.

S06 NEW SWINGING BELL SIGN
DA08 SCALE 1:50



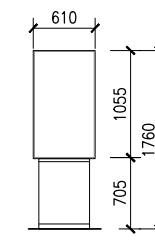
NEW NON-ILLUMINATED LETTER-FLAT CUT OUT SIGNAGE WITH MATTE WHITE FINISH.

S03 NEW LETTER SIGN
DA08 SCALE 1:50



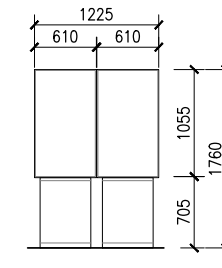
NEW ILLUMINATED DRIVE-THRU SIGNAGE

S04 NEW DT SIGN
DA08 SCALE 1:50



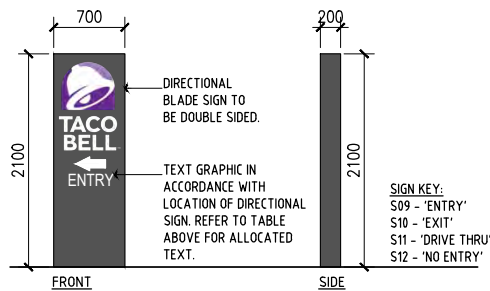
NEW ILLUMINATED DIGITAL DRIVE THRU PREVIEW BOARD.

S07 NEW DIGITAL PREVIEW BOARD
DA08 SCALE 1:50



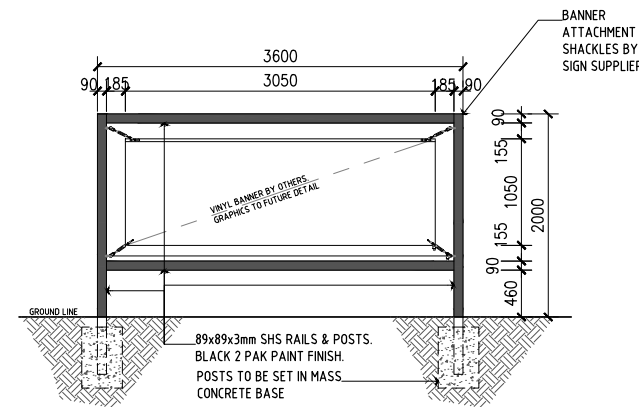
NEW ILLUMINATED DIGITAL DRIVE THRU MENUBOARD.

S08 NEW DIGITAL MENUBOARD
DA08 SCALE 1:50



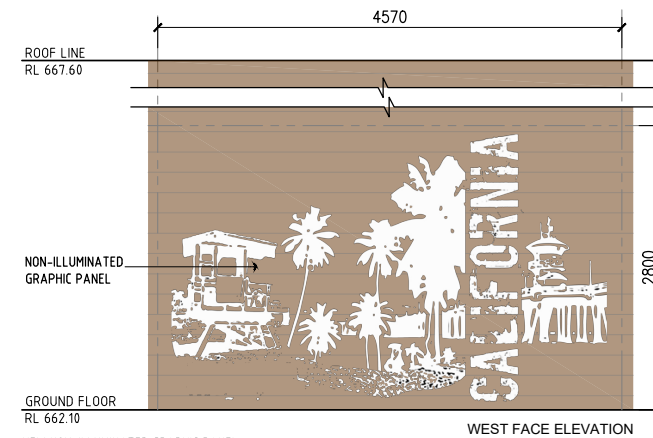
NEW ILLUMINATED DIRECTIONAL SIGN WITH GRAPHICS ON BOTH SIDES.

S09 NEW DIRECTIONAL SIGNAGE
DA08 SCALE 1:50



NEW NON-ILLUMINATED BANNER SIGN

S13 NEW BANNER SIGN
DA08 SCALE 1:50



NEW NON-ILLUMINATED GRAPHIC PANEL

S14 NEW GRAPHIC PANEL 'CALIFORNIA STENCIL'
DA08 SCALE 1:50

NOTE: WORK TO COMPLY WITH AS 4674:2004 CONSTRUCTION & FITOUT OF FOOD PREMISES

DA ISSUE

project
TACO BELL BATHURST
103-105 STEWART STREET
BATHURST, NSW 2795
drawing
SIGNAGE DETAILS

project ref	date	drawn
19159	FEB 2020	BK
scale	diag. no.	rev.
NTS @ A3	DA09	C

amendments

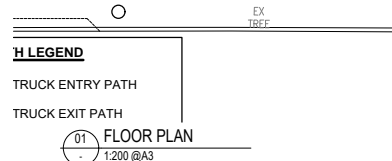
date	notes	rev.
23/02/20	RE-ISSUE FOR COUNCIL	C
13/02/20	ISSUE FOR COUNCIL	B
21/11/19	ISSUE FOR COUNCIL	A

Contractor shall verify all levels and dimensions on site prior to construction and report any variations to the design team for approval. Contractor shall verify all levels and dimensions on site prior to construction and report any variations to the design team for approval.

Suite 14, Level 3
22-36 Mountain Street
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7 July 2020
Per: AP

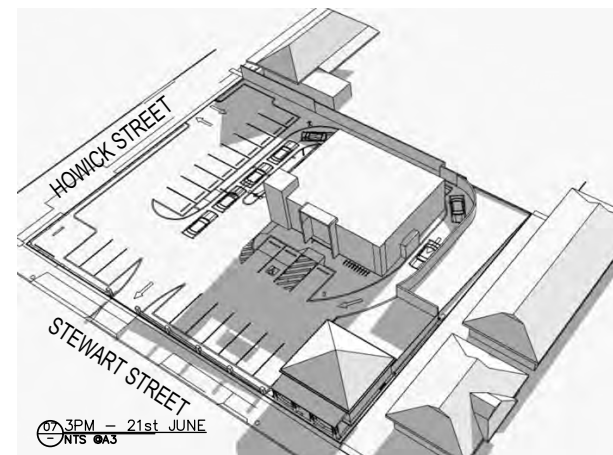


date	notes	rev.
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date	notes	rev.
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52 of 586

DA ISSUE

project ref 19159	date FEB 2020	drawn BK
scale 1:50 @ A3	dwg. no. DA12	rev. B

date	notes	rev.
Contractor shall verify all levels and dimensions on site prior to commencing any work or shop drawings. Figured dimensions to be used - do not scale.		
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**BATHURST
REGIONAL COUNCIL**

Development Application
2019/367

Development Approval
has been granted
subject to conditions
imposed by Council's
Notices of
Determination.

NOTE:
Read conditions of
Approval before
commencing work.

7 July 2020
Per: AP

Read conditions of Approval before commencing work.

7 July 2020
Per: AP

EXISTING TOWNHOUSES AT 101 STEWART ST.

FASTIGIATE TREES ALONG BOUNDARY IN FRONT OF UNIT 2 & 3

PHOTINIA HEDGE IN ALONG DRIVE-THRU WALL

EXISTING APPROX. 2.2m. HIGH COLORBOND FENCE WITH LATTICE OR TIMBER SLATS ABOVE

SITE BOUNDARY

NEW 2.1m. HIGH ACOUSTIC WALL PANEL ALONG DRIVE-THRU. COLOUR OF PANELS TO BE DULUX 'WINDSPRAY'. REFER TO ACOUSTIC REPORT FOR DETAILS.

DRIVE-THRU AREA

APPROX. 3000

5660

2100

3805

01 CROSS-SECTION 1:50
101 STEWART ST.

7 July 2020

**NOTICE TO APPLICANT OF DETERMINATION
OF A DEVELOPMENT APPLICATION**

Mr H Abbott
McDuck Properties Pty Ltd
300 Rainbow Street
COOGEE NSW 2034

being the applicant in respect of **Development Application No 2019/367**.

Pursuant to section 4.16 of the Environmental Planning and Assessment Act 1979, as amended, notice is hereby given of the determination by Council of Development Application No 2019/367, relating to the land described as follows:

**LOT: 5 DP: 1086710, LOT: 1 DP: 737574, 105 STEWART STREET BATHURST,
103 STEWART STREET BATHURST**

The Development Application has been determined by GRANTING consent to the following development:

1. **DEMOLITION OF EXISTING COMMERCIAL BUILDING**
2. **PARTIAL DEMOLITION OF EXISTING DWELLING HOUSE**
3. **CHANGE OF USE OF DWELLING HOUSE TO OFFICE PREMISES**
4. **CONSTRUCTION OF FOOD AND DRINK PREMISES (INCLUDING DRIVE-THROUGH FACILITIES)**
5. **CONSTRUCTION OF CAR PARK**
6. **CONSTRUCTION OF RETAINING WALLS**
7. **CONSTRUCTION OF ACOUSTIC FENCE**
8. **INSTALLATION OF SIGNAGE ON LAND**

Building Code of Australia building classification **N/A**.

IMPORTANT NOTICE TO APPLICANT

If this consent relates to a subdivision or to the erection of a building, one of the conditions listed below will require you to obtain a construction certificate prior to carrying out any work. **YOU MUST NOT COMMENCE WORK UNTIL YOU HAVE RECEIVED THE CONSTRUCTION CERTIFICATE**, even if you made an application for a construction certificate at the same time as you lodged this development application. The Development Consent may contain conditions that need to be satisfied prior to issuing of any Construction Certificates.

This consent is issued subject to the following conditions and reasons:

Reference: FFIN:AP:DA/2019/367

Enquiries: Ms E Finn 02 6333 6215
McDuck, Change of use of dwelling house to office premises, Construction of food and drink premises (in DOCX)

BATHURST REGION - FULL OF LIFE

GENERAL

1. **Development Consent has not been granted for the installation of the proposed Freestanding Banner Sign (No. S13). The sign must not be installed on the land.**

REASON: To reduce the visual impacts of the development on the Heritage Conservation Area. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

2. **Proposed Sign No. S02 (5.06 (w) x 0.695 (h)) has not been approved as part of this application. However, a duplicate of Sign No. S03 (3.64m (w) x 0.5m (h)) is permitted to be installed on the South-Western Elevation in replacement of proposed Sign No. S02.**

REASON: To reduce the visual impacts of the development on the surrounding Heritage Conservation Area and streetscape. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

3. **Any existing encumbrances in favour of Essential Energy (or its predecessors) noted on the title of the above property must be complied with.**

REASON: To ensure the development does not impact on electricity infrastructure. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

4. **The sale of liquor from the food and drink premises is not permitted.**

REASON: To reduce the impacts of the development on the amenity of the surrounding residential area. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

5. **The access on Howick Street is to be designed, constructed and used for entry only. All vehicles exiting the site must do so from Stewart Street only.**

REASON: To reduce the traffic impacts of the development on Howick Street. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

PRIOR TO ISSUE OF CONSTRUCTION CERTIFICATE

6. **Further consideration is to be given to the selection of materials for the construction of acoustic barriers and this is to be determined by Council prior to the issue of a Construction Certificate.**

REASON: To ensure that the material used for the construction of the acoustic fence is appropriate for noise reduction. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

7. **All documentation must be reviewed at Construction Certificate stage to ensure that all acoustic recommendations have been satisfactorily incorporated into the design of the site, prior to the issue of any Construction Certificate.**

REASON: To ensure that all proposed noise mitigation measures are appropriately implemented. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

8. **The brickwork used on the brick boundary fence is to be face brick work in strong autumn tones. The infill rails are to be of a colour that is consistent with that used on the metal cladding of the building. The details of the brickwork and infill rails are to be provided to Council for approval prior to the issue of any Construction Certificate.**

REASON: To reduce the visual impacts of the development on the Bathurst Heritage Conservation Area. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

9. **Prior to the issue of any Construction Certificate, Lot 1 DP 737574 and Lot 5 DP 1086710 must be consolidated into one. The applicant is to provide documentary evidence to Council from NSW Land Registry Services demonstrating that the consolidation has been registered.**

REASON: To prevent fire safety conflicts and ensure that all carparking associated with the development remains on the same allotment of land as the relevant buildings. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

10. **Any development involving non-friable asbestos removal work (of an area of more than 10 square metres) or friable asbestos removal work must be undertaken by a person who carries on a business of such removal work in accordance with a licence under Part 8.10 of the Work Health and Safety Regulation 2017.**

The applicant/owner having the benefit of the Complying Development Certificate or Development Application must provide Bathurst Regional Council with a copy of a signed contract with such a person before any development pursuant to the consent commences.

Any such contract must indicate whether any non-friable asbestos material or Friable asbestos material will be removed, and if so, must specify the landfill site (that may lawfully receive asbestos) to which the non-friable asbestos material or friable asbestos material is to be delivered.

Reference: FFIN:AP:DA/2019/367

Enquiries: Ms F Finn 02 6333 6215

McDuck - of use of dwelling house to office premises , Construction of food and drink premises (in.DOCX

All asbestos sheeting or asbestos waste must be taken to a landfill that can lawfully receive this waste. Transporters of asbestos waste must now use WasteLocate to provide information to the Environment Protection Authority (EPA) regarding the movement of any load over 100kg of asbestos waste, or 10 square metres or more of asbestos sheeting within NSW.

Persons paying for an asbestos removal service (e.g. from a household or construction site) should request the WasteLocate consignment number from the transporter. Load tracking can be completed at <https://wastelocate.epa.nsw.gov.au/>. Undelivered loads are to be reported to the EPA.

Generators and owners of waste have a legal obligation under Section 143 of the Protection of the Environment Operations Act 1997 to ensure the waste is transported to and disposed of at a facility that can lawfully be used as waste facility for that waste.

REASON: So that the development complies with the requirements of Section 143 of the Protection of the Environment Operations Act 1997, Clause 136E of the Environmental Planning and Assessment Regulation 2000, Section 4.17 of the Environmental Planning and Assessment Act 1979, as amended.

11. **The developer is to apply to Council for a Certificate of Compliance pursuant to Section 305 of the Water Management Act, 2000 (application form attached).**

The developer will have to contribute the sum of \$32,064.96 water headworks plus \$58,716.90 sewer headworks and also enter into an additional works agreement before the Certificate of Compliance will be issued.

All monetary conditions are reviewed annually and may change as of 1 July each year.

NOTE 1: The developer should apply for a certificate as a matter of urgency because the Construction Certificate cannot be issued until a certificate has been issued by Council and all monetary conditions have been satisfied.

REASON: Because it is in the public interest that Council maintain the ability to provide adequate water and sewer reticulation services. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

12. **The payment to Council of:**

- a) **\$327.00 for the inspection of plumbing and drainage work.**

Reference: FFIN:AP:DA/2019/367

Enquiries: Ms F Finn 02 6333 6215

McDuck - of use of dwelling house to office premises , Construction of food and drink premises (in.DOCX

- b) **\$646.00 for the issuing of access levels and inspection by Council or \$300.00 for the approval of a supplied design and inspection by Council.**

This must be paid at the time of lodgement of any Construction Certificate.

All monetary conditions are reviewed annually, and may change as of 1 July each year.

REASON: Because it is in the public interest that such fees be paid in accordance with Council's Management Plan. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

13. **The applicant is to submit one (1) hard copy and one (1) electronic copy of engineering plans, specifications and calculations in relation to drain roofed and paved areas, collection and conveyance of surface runoff, pave and linemark, replacement of redundant kerb layback and splayed footway crossing.**

Further, the works are to comply with Bathurst Regional Council's Guidelines for Engineering Works.

REASON: Because it is in the public interest that the design of that (those) aspect(s) of the development comply with Council's Engineering Guidelines. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

14. **The food premises fitout is to be constructed in strict accordance with Australian Standard AS4674-2004 – Design, construction and fitout of food premises.**

NOTE 1: Detailed plans and specifications of food premises are to be submitted detailing the construction method of floors, walls and ceilings in all areas. The finishes to walls, floors and ceilings are to be included. The plan is also to include the location of items such as appliances, equipment and wash hand basin.

REASON: To aid in the storage, preparation and display of food that is safe to be consumed by the public. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

15. **Prior to the commencement of demolition, the developer is to submit to Council two (2) separate electronic copies of a photographic record of the structures located on Lot 1 DP 737574 (103 Stewart Street Bathurst NSW 2795), 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.**

Reference: FFIN:AP:DA/2019/367

Enquiries: Ms F Finn 02 6333 6215

McDuck - of use of dwelling house to office premises , Construction of food and drink premises (in.DOCX

McDuck Properties Pty Ltd
7 July 2020

REASON: To ensure that an adequate record of the building is kept. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

16. **The applicant is to obtain a CONSTRUCTION CERTIFICATE pursuant to Section 6.4 of the Environmental Planning and Assessment Act 1979, as amended from either Council or an accredited certifying authority certifying that the proposed works are in accordance with the Building Code of Australia PRIOR to any works commencing.**

NOTE 1: No building, engineering, excavation work or food premises fitout is to be carried out in relation to this development until the necessary Construction Certificate has been obtained.

NOTE 2: YOU MUST NOT COMMENCE WORK UNTIL YOU HAVE RECEIVED THE CONSTRUCTION CERTIFICATE, even if you made an application for a Construction Certificate at the same time as you lodged this development application.

NOTE 3: It is the responsibility of the applicant to ensure that the development complies with the provision of the Building Code of Australia in the case of building work and the applicable Council Engineering Standards in the case of subdivision works. This may entail alterations to the proposal so that it complies with these standards.

REASON: So that the design of the proposed work may be assessed in detail before construction commences and because it is in the public interest that the development comply with the appropriate construction standards. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

17. **Any proposed site filling is to be Virgin Excavated Natural Material as defined in Division 2 Section 50 of the Protection of the Environment Operations Act (1997), or Excavated Natural Material as defined in Excavated Natural Materials Order (2014) under the Protection of the Environment (Waste) Regulation (2014) and is free from organic matter and compacted in horizontal layers not more than 250mm thick to 95% of the standard maximum dry density of the soil. All such works are to comply with Bathurst Regional Council's Guideline for Engineering Works.**

NOTE 1: Soil density tests from a NATA registered laboratory and conducted in accordance with Australian Standard AS:1289, will be required prior to the issue of any Construction Certificate for the erection of a building or the issue of a Subdivision Certificate.

REASON: To ensure that any fill is correctly placed and compacted and to ensure that waste material is not used for the filling of land. Section 4.15 of the Environmental Planning and Assessment Act 1979, and as amended.

Reference: FFIN:AP:DA/2019/367
Enquiries: Ms F Finn 02 6333 6215
McDuck - of use of dwelling house to office premises, Construction of food and drink premises (in.DOCX)

18. The proposed restaurant is over Council's sewer main. That section of the main affected by the zone of influence is to be inspected, using CCTV, at the applicant's cost and the tape supplied to Council for review, in accordance with Bathurst Regional Council's Guidelines for Engineering Works.

Where permissible, sewer reticulation mains of up to 225 mm may be built over provided the following conditions are met:

- a) If the sewer main is in an acceptable condition, as determined by Council, Council may allow the main to remain in position. If the main is in an unacceptable condition, then Council will require that the main be replaced with a material of Council's nomination.
- b) No building loads are to be imposed on the sewer main. This will require the use of concrete reinforced piers, designed and certified by a structural engineer. Where loads upon the sewer main are unavoidable, Council may require that the main be concrete encased in accordance with Council's standard drawing number EN 7902.

The works are to be in accordance with Bathurst Regional Council's Guidelines for Engineering Works and Bathurst Regional Council's standard drawing EN7902 and must be inspected by Council at the time specified in Column 2.

(For encasement and construction of piers)

COLUMN 1	COLUMN 2
Pre-pouring	When all steelwork and formwork has been put in place and prior to pouring of concrete.
During pouring	During the pouring of the concrete.

NOTE 1: All work is to be at full cost to the applicant.

REASON: To minimise any potential damage to Council's main from the load bearing nature of the building and to ensure that settlement will not affect the structural integrity of the building. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

19. Prior to the issuing of any Construction Certificate, the owner is to sign Council's standard indemnity with respect to building over, or within the minimum clearance from, Council's sewer main.

NOTE 1: Indemnity forms are available from the Council's Environmental, Planning & Building Services Department.

McDuck Properties Pty Ltd
7 July 2020

REASON: Because it is in the public interest for Council to be indemnified against any costs or liabilities associated with the building being sited over or within the minimum distance of Council's sewer main. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

20. **The water service is to be of adequate size and of a design adequate to serve the development in accordance with the requirements of AS/NZS 3500 and The Plumbing Code of Australia. Any necessary upgrading of the existing service is to be at full cost to the applicant.**

NOTE 1: Application form for water is attached. This form is to be returned to Council with payment.

NOTE 2: The applicant is to advise Council to remove the redundant water services to the properties.

REASON: So that the development will have an adequate water service having regard to the character of the development. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

21. **Prior to the issue of the construction certificate the developer is to submit to Council for approval a staged Soil and Water Management Plan, approved for implementation by a Certified Professional in Erosion and Sediment Control and which includes (but is not limited to) the following:**

- a) **Assessment including:**
 - i. **Constraints analysis**
 - ii. **Erosion Hazard Assessment**
 - iii. **RUSLE Calculation and Soil Loss Class identification**
 - iv. **Sediment Basin Test**
 - v. **Identification of Sediment Type**
- b) **Erosion controls including:**
 - i. **Access limitations**
 - ii. **Staging and ordering of works**
 - iii. **Exclusion zones**
 - iv. **Stockpile location and management**
 - v. **Access and road locations**
 - vi. **Dust management**
 - vii. **Site office**
 - viii. **Water diversion**
 - ix. **Velocity dissipator including outlet velocity in m/s**
- c) **Sediment controls including**
 - i. **Diversion drains and sediment basins, including calculations (to determine dimensions, storage zones, settling zones, flow rates etc)* and appropriate discharge points and controls. Type C sediment basins are not to be used.**
 - ii. **Sediment fences**
 - iii. **Stabilised access points**

Reference: FFIN:AP:DA/2019/367

Enquiries: Ms F Finn 02 6333 6215

McDuck - of use of dwelling house to office premises , Construction of food and drink premises (in.DOCX

- d) **Maintenance instructions:**
 - i. **Record keeping, inspection regimes and checklists**
 - ii. **Flocculation and/or discharge treatments that meet 50mg/L total suspended solids at neutral pH.**
 - iii. **Cleaning and maintenance measures**
 - iv. **Waste management**
- e) **Stabilisation instructions**
 - i. **C-factor[^] or percentage ground cover requirements for works and post-construction**
 - ii. **Stabilisation for diversion drains and discharge points**
 - iii. **Topsoil recovery and replacement**
 - iv. **Staged site stabilisation**
- f) **Standard design drawings as per the Landcom Soils and Construction Volume 1 – “The Blue Book” OR the International Erosion Control Association requirements**
- g) **Site plan/s detailing the above.**

* **For sites where disturbance is likely to be less than six months, the 75th percentile storm depth is to be used. For sites where disturbance is likely to be more than six months, the 80th percentile storm depth is to be used. If the discharge location is deemed to be sensitive locations (i.e. residential land, waterway, offsite water course) the 80th percentile storm depth is to be used. For land that is to be disturbed for more than six months AND discharges to sensitive locations, the 85th percentile storm depth is to be used.**

[^] **As a minimum, progressive stabilisation of site is to achieve a C-factor of 0.10 or about 60% ground cover within 20 days and a C-factor of 0.05 or about 70% within 2 months/at completion of works.**

NOTE 1: All erosion and sediment control measures must be in place prior to earthworks commencing and implemented for the duration of construction.

REASON: To ensure the impact of the work on the environment in terms of soil erosion and sedimentation is minimised. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

22. **Prior to the commencement of construction, arrangements, satisfactory to Essential Energy and the relevant telecommunications authority for the provision of electrical power and telephone lines respectively, to fully serve the development, are to be made.**

REASON: So that electrical power and telephone lines are available, it being necessary that these utilities serve the development. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

Reference: FFIN:AP:DA/2019/367

Enquiries: Ms F Finn 02 6333 6215

McDuck – of use of dwelling house to office premises , Construction of food and drink premises (in.DOCX

23. Prior to any demolition the developer is to complete and submit to Council for approval a completed Council Waste Management Plan (enclosed). The Plan shall include, but not be limited to, the following:

- The types of waste to be handled;
- Volume of each waste;
- Management and storage of waste;
- Method of waste disposal;
- Method of waste transport; and
- Disposal location.

REASON: To ensure that the waste is transported to, and disposed of at, a facility that can lawfully receive the specific type of waste involved. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

24. Upon completion of demolition work and prior to disposal for all material to be disposed of offsite, the developer is to complete and submit to Council a Report showing that a Waste Classification has been completed in accordance with NSW EPA Waste Classification Guidelines Part 1: Classifying waste.

REASON: To ensure that the waste is transported to, and disposed of at, a facility that can lawfully receive the specific type of waste involved. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

PRIOR TO ANY WORK ON SITE

25. Prior to any demolition works occurring, any service line/s to the properties must be disconnected.

NOTE: Refer Essential Energy's Contestable Works team for requirements via email contestableworks@essentialenergy.com.au.

REASON: To prevent the development from impacting on electricity infrastructure. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

26. Prior to carrying out any works, a "Dial Before You Dig" enquiry must be undertaken in accordance with the requirements of Part 5E (Protection of Underground Electricity Power Lines) of the *Electricity Supply Act 1995* (NSW).

REASON: To ensure the development does not impact on underground infrastructure. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

Reference: FFIN:AP:DA/2019/367

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McDuck - of use of dwelling house to office premises , Construction of food and drink premises (in,DOCX

27. **Given there is electricity infrastructure in the area, it is the responsibility of the person/s completing any works around powerlines to understand their safety responsibilities. SafeWork NSW (www.safework.nsw.gov.au) has publications that provide guidance when working close to electricity infrastructure. These include the *Code of Practice – Work near Overhead Power Lines* and *Code of Practice – Work near Underground Assets*.**

REASON: To ensure the development is carried out in a safe manner. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

28. **The approved Landscaping Plan (prepared by Susan Stratton Landscape Architects Pty Ltd, dated 23 April 2020, Rev. B) indicates that four (4) Capital Pear (“Pyrus ‘Capital’”) Trees will be established on the site to reduce the visual impact of the proposed 2.1-metre-high acoustic fence. However, these trees are deciduous and will not serve their purpose during winter months.**

Prior to the commencement of any works, an amended Landscaping Plan must be submitted to Council for endorsement, which includes alternate treatments to this area to replace the originally proposed Capital Pear (“Pyrus ‘Capital’”) trees. The plantings and/or structures must:

- a) **Have a similar maturity height and spread to the originally proposed Capital Pear (“Pyrus ‘Capital’”) Trees.**
- b) **Serve the purpose of screening the visual impact of the proposed 2.1-metre-high acoustic fence and 2-metre-high retaining walls.**
- c) **Be of a species suitable to the Bathurst Regional Climate.**
- d) **Be consistent with the requirements of Chapter 13 of Bathurst Regional Development Control Plan 2014 (LEP 2014).**

REASON: To ensure the appropriate landscaping is established on site. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

29. **If a vehicular crossing over the footway is to be constructed, access levels are to be obtained from Council’s Engineering Department. The vehicular crossing is to be constructed in accordance with Bathurst Regional Council’s Guidelines for Engineering Works. Further the applicant is to obtain a Compliance Certificate pursuant to Section 109C of the Environmental Planning and Assessment Act 1979, as amended PRIOR TO THE CONSTRUCTION of the footway crossing from Council or an accredited certifying authority certifying that the works have been completed in accordance with Bathurst Regional Council’s Guidelines for Engineering Works and that the levels are in accordance with those issued.**

NOTE 1: If other hard standing, dust free and weather proof surfaces are proposed instead of concrete, written approval is to be obtained from Council that the proposed alternative is acceptable.

REASON: Because this work is necessary to enable adequate means of vehicular access to the proposed development. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

30. If the work involved in the approved development:

a) is likely to cause pedestrian or vehicular traffic in a public place to be obstructed or rendered inconvenient, or

b) building involves the enclosure of a public place,

a hoarding or fence must be erected between the work and the public place.

If necessary, an awning is to be erected, sufficient to prevent any substance, from or in connection with the work, falling into the public place. Further the work site must be kept lit between sunset and sunrise if it is likely to be hazardous to persons in the public place.

NOTE 1: If the approved development requires the erection of temporary scaffolding, fencing or hoardings on the road or the footpath adjacent to the site, the applicant is to obtain further approval under the Local Government Act 1993 and/or the Roads Act 1993 from Council before work commences.

NOTE 2: Any such scaffolding, fencing, hoardings or awnings are to be removed when the work has been completed.

NOTE 3: Any external lighting required by this condition is to be designed and positioned so that at no time will any light be cast upon any adjoining property.

REASON: Because it is in the public interest that adequate safety measures are provided. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

31. Toilet facilities are to be provided, at or in the vicinity of the work site on which work involved in the erection or demolition of a building is being carried out, at the rate of one toilet for every 20 persons or part of 20 persons employed at the site. Each toilet provided must be:

- a) a standard flushing toilet connected to a public sewer, or**
- b) if that is not practicable, an accredited sewage management facility approved by the Council, or**
- c) if that is not practicable, any other sewage management facility approved by the Council.**

NOTE 1: The provision of toilet facilities in accordance with this condition must be completed before any other work is commenced.

REASON: To provide adequate sanitary facilities during the construction phase. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

32. **Prior to the commencement of plumbing and drainage works the responsible plumbing contractor is to submit to Council a “Notice of Works” under the Plumbing and Drainage Act 2011.**

REASON: To ensure that the plumbing and drainage works is in accordance with the Plumbing and Drainage Act 2011. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

33. **During and after construction, minimum distances from powerlines are to be maintained.**

REASON: So that safe clearances are maintained from electrical powerlines, and because of representations to this effect from Essential Energy. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

DURING CONSTRUCTION

34. **The proposed retaining walls are to be constructed from concrete, brick/block or steel or a combination of these materials. Timber retaining walls are not permitted along or adjacent to boundaries.**

REASON: To ensure the development complies with the requirements of *Bathurst Regional Development Control Plan 2014*. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

35. **The approved directional signs must be appropriately located entirely within the boundaries of the land and so as not to impede sight lines of traffic (including any pedestrian pathways) within or when passing, entering or departing the site.**

REASON: To reduce the impacts of the development on traffic safety. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

36. **Site accesses are to be adequately lit in accordance with AS/NZS 1158 and the approved “Electrical Services Plan” (prepared by BD Architecture Interiors, Rev A, dated 23 April 2020).**

REASON: To reduce the impact of the development on traffic safety. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

37. **Light is to be directed downwards, not upwards, to illuminate the target area.**

Reference: FFIN:AP:DA/2019/367

Enquiries: Ms F Finn 02 6333 6215

McDuck - of use of dwelling house to office premises , Construction of food and drink premises (in.DOCX

REASON: To reduce the degree of light spillage from the development onto surrounding property. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

38. **The Pylon Sign (No. 1) must be installed so that it is structurally adequate to withstand the dead and live (wind) loads that may be imposed on it.**

REASON: To ensure the development complies with the requirements of *Bathurst Regional Development Control Plan 2014*. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

39. **Acoustic fences must be constructed along the North-West and North-East boundaries of the drive-through to a minimum height of 2.1 metres above Finished Ground Level, as shown on the approved Site Plan (prepared by Architecture Interiors, dated 23 April 2020, Rev D).**

REASON: To reduce the noise impacts of the development on the surrounding residential area. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

40. **Boundary fences must be constructed along the South-West and South-East boundaries of the site. This fencing must include an acoustic barrier constructed to a minimum height of 600mm above the subject site ground floor slab height, as shown on the approved Site Plan (prepared by Architecture Interiors, dated 23 April 2020, Rev D).**

REASON: To reduce the noise impacts of the development on the surrounding residential area. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

41. **The North-West and South-West sides of the ground floor plant area enclosure must be constructed from an acoustically opaque material, to a height of either 1.8 metres above ground floor slab height or at least 600mm above the tallest item of plant (whichever is the greater). The South-East side may be constructed to the architect's specification and is not required to be acoustically rated.**

REASON: To reduce the noise impacts of the development on the surrounding residential area. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

42. **A kitchen ventilation extraction system equipped with filtration equipment to manage air emissions must be installed with ventilation hoods positioned above the main cooking points in the kitchen. Odour emissions from cooking must be captured and dispersed into the ambient air via an exhaust point positioned at rooftop level, so as not to impact the surrounding environment.**

Reference: FFIN:AP:DA/2019/367

Enquiries: Ms F Finn 02 6333 6215

McDuck - of use of dwelling house to office premises, Construction of food and drink premises (in.DOCX

REASON: To reduce the odour impacts of the development on the surrounding residential area. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

43. **All landscaping, planting and fencing located near electrical infrastructure must comply with the latest industry guideline currently known as *ISSC 20 Guideline for the Management of Activities within Electricity Easements and Close to Infrastructure*.**

REASON: To prevent the development from impacting on electricity infrastructure. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

44. **Essential Energy's records indicate there is electricity infrastructure located within the properties and close proximity to the properties. Any activities within these locations must be undertaken in accordance with *ISSC 20 Guideline for the Management of Activities within Electricity Easements and Close to Infrastructure*. Approval may be required from Essential Energy should activities within the property encroach on the electricity infrastructure.**

REASON: To prevent the development from impacting on electricity infrastructure. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

45. **Should any existing boundary fencing need to be removed during construction works, temporary construction fencing with mesh wrap must be installed around the boundary of the property. The mesh wrap must be of a colour and consistency that reduces privacy conflicts (overlooking) between neighbouring residences.**

NOTE 1: All construction works must be undertaken entirely within the boundaries of the property.

NOTE 2: Matters relating to the removal, installation and cost of permanent boundary fencing must be negotiated between landowners.

REASON: To reduce privacy conflicts between the development and neighbouring properties. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

46. **The existing sewer connection point may be located under the proposed restaurant. This sewer connection is to be removed entirely from Council's sewer main and a new sewer connection point must be installed clear of the proposed restaurant building alignment.**

REASON: Because that utility is required to serve the development. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

47. **The construction of a 6 metre wide layback in the existing kerb and gutter, adjacent to the proposed footway crossing to comply with Bathurst Regional Council's Guidelines for Engineering Works.**

REASON: Because this work is necessary to enable adequate means of vehicular access to the proposed development. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

48. **Prior to the issue of the Construction Certificate the developer is to submit to Council a Construction Management Plan which includes (but is not limited to) the following:**

- a) **Traffic management, including:**
 - i) **Loading, unloading area and material storage areas;**
 - ii) **Access to adjoining properties; and**
 - iii) **Parking areas (for construction workers and surrounding properties).**
- b) **Noise.**
- c) **Soil and water management**
- d) **Waste management**
- e) **Stabilisation and monitoring of adjoining buildings.**
- f) **Vibration.**
- g) **Proposed methods of communication, including:**
 - i) **Communication with adjoining property owners;**
 - ii) **Communication with the general public; and**
 - iii) **Complaints management.**

REASON: to ensure that the impact of demolition and construction to adjoining and surrounding properties is considered and appropriately mitigated. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

49. **The Builder must at all times maintain, on the job, a legible copy of the plan and specification approved with the Construction Certificate.**

REASON: Because it is in the public interest that a copy of the construction certificate plans are available. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

50. **Any alterations or additions marked by Council on the approved plans and/or the specifications shall be carried into effect.**

REASON: Because it is in the public interest that work is carried out in accordance with the approved plans. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

51. **Building work involving the use of electric or pneumatic tools or other noisy operations shall be carried out only between 7.00 am and 8.00 pm on weekdays and 8.00 am and 8.00 pm on weekends and public holidays.**

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REASON: So that building works do not have adverse effect on the amenity of the area. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

52. **All building rubbish and debris, including that which can be wind-blown, shall be contained on site in a suitable and covered container at all times prior to disposal at Council's Waste Management Centre or other facility that can lawfully be used as a waste facility for that type of waste. The container shall be erected on the building site prior to work commencing.**

Materials and sheds or machinery to be used in association with the construction of the building shall not be stored or stacked on Council's footpath, nature strip, reserve or roadway without Council approval.

NOTE 1: No building rubbish or debris shall be placed or be permitted to be placed on any adjoining public reserve, footway, road or private land without Council approval.

REASON: To ensure that the building site and adjoining public places are maintained in a clean and tidy condition so as not to interfere with the amenity of the area. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

53. **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 an approved Soil and Water Management Plan.**

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.

REASON: To ensure the impact of the work on the environment in terms of soil erosion and sedimentation is minimised. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

54. **The demolition is to be carried out in accordance with the provisions of Australian Standard AS2601-2001: The Demolition of Structures.**

REASON: Because it is in the public interest that the demolition be carried out in a safe manner and that the utilities be protected from damage. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

55. **The construction of a concrete footpath 1.5 metres wide and 100 mm thick and for the full frontage of the subject land to the public road in accordance with Bathurst Regional Council's Guidelines for Engineering Works.**

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REASON: To increase the capacity of the road system by increasing the capacity of the footway in order to cater for pedestrian traffic generated by the development. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

- 56. All roofed and paved areas are to be drained and the water from those areas and from any other drainage conveyed to the gutter in Stewart Street, in accordance with AS/NZS 3500.**

Storm water disposal drains shall be connected to all roof gutter down pipes within 14 days of installation of the down pipes and/or the construction of hard standing areas, as may be appropriate, to discharge roofwater to the approved method of disposal.

Where kerb and gutter is constructed, an approved PVC or galvanised steel kerb adaptor (either roll over kerb adaptor or upright kerb adaptor) shall be installed in the kerb.

NOTE 1: 'Pump-out' stormwater drainage systems are not acceptable.

REASON: Because the character of the development is such that storm water run off will be increased and must be safely conveyed to the storm water drainage system. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

- 57. The ground surrounding the building shall be graded and drained to ensure that all surface and seepage water is diverted clear of buildings on the site and clear of adjoining properties. Permanent surface or subsoil drains or a combination of both shall be provided to all excavated areas, hard standing areas and depressions. The invert of such drains shall be a minimum of 200 mm below the finished floor level and shall have a minimum grade of 1:100 to the approved storm water disposal location. This work shall be carried out within 14 days of the installation of the roof gutter down pipes.**

REASON: A drainage system for the disposal of stormwater must convey the water to an appropriate outfall, avoid the entry of water into a building, avoid water damaging the building and avoid the likelihood of damage or nuisance to any other property. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

- 58. All earthworks, filling, building, driveways or other works, are to be designed and constructed (including stormwater drainage if necessary) so that at no time will any ponding of stormwater occur on adjoining land as a result of this development.**

McDuck Properties Pty Ltd
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REASON: To prevent the proposed development having a detrimental effect on the developments existing on the adjoining lands. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

59. **All stormwater runoff from the proposed development is to be collected on site and conveyed to legal point of discharge in a manner consistent with AS 3500 and Bathurst Regional Council's Guidelines for Engineering Works.**

REASON: To provide for the drainage of storm water and minimise the risk of flood damage to adjoining properties. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

60. **The applicant is to arrange an inspection of the development works by Council's Engineering Department at the following stages of the development. This condition applies notwithstanding any private certification of the engineering works.**

COLUMN 1	COLUMN 2
Road construction	<ul style="list-style-type: none"> • Following site regrading, and prior to installation of footway services; • Excavation and trimming of subgrade; • After compaction of subbase; • After compaction of base, and prior to sealing; • Establishment of line and level for kerb and gutter placement; • Subsoil Drainage; • Road pavement surfacing; • Pavement test results (compaction, strength).
Drainage	<ul style="list-style-type: none"> • After laying of pipes and prior to backfill; • Pits after rendering openings and installation of step irons.
Concrete footway crossings	<ul style="list-style-type: none"> • After placing of formwork and reinforcement, and prior to concrete placement;
Erosion and sediment control	<ul style="list-style-type: none"> • Prior to the installation of erosion measures.
All development and/or subdivision works	<ul style="list-style-type: none"> • Practical completion.

REASON: Because it is in the public interest that Council inspect the work at these stages of development. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

61. **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.

REASON: To record and preserve historic details of previous uses of the site. Section 4.15 of the Environmental Planning and Assessment Act 1979.

62. **No demolition shall cause damage to, or adversely affect, the structural integrity of a building or those portions that are to be retained (clause 1.7.3.1 – AS2601-2001). The applicant is to ensure that when undertaking the proposed partial demolition every precaution is taken to protect the structural integrity of the remaining walls and roof. This may necessitate the removal of materials by hand, particularly where materials are bonded in or ‘toothed’ in (such as brickwork) or have a shared foundation or shared timber plate.**

The use of heavy machinery is strongly discouraged because of the damage it can cause to the subject building and surrounding buildings. Heavy machinery must not be used within three metres of those portions that are to be retained.

NOTE: A description of the method of demolition proposed to be used and the type of equipment proposed for implementing those methods is to be lodged with Council prior to the commencement of work.

REASON: To ensure that those components of the existing building being retained remain structurally sound. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

63. **Compliance with the following requirements of Transport for NSW (TfNSW):**
- a) **Construction of the Stewart Street driveway may be subject to the developer and TfNSW entering into a Works Authorisation Deed (WAD) for the developer to undertake private financing and construction of any works along Stewart Street. The WAD is to be entered into prior to the commencement of demolition works.**

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- b) A detailed design is to be submitted by the proponent to TfNSW and council for approval for the concrete layback driveway prior to construction. The driveway is to be designed to provide good sight lines between pedestrians and motorists, match road levels and not interfere with drainage.
- c) Prior to the issuance of an Occupation Certificate, redundant kerb layback crossing accessed along Stewart Street servicing the land are to be removed and replaced with kerb and gutter to match existing kerb and gutter.
- d) All signage including any proposed internally lit signs shall be contained within private property and designed to meet the objectives in accordance with Transport Corridor Outdoor Advertising and Signage Guidelines (Department of Planning & Environment, 2017).
- e) Landscaping, signage and fencing are not to impede the sight lines of traffic within or when passing, entering or departing the site. Safe Intersection Sight Distance (SISD) requirements outlined in Austroads Guide to Road Design Part 4A is to be provided in both directions at the intersection of the driveway and Stewart Street.
- f) The current arrangement of parallel parking along the boundary of 103-105 Stewart Street is to be replaced by 'No Stopping' signage (R5-400) along the length of the property boundary by the proponent prior to occupation of the premises. Relevant and timely communication to adjoining land owners impacted as a result of this change should be managed by the consent authority.
- g) All demolition works are to be undertaken within the bounds of the site only.
- h) Prior to the commencement of construction works, the proponent is to contact TfNSW Field Traffic Manager on 1300 656 371 to determine if a Road Occupancy Licence (ROL) is required. In the event that an ROL is required, the proponent is to obtain the ROL prior to works commencing within three (3) metres of the travel lanes in Stewart Street.

REASON: Because of representations to that effect made by that body (those bodies). Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

64. If any unidentified material not previously identified as part of an investigation are uncovered during the development, then all works shall stop immediately in that area and Council be contacted. Works are not to recommence until approval has been received from Council. Depending upon the nature and the significance of the material, further assessment may be required before further work can continue in that area. Unexpected finds include but are not limited to:
- a) Suspected contamination in the form of ash, staining, discolouration, odours, underground petroleum storage systems or suspected asbestos containing material; or

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- b) **Suspected Aboriginal relics in the form of tools, artwork, bones etc;**
or
- c) **Suspected non-Aboriginal heritage relics not previously identified.**

REASON: To ensure that the impact of the proposed development on identified and potentially threatened species is minimal or negligible. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

65. **The building is to be designed and constructed so that all floor levels have sufficient height to enable the house drainage line to fall at a permissible grade to the connection to Council's sewer main, and the earthworks on the site are to be such that there is the required minimum cover over the house drainage line, all in accordance with AS/NZS 3500 and the Plumbing Code of Australia.**

REASON: To ensure that the design, siting and height of the building is such that the house drainage operates correctly and because it is in the public interest to comply with the Local Government (Approvals) Regulation, 1999 made under the Local Government Act, 1993. Section 4.12 of the Environmental Planning and Assessment Act 1979, as amended.

66. **The existing house drainage pipelines for 103 Stewart Street are to be re-laid clear of the proposed restaurant alignment.**

REASON: To ensure the house sewerage drainage is accessible at all times for maintenance purposes. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

67. **All redundant plumbing and drainage is to be capped off in accordance with AS/NZS 3500 and the Plumbing Code of Australia.**

Further, the works are to be inspected by Council's Plumbing and Drainage Inspectors before the capped off works have been concealed.

REASON: To protect the plumbing and drainage systems and to prevent unhealthy conditions on site. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

68. **The plumbing and drainage must be inspected by Council at the times specified in Column 2.**

COLUMN 1	COLUMN 2
Internal house drainage	When all internal plumbing work is installed and prior to concealment.
External house drainage	When all external plumbing work is installed and prior to concealment.
Stack work	When all work is installed and prior to concealment.

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COLUMN 1	COLUMN 2
Final	Prior to occupation of the building.

REASON: Because it is in the public interest that plumbing work is certifying as complying with AS/NZS 3500 and The Plumbing Code of Australia. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

69. **All plumbing and drainage work shall be carried out by a licensed plumber and drainer and to the requirements of AS/NZS 3500 and the Plumbing Code of Australia.**

REASON: To ensure that all plumbing and drainage work is carried out in accordance with the requirements of the Local Government (Approvals) Regulation, 1999. Section 4.12 of the Environmental Planning and Assessment Act 1979, as amended.

70. **The applicant is to install cross connection control and/or back flow prevention devices throughout the water supply system, all in accordance with AS/NZS 3500 and the Plumbing Code of Australia.**

REASON: To prevent harmful contamination of the public water supply (and because the type of business proposed will increase the risk of such contamination). Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

71. **All plumbing and drainage work shall be carried out by a licensed plumber and drainer and to the requirements of AS/NZS 3500 and the Plumbing Code of Australia.**

NOTE 1: It will be necessary to install a temperature control device (eg tempering valve) to ensure that hot water to all personal hygiene fixtures is delivered at a temperature not exceeding 50°C.

REASON: To ensure that all plumbing and drainage work is carried out in accordance with the requirements of the Local Government (Approvals) Regulation, 1999. Section 4.12 of the Environmental Planning and Assessment Act 1979, as amended.

72. **Pre-treatment equipment must be installed to treat liquid trade waste before it can be discharged to Council's sewer system.**

REASON: To prevent damage to the Bathurst Sewage Treatment System and subsequent pollution of the Macquarie River and comply with the Local Government (General) Regulation 2005 and Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

73. **The developer is to relocate, if necessary, at the developer's cost any utility services.**

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REASON: Because the circumstances are such that the services be relocated. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

74. The following infrastructure is to be designed and constructed in accordance with Bathurst Regional Council's Guidelines for Engineering Works:

- a) **A 6 metre wide reinforced concrete vehicular crossing over the footway adjacent to the proposed ingress point from Howick Street including splays measuring 500mm to the street and 1000mm perpendicular to the street and along both sides of the crossing.**
- b) **A 4.5 metre wide reinforced concrete vehicular crossing over the footway adjacent to the proposed egress point onto Stewart Street including splays measuring 500mm to the street and 1000mm perpendicular to the street and along both sides of the crossing.**

Further, the applicant is to obtain a Compliance Certificate pursuant to Section 6.4 of the Environmental Planning and Assessment Act 1979, as amended at the completion of construction of the footway crossing from Council or an accredited certifying authority certifying that the works have been completed in accordance with Bathurst Regional Council's Guidelines for Engineering Works and that the levels are in accordance with those issued by Council.

NOTE 1: If other hard standing, dust free and weather proof surfaces are proposed instead of concrete, written approval is to be obtained from Council that the proposed alternative is acceptable.

NOTE 2: The existing driveway in Howick Street is to be reconstructed to comply with the requirements of AS2890.2 commercial vehicle facilities.

REASON: Because this work is necessary to enable adequate means of vehicular access to the proposed development. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

75. The redundant kerb layback in Howick Street and Stewart Street is to be replaced with conventional barrier kerbing, and Council's footway rehabilitated, in accordance with Bathurst Regional Council's Guidelines for Engineering Works.

REASON: To minimise vehicular access to the public roadway and to increase the capacity of the roadway for conveying storm water drainage runoff. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

76. **The development is to be conducted, and the site managed, in such a manner that sediment is not tracked onto the public road or discharged to the environment via stormwater or site runoff.**

REASON: so that the development does not impact upon the environment by the movement of sediment into local waterways. Section 4.15 of the Environmental Planning and Assessment Act 1979.

77. **The development shall be carried out in accordance with the approved plans, unless modified by the conditions of this consent.**

REASON: Because it is in the public interest that work is carried out in accordance with the approved plans. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

PRIOR TO OCCUPATION/SUBDIVISION CERTIFICATE

78. **The proponent is to install “No Stopping” signage (R5-400) along the length of the property boundary on both the North Eastern and South Western sides of Howick Street, prior to the issue of any Occupation Certificate.**

REASON: To reduce the impact of the development on traffic safety and flows. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

79. **Car parking spaces No. 4 and 5 must be dedicated for use in association with the approved Office Premises only. Prior to the issue of any Occupation Certificate, line marking and sign posting must be installed which dedicates the use of these spaces to the Office Premises. An example of appropriate wording includes: “Reserved for Office Use”.**

NOTE: Council would also be open to the consideration of other suitable alternative measures which achieve the intent of this condition, such as the installation of “Automatic Rising Bollards” within the two spaces.

REASON: To ensure that sufficient onsite car parking is provided and maintained for the office premises. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

80. **All exterior lighting associated with the development shall be located in accordance with the approved “Electrical Services Plan” (prepared by BD Architecture Interiors, dated 23 April 2020, Rev. B) and designed and installed so that no obtrusive light will be cast onto any adjoining property or in an upward manner.**

NOTE 1: Compliance with Australian Standard AS4282 “Control of the Obtrusive Effects of Outdoor Lighting” will satisfy this condition.

REASON: To reduce the degree of light spillage from the development onto neighbouring properties. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

81. **All external lighting must have fully shielded fittings to reduce light spill onto neighbouring properties.**

REASON: To reduce the degree of light spillage from the development onto neighbouring properties. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

82. **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 (or to a similar effect):**

“Please respect our neighbours. Car stereos must be reduced to a reasonable volume. Any vehicle not adhering to the request of the Store Manager to reduce the volume of their stereo may be refused service.”

REASON: To reduce the noise impacts of the development on the surrounding residential area. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

83. **An inspection of the site must be conducted prior to the issue of any Occupation Certificate to ensure that all acoustic recommendations have been satisfactorily installed and implemented on site.**

REASON: To ensure that all proposed noise mitigation measures are appropriately implemented. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

84. **Prior to the issue of any Occupation Certificate, an Odour Management Plan must be prepared and submitted to Council which includes (but is not limited to) the following:**

- a) **A Schedule of Staff Responsibilities in relation to odour control and management practices (as listed in this Development Consent and the Odour Assessment Report prepared by Todoroski Air Sciences, dated 12 February 2020) and the timing at which individual tasks are required to be carried out (see below example).**

Odour Issue	Odour Management Task	Timing	Responsibility
E.g. Cooking odour.	Maintenance and cleaning of kitchen ventilation extraction system.	Once a month.	Restaurant Manager.

E.g. Waste.	Collection of indoor and outdoor waste from garbage bins and disposal into large lidded waste collection bin to be stored in the Bin Enclosure Area.	Once an hour.	Waiting Staff.
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- b) **Regular inspections by Taco Bell staff for odour at the development site and surrounding environment.**
- c) **Any incident or complaint regarding odour be recorded as per the standard Taco Bell complaints handling procedure and investigations to be undertaken to identify wherever possible the specific cause, and corrective action to be implemented where possible to prevent similar incidents from occurring in the future.**

REASON: To reduce the odour impacts of the development on the surrounding residential area. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

85. **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:**

“Engines must be switched-off when waiting. Any vehicle not adhering to the request of the Store Manager to switch engine off may be refused service.

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

REASON: To reduce the odour impacts of the development on the surrounding residential area. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

86. **Satisfactory arrangements must be made with Essential Energy for the provision of power with respect to the proposed development. It is the Applicant’s responsibility to make the appropriate application with Essential Energy for the supply of electricity to the subdivision, which may include the payment of fees and contributions.**

REASON: To ensure the development retains suitable connections to electricity services. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

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- 87: **A building number shall be displayed in a position clearly visible from the street in letters having a height of not less than 75 mm (3 inches). The number must be in a contrasting colour to the background on which it is placed. The correct building number is stated on the Notice of Determination.**

REASON: Because it is in the public interest that the building/property be easily identifiable. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

88. **The applicant is to submit to Council one set of electronic files in both Portable Document Format (.pdf) and in CAD Drawing (.dwg) format (MGA co-ordinates and AHD levels, with each of the services on a separate layer eg separate out water, sewer, storm water to their own layers) and one set of paper copies of the works as executed plans for the drain roofed and paved areas and collection and conveyance of surface runoff at a scale of 1:500 on an A1 sheet.**

Each sheet is to include a bar scale or scales adjacent to the title block showing the scale (the works as executed plan is to be scaled at 1:500) and each sheet is to be properly signed and dated by the person responsible for the carrying out of those works. Further, the works are to comply with Bathurst Regional Council's Guidelines for Engineering Works.

REASON: So that Council may ensure that the construction is in accordance with Council's requirements, and so that a permanent record of the design as constructed may be held by Council, to assist in future maintenance, or for the information of the emergency services. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

89. **The owner shall submit to Council a final Fire Safety Certificate stating that each essential fire safety measure specified in the current Fire Safety Schedule for the building to which the certificate relates:**

- a) **has been assessed by a properly qualified person; and**
- b) **was found, when it was assessed, to be capable of performing to a standard not less than that required by the current fire safety schedule for the building.**

Further, the assessment is to be carried out within a period of three months of the date on which the final Fire Safety Certificate was issued. The owner of the building shall forward a copy of the certificate to the Fire and Rescue NSW and shall prominently display a copy in the building.

NOTE 1: A final Fire Safety Certificate must be provided before a final Occupation Certificate can be issued for the building and must be provided if a Fire Safety Order is made in relation to the building premises.

REASON: So that the development complies with the requirements imposed under clause 153 of the Environmental Planning and Assessment Regulation 2000, as amended. Section 4.17 of the Environmental Planning and Assessment Act 1979, as amended.

90. **Landscaping is to be carried out and maintained in perpetuity in accordance with the certified landscape plan. Modification to the certified landscape plan shall only be after receiving written approval from Council.**

NOTE 1: The landscaping is to be completed prior to the occupation of the building and maintained in perpetuity.

REASON: To ensure that adequate landscaping is provided and maintained on the subject land to ensure the maintenance of amenity. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

91. **All landscaping areas are to be separated from adjoining driveways, manoeuvring areas and parking areas to prevent damage by vehicles in accordance with Chapter 13 of the Bathurst Regional Development Control Plan 2014.**

REASON: To ensure that the landscaping is not damaged by vehicles driving onto the landscaped areas Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

92. **Prior to the issue of any Occupation Certificate the responsible plumbing contractor is to submit to Council a copy of the Certificate of Compliance issued for the works.**

REASON: To ensure that the plumbing and drainage works is in accordance with the Plumbing and Drainage Act 2011. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

93. **The erection of signs that clearly indicate to the drivers of vehicles, both on and off the subject land, the driveway by which they are to enter or leave the subject land.**

REASON: So that the entrance and exit function in the proper manner and to minimise the likelihood of accidents occurring. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

94. **Trade waste material is not to be discharged into Council's sewerage system and/or stormwater system, without first obtaining written approval from Council under Section 68 of the *Local Government Act 1993*.**

The completed approval must be obtained prior to the occupation of the building(s).

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The conditions of the approval are to be complied with in all respects.

REASON: To prevent damage to the Bathurst Sewage Treatment System and subsequent pollution of the Macquarie River and comply with the Local Government (General) Regulation 2005 and Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

95. **Upon completion of demolition work the developer is to submit to Council a finalised Waste Management Plan and proof of appropriate waste disposal at a licensed facility.**

REASON: To ensure that the waste is transported to, and disposed of at, a facility that can lawfully receive the specific type of waste involved. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

96. **The applicant is to obtain an Occupation Certificate pursuant to Section 6.4 of the Environmental Planning and Assessment Act 1979, from either Council or an accredited certifying authority prior to occupation of the building.**

NOTE 1: The issuing of an Occupation Certificate does not necessarily indicate that all conditions of development consent have been complied with. The applicant is still responsible for ensuring that all conditions of development consent have been complied with.

REASON: Because it is in the public interest that an Occupation Certificate be issued prior to occupation of the building. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

USE OF THE SITE

97. **A report from a suitably qualified landscape architect must be submitted to Council 2 years after the issue of the Occupation Certificate that certifies that the landscaping implemented under the Landscape Plan has been adequately retained and maintained. Where vegetation has died or been significantly damaged, it is to be replaced.**

REASON: To ensure that all landscaping is effective and appropriately retained and maintained. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

98. **Seating for no more than forty (40) persons is to be provided inside the approved food and drink premises. No outdoor seating is permitted.**

REASON: To ensure that sufficient onsite car parking is provided in accordance with *Bathurst Regional Development Control Plan 2014*. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

99. **All vehicles servicing the subject site must be no larger than 8.8 metres in length.**

REASON: To ensure that service vehicles can safely enter and exit the site. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

100. **The vehicular access to be located over the South-Eastern boundary of the land must be used for egress (left turn) only onto Stewart Street.**

REASON: To reduce the impacts of the development on traffic flows and safety. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

101. **All activities involving the loading and unloading of goods must be carried out on site within the dedicated areas.**

REASON: To reduce the impacts of the development on traffic flows and safety. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

102. **In the interest of pedestrian safety in the car park and noise impacts on the surrounding residential area, all deliveries made to the development must be made between the hours of 7:00am and 6:00pm but outside of restaurant peak hours.**

REASON: To reduce noise impacts on the surrounding residential area and ensure ongoing pedestrian safety both within and around the development site. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

103. **All vehicular movements to and from the site must be undertaken in a forward direction only.**

REASON: To reduce the impacts of the development on traffic flows and safety. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

104. **Pedestrian access to the approved Office Premises is to be maintained at all times from dedicated car parking spaces No. 4 and 5 and the accessible car parking space (No. 2).**

REASON: To ensure that the onsite car parking required for the office premises is retained. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

105. All building façade lighting must aim downwards.

REASON: To reduce the degree of light spillage from the development onto neighbouring properties. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

106. Up-lighting of advertising signage is not permitted.

REASON: To reduce the degree of light spillage from the development onto neighbouring properties. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

107. All external lighting, including that associated with signage, must be switched off outside of the approved operating hours, which are as follows:

Sundays to Thursdays	10:00am to 10:00pm
Fridays to Saturdays	10:00am to 11:00pm

REASON: To reduce the degree of light spillage on neighbouring properties. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

108. The Electronic Menu Sign (Nos. S07 and S08) must conform to the following requirements:

- a) The time taken to change the display must not be greater than 1 second.
- b) The display must be completely static from its first appearance to the commencement of a change to another display.
- c) The level of illumination must adjust according to ambient light levels.
- d) The signs must not contain any scrolling messages (i.e. displayed text or graphics which moves up, down or across the screen so that a line of text or graphics appears at one edge of the screen for each line that moves off the opposite edge).
- e) Changes in display on the proposed electronic signage must not be distracting or cause nuisance.

REASON: To ensure the development complies with the requirements of *Bathurst Regional Development Control Plan 2014*. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

109. Sign Nos. S06 must not be illuminated.

REASON: To reduce the degree of light spillage on neighbouring properties. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

110. **Any music played in association with the development must be restricted to the hours of 10:00am to 10:00pm inside the premises on any given day.**

REASON: To reduce the noise impacts of the development on the surrounding residential area. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

111. **The total sound power level of plant installed within the ground floor plant area must be no greater than L_{eq} 75 Dba.**

REASON: To reduce the noise impacts of the development on the surrounding residential area. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

112. **The total sound power level of all rooftop plant must not exceed L_{eq} 76 dBA.**

REASON: To reduce the noise impacts of the development on the surrounding residential area. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

113. **The sound power level of the speaker box in the drive-through area must not exceed L_{eq} 72 dBA and L_{max} 84 dBA.**

REASON: To reduce the noise impacts of the development on the surrounding residential area. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

114. **Noise measurements must be conducted after a period of 3 months of operation in order to certify that noise emissions from the site are in accordance with the established noise criteria. Any findings of these noise measurements must be resolved and implemented on site.**

REASON: To ensure that all proposed noise mitigation measures are implemented. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

115. **Should any exceedance of the established noise criteria be measured at any of the residential receptor locations during noise compliance measurements, further noise control recommendations must be made to reduce the residual noise level to meet the noise criteria. Further noise compliance measurements must then be conducted to ensure noise criteria are achieved at all residential receptor locations.**

REASON: To reduce the noise impacts of the development on the surrounding residential area. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

- 116. The kitchen ventilation extraction system must be regularly maintained and cleaned by staff.**

REASON: To reduce the odour impacts of the development on the surrounding residential area. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

- 117. Regular inspection must be conducted by staff to identify odour sources at the site and in the surrounding environment.**

REASON: To reduce the odour impacts of the development on the surrounding residential area. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

- 118. Any incidents and complaints relating to odour must be recorded by staff and an investigation must be undertaken to identify the cause of the odour.**

Corrective action must be implemented where possible to prevent similar incidents from reoccurring.

REASON: To reduce the odour impacts of the development on the surrounding residential area. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

- 119. If odour management measures are found to be insufficient, Council reserves the right to require that an investigation be undertaken by a suitably qualified air quality consultant 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.**

REASON: To reduce the odour impacts of the development on the surrounding residential area. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

- 120. Following 3 months post-commissioning of the operations, an odour verification report must be prepared by a suitably qualified air quality consultant at the expense of the landowner(s) to verify the performance of the odour control measures. The findings of the odour verification report must be provided to Council and any recommendations made in the report must be implemented at the expense of the landowner(s).**

REASON: To ensure that the proposed odour mitigation measures are appropriately implemented to reduce impacts on the surrounding residential area. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

121. **All waste materials must be stored in a sealed/enclosed waste collection bin in the designated Bin Enclosure area.**

REASON: To control waste material and reduce odour impacts on the surrounding residential area. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

122. **Waste materials must be disposed of from the site at a minimum of once per week, or more regularly at various times depending on capacity.**

REASON: To control waste material and reduce odour impacts on the surrounding residential area. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

123. **The designated Bin Enclosure area and other waste storage facilities on site (such as fixed rubbish bins) must be regularly cleaned and maintained.**

REASON: To control waste material and reduce the odour impacts of the development. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

124. **All plant must be operated and maintained in a proper and efficient manner which does not cause air pollution, in accordance with Sections 124 and 125 of the *Protection of the Environment Operations Act 1997*.**

REASON: To control and limit odour impacts on the surrounding residential area. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

125. **All materials must be handled in a proper and efficient manner which does not cause air pollution, in accordance with Section 126 of the *Protection of the Environment Operation Act 1997*.**

REASON: To control and limit the odour impacts of the development on the surrounding residential area. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

126. **Offensive odours from the premises must not be detectable at the nearest sensitive land uses.**

REASON: To limit odour impacts on the surrounding residential area. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

127. **The particulate filtration system installed (for example, a filter or grit arrestor in the cooking ventilation system) must be maintained in efficient working order at all times.**

Reference: FFIN:AP:DA/2019/367

Enquiries: Ms F Finn 02 6333 6215
McDuck ~ of use of dwelling house to office premises , Construction of food and drink premises (in.DOCX

REASON: To reduce the odour impact of the development on the surrounding residential area. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

128. **The ventilation system used for collection of emissions (such as a fume hood) must be maintained in efficient working order at all times. Material accumulated on the inside of the hood and ductwork (such as fats from cooking) must be checked and removed periodically.**

REASON: To reduce the odour impacts of the development on the surrounding residential area. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

129. **Grease traps installed in the cooking systems must be maintained in efficient working order at all times.**

REASON: To reduce the odour impacts of the development on the surrounding residential area. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

130. **Waste materials, including grease or fats removed from the grease trap system (if in place) must be packaged and labelled in the correct fashion, removed from the site and transported to an approved disposal site.**

REASON: To reduce the odour impacts of the development on the surrounding residential area. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

131. **Fixed and lidded garbage bins must be provided within the food and drink premises and throughout the carpark for public use. Garbage bins must not be allowed to overflow and must be regularly maintained and emptied into a suitably covered waste collection container, which must be located within the designated "Bin Enclosure Area".**

REASON: To control waste material and reduce odour impacts on the surrounding residential area. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

132. **The approved/certified landscape plan is to be implemented and landscaping maintained for the life of the development.**

REASON: To ensure that all landscaping is appropriately established and continually maintained. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

133. **The development is to be conducted in a manner that will not interfere with the amenity of the locality by reason of the emission of noise, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit, oil, by causing interference to television or radio reception or otherwise.**

REASON: So that the development does not reduce the amenity of the area. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

134. **The premises are to be maintained in a clean and tidy condition at all times.**

REASON: So that the development does not reduce the amenity of the area. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

135. **The development shall only be conducted:**

- a) **on Sundays to Thursdays inclusive between the hours of 10:00am and 10:00pm.**
- b) **On Fridays to Saturdays inclusive between the hours of 10:00am to 11:00pm.**

REASON: To restrict impacts on the amenity of the surrounding residential area. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

136. **Access to any sewer manholes on the subject land is not to be obstructed in any way.**

NOTE 1: Any alteration to the existing manhole/s or adjustments in height to the existing manhole/s are to be at the applicant's cost.

REASON: Because access is required to manholes at all times. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

137. **The installation of exterior lighting to all vehicular manoeuvring and parking areas. The exterior lighting shall be designed and installed so that no obtrusive light will be cast onto any adjoining property.**

NOTE 1: Compliance with Australian Standard AS4282 "Control of the Obtrusive Effects of Outdoor Lighting" will satisfy this condition.

REASON: To provide opportunities for natural surveillance and reduce the likelihood of crime on the subject land. Section 4.15 of the Environmental Planning and Assessment Act 1979.

138. **The provision of at least seven (7) designated bicycle parking spaces on the subject land within the approved location and in accordance with Council's Development Control Plan.**

REASON: To adequately provide for the parking of bicycles within the development. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

139. **The owner shall submit to Council and Fire & Rescue New South Wales an Annual Fire Safety Statement, each 12 months after the final Fire Safety Certificate was issued. The Statement shall be on the prescribed form and can be accessed on the website of NSW Planning & Environment (www.planning.nsw.gov.au).**

REASON: Because it is in the public interest that the development provides an Annual Fire Safety Statement. Section 4.15 of the Environmental Planning and Assessment Act 1979, as amended.

PRESCRIBED CONDITIONS

The following conditions are known as "Prescribed Conditions" and are required to be imposed as part of any development consent whether or not they are relevant to the development approved under this consent. Please do not hesitate to contact staff in Council's Planning and Development Department who will be happy to advise you as to whether or not the conditions are relevant.

140. **All building work must be carried out in accordance with the requirements of the Building Code of Australia (as in force on the date the application for the relevant Construction Certificate or complying development certificate was made).**

REASON: So that the development complies with the requirements imposed under Clause 98 of the Environmental Planning and Assessment Regulations 2000, as amended. Section 4.17(11) of the Environmental Planning and Assessment Act 1979, as amended.

141. **Building work (within the meaning of the Home Building Act 1989) must not be carried out unless the principal certifying authority for the development:**

- a) **in the case of work done by a licensee under the Act:**
 - i) **has been informed in writing of the licensee's name and contractor license number, and**
 - ii) **is satisfied that the licensee has complied with the requirements of Part 6 of that Act, OR**

Reference: FFIN:AP:DA/2019/367

Enquiries: Ms F Finn 02 6333 6215

McDuck - of use of dwelling house to office premises , Construction of food and drink premises (in.DOCX

- b) in the case of work to be done by any other person:
 - i) has been informed in writing of the person's name and owner-builder permit number, or
 - ii) has been given a declaration, signed by the owner of the land, that states that the reasonable market cost of the labour and materials involved in the work is less than the amount prescribed for the purposes of the definition of owner-builder work in section 29 of the Act,

and is given appropriate information and declarations under paragraphs a) and b) whenever arrangements for the doing of the work are changed in such a manner as to render out of date any information or declaration previously given under either a) or b).

NOTE 1: A certificate issued by an approved insurer under Part 6 of the Home Building Act 1989 that states that the person is the holder of an insurance policy is sufficient evidence to satisfy this condition.

REASON: So that the development complies with the requirements of clause 98 of the Environmental Planning and Assessment Act Regulations 2000. Section 4.17(11) of the Environmental Planning and Assessment Act 1979, as amended.

142. For development that involves any building work, subdivision work or demolition works:

- a) A sign must be erected in a prominent position:
 - i) showing the name, address and telephone number of the principal certifying authority for the work, and
 - ii) showing the name of the principal contractor (if any) for any building work and a telephone number on which that person may be contacted outside working hours, and
 - iii) stating that unauthorised entry to the work site is prohibited.
- b) Any such sign is to be maintained while the work is being carried out, but must be removed when the work has been completed.
- c) This condition does not apply in relation to work that is carried out inside an existing building that does not affect the external walls of the building.
- d) This condition does not apply in relation to Crown building work that is certified, in accordance with section 109R of the Act, to comply with the technical provisions of the State's building laws.

REASON: Because it is in the public interest that the persons responsible for the site can be contacted. Section 4.15(1)(e) of the Environmental Planning and Assessment Act 1979, as amended.

143. **The commitments listed in any relevant BASIX Certificate for this development are to be fulfilled in accordance with the BASIX Certificate Report, Development Consent and the approved plans and specifications.**

REASON: So that the development complies with the requirements imposed under Clause 97A of the Environmental Planning and Assessment Regulations 2000, as amended. Section 4.17(11) of the Environmental Planning and Assessment Act 1979, as amended.

144. **If the development involves an excavation that extends below the level of the base of the footings of a building, structure or work (including any structure or work within a road or rail corridor) on adjoining land, the person having the benefit of the development consent must, at the person's own expense:**

- a) **protect and support the building, structure or work from possible damage from the excavation; and**
- b) **where necessary, underpin the building, structure or work to prevent any such damage.**

The condition does not apply if the person having the benefit of the development consent owns the adjoining land or the owner of the adjoining land has given consent in writing to that condition not applying.

REASON: Because it is in the public interest that all building elements are able to withstand the combination of loads and other actions to which it may be subjected. Section 4.15(1) & (e) of the Environmental Planning and Assessment Act 1979, as amended.

Endorsement date of determination and operative date:

7 July 2020

NOTES:

1. **Lapsing of consent.** Unless a shorter period is specified in this notice, this consent will lapse if the development is not physically commenced within five years of the date endorsed on this notice.
2. **Right of Review:** If you are dissatisfied with this determination, section 8.2 of the Environmental Planning and Assessment Act 1979, as amended, gives you the right to request the Council to review its determination. Such a request must be accompanied by the fee prescribed in Council's Revenue Policy.

Reference: FFIN:AP:DA/2019/367

Enquiries: Ms F Finn 02 6333 6215

McDuck ~ of use of dwelling house to office premises , Construction of food and drink premises (in.DOCX

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McDuck Properties Pty Ltd
7 July 2020

The review must be undertaken within 6 months of the date endorsed on this notice.

3. **Right of appeal:** If you are dissatisfied with this determination, section 8.7 of the Environmental Planning and Assessment Act 1979, as amended, gives you the right of appeal to the Land and Environment Court.

The appeal must be lodged within 6 months of the date endorsed on this notice.

4. See **attached** sheet for explanatory notes.
5. All monetary conditions are reviewed annually, and may change as of 1 July each year.



Neil Southorn
DIRECTOR
ENVIRONMENTAL, PLANNING & BUILDING SERVICES



Location:
Civic Centre
158 Russell Street
BATHURST NSW 2795

Telephone 02 6333 6111
Facsimile 02 6331 7211
council@bathurst.nsw.gov.au
www.bathurst.nsw.gov.au
www.bathurstregion.com.au

Correspondence to:
Private Mail Bag 17
BATHURST NSW 2795

APPLICATION FOR WATER SERVICE CONNECTION

1 JULY 2020 – 30 JUNE 2021

Owner's Full Name:

Contact Telephone Numbers:

I would like a water service connection to be provided at the following property:

Lot: DP No:

House No:

Street Name: Suburb:

Refers to D.A. No.:

Name of Plumber:

Contact Telephone Numbers for Plumber:

2020 / 2021 Charges

<u>Size of Service</u>	<u>Short Service</u>	<u>Long Service</u>
20 millimetre	<input type="checkbox"/> \$1,338.00	<input type="checkbox"/> \$2,609.00
25 millimetre	<input type="checkbox"/> \$1,541.00	<input type="checkbox"/> \$3,028.00
32 millimetre	<input type="checkbox"/> \$1,873.00	<input type="checkbox"/> \$3,391.00
40 millimetre	<input type="checkbox"/> \$2,182.00	<input type="checkbox"/> \$3,789.00
50 millimetre	<input type="checkbox"/> \$2,974.00	<input type="checkbox"/> \$4,687.00
Over 50 mm	Actual Cost	Actual Cost

See Revenue Policy for Council's fees and charges

Date:

Signature:

Please tick that you have provided:

- ☐ (a) sketch of the preferred location on the back of this form
☐ (b) a marker peg in the ground at the desired location
☐ (c) As per approved Civil Works Plan

OFFICE USE ONLY

Amount Paid: \$ Date Paid:

Receipt Number: Allocation Number:

PLEASE RETURN THIS FORM TO ENGINEERING SERVICES DEPARTMENT

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.



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

APPLICATION FOR A CERTIFICATE OF COMPLIANCE UNDER SECTION 305

Water Management Act 2000

Section 1 Applicant Details

Name:

Postal address:

Email address:

Suburb State P/Code

Section 2 Property Details

Lot: Deposited Plan:

No: Street

Suburb:

Section 3 Development Details

Development Application No: Approval Date:

Description of development:

Section 4 Signature

I hereby apply for a Compliance Certificate under Chapter 6, Part 2, Division 5 of the Water Management Act relating to the provision of services to the land described above. I understand I may be required to contribute towards the cost of water and/or sewer works constructed or to be constructed before a certificate will be issued.

Name (print names)	Signature	Date
.....
.....
.....
.....

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.

WASTE MANAGEMENT PLAN

Section 1 Person transporting waste

Contact Name:

Company Name: (if applicable)

Postal address:

Suburb: State: P/Code

Contact Nos: Mobile: Work Home

Email:

Section 2 Property from where waste being removed

Owner:

No: Street:

Suburb: Parcel No:

Lot: DP:

Section 3 Development Consent

Development Application No:

Section 4 Inspection of waste

Were there contaminants identified during the Visual Inspection? Ash, tar, asbestos, oils in soils or other chemicals with obvious colours?	<input type="checkbox"/> YES <input type="checkbox"/> NO
Does the material emit a strong/foul odour or gas? Ash, tar, oils in soils or other chemicals with obvious odours or emission.	<input type="checkbox"/> YES <input type="checkbox"/> NO

Section 5 Waste classification of land fill

Nature of waste	Volume or tonnes Estimated	Licensed place of disposal/recycling
Asbestos waste more than 10m ² (complete section 5)		
Asbestos waste less than 10m ²		
Timber		
Concrete		
Bricks		
Reclaimed asphalt pavement		
Steel/metal		
Woodchip (from tree removal)		
Excavated natural material		
Other		

Section 6 Contractor details for removal and disposal of more than 10m² bonded asbestos

Name of Licensed Asbestos Removal Contractor:

Licence No: Signed:

Section 7 Stockpiling or storageWill the waste be stored or stock piled prior to disposal? ☐ YES (if yes please complete section 8) ☐ NO**Section 8 Property where stockpiling will take place and property owner details****PLEASE NOTE THAT DEVELOPMENT CONSENT MAY BE REQUIRED FOR
THE TEMPORARY STORAGE OF WASTE**

Land owner name/s:

Property No: Street:

Suburb:

Lot: DP:

Proposed date of disposal:

Name and signature of all landowners

Name	Signature	Date
.....
.....
.....

ESTIMATING QUANTITIES OF CONSTRUCTION WASTE

There are several simple techniques for estimating the volumes of construction and demolition waste. The information below can be used as a guide when completing the Waste Management Plan. To estimate how much waste will be generated, first quantify the materials ordered or required to complete the project, then use the waste margins outlined in Table 1 as a guide to calculate the expected percentages of each material which will be wasted. The conversion rates are outlined in Table 1. Table 2 may then be used to calculate the approximate weight of each waste material.

Table 1: Waste margins

Material	Waste as a percentage of the total amount of material ordered
Timber	5-7%
Plasterboard	5-20%
Concrete	3-5%
Bricks	5-10%
Tiles	2-5%

Table 2: Converting volumes to tonnage

Material	Tonnes/m ³
Timber	0.5
Plasterboard	0.9
Concrete	2.4
Bricks	1.9
Tiles	2.4

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Civic Centre
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**DETERMINATION OF A DEVELOPMENT APPLICATION
EXPLANATORY NOTES**

1. Should further explanation of the terms or conditions of the approval be required, please contact Council's Environmental, Planning & Building Services Department.
2. Unless otherwise stated in a particular condition, it is the developer's responsibility to obtain any additional permits, approvals, consents, easements, or permission to enter necessary for the satisfaction of any conditions or for the completion of any works to be carried out in connection with the development.
3. Application for modification of this consent must be made on the prescribed form and be accompanied by the prescribed fee.
4. If amended building plans are submitted they must be accompanied by the fee set out in Council's Revenue Policy.



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.

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Drawn By: Tamsin McIntosh

Date: 24/08/2021

Projection: GDA94 / MGA zone 55

Map Scale: 1:15000 @ A4

S.R KELLY

250 Fitzgeralds Valley

FITZGERALDS VALLEY NSW

ATT: Neil SOULHORN Environmental Planning & Building Services

Bathurst Regional Council,

158 Russell St.,

BATHURST NSW 2795

Dear Sir/Madam,

I am writing to you to request a formal review of the condition pursuant to Section 8.2 of the Act. You informed my husband (Rodney KELLY) this was available to us in a letter dated Oct 2020. You informed us there was an adopted fee for review being \$415.77. Please see cheque attached.

You asked that I submit the reasons to support this request.

My husband and I are both aging (67yrs. now aged Pensioners) and are both suffering medical issues. We desperately need this Workers Residence to manage the farm demands and personal work demands. On application for the development we paid the usual DA fees at the council counter with the understanding that all fees were covered. At no stage at that moment, on that day, was it said, mentioned or hinted to us that there would be further fees pending. When notification of the extra fees was sent through we were very shocked. One fee is for \$6,431.00 Provision of Council Facilities and another for \$5,745.90 Upgrading of Roads. These unplanned fees are the straw that breaks the camels back. Given that we costed the build, incorporating the fees paid on application along with the construction costs, these extra unexpected council charges posed a real financial problem to us.

Please understand we have been through a shocking drought, financial return from the farm has been very minimal. Infact, for two summer seasons my husband did not make one bale of hay, consequently there were none to sell. Hay making and selling has always been his main farm

turnover. Even the head of cattle we run had to be minimized hugely, due to a lack of paddock pasture. We ran out of tank water for household use and had to buy it in several times, that is a very costly exercise. My husband has a very high blood pressure issue which the doctors are finding a challenge to control. He has a heart problem also, literally 2 weeks ago was admitted into Bathurst Hospital Emergency Department. He recently developed a worrying pain in the side of his neck which is being investigated, at the moment. They are concerned about artery health in the neck.

He has been the Captain of the Fitzgeralds Valley RFS for many years. A position that, due to his health, he has to relinquish, much to his disappointment as he has given the service a great deal of time and energy. He achieved a new replacement truck, a shed fit out and encouraged many young local folk to join the RFS. Of course, he was actively fighting the fires we have experienced over the last few years. Before being Captain he was Deputy Captain for a number of years. We have a strong sense of community and have always tried to do our bit.

My situation in life is also difficult. I was a member of the Australian Federal Police and had a work place accident. Consequently, I was retired on Medical Grounds. The accident left me with a chronic low back disc problem. I need help with many activities ie house cleaning, tasks like vacuuming, mopping, bathroom cleaning, window cleaning and ground maintenance. Heavy grocery shopping is also a problem for me. I have always relied heavily on my husband but now he has serious medical issues himself. The workers residence is obviously to cater for the farm operation but in addition to that, it will provide home help for me.

Given our financial circumstances, I strenuously ask for a waiving of these high fees. We would very much appreciate the financial relief that would bring. I look forward to your favourable response.

My Email address is sue.pope@hotmail.com My Home Ph 6368 5854.

Yours faithfully

Suzanne KELLY

From: Rod Kelly <rod.kelly@hotmail.com>
Sent: Wednesday, 21 October 2020 9:54 AM
To: Council
Subject: Development Application No 2020/317

Attention Richard DENYER.

Hello Richard as per telephone conversation this morning with my wife Suzanne Kelly re the above DA, I am requesting that the payments relative to the conditions of this DA be deferred to completion.

Furthermore if you could please advise me of the process for these conditions to be reviewed and subsequently waived, whether this is by way of attending a Council meeting or written submission.

Any assistance you can give is greatly appreciated.

Thanks

Suzanne Kelly

[Report this message as spam](#)



2020/317/022

Civic Centre
158 Russell Street
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

28 October 2020

rod.kelly@hotmail.com

Dear Mr Kelly

Development Application 2020/317

Rural workers dwelling at 250 Fitzgeralds Valley Road, Fitzgeralds Mount

I refer to your emails of 21 October and 26 October 2020 regarding contributions payable under the above Development Application.

The purpose of this letter is to advise that Council accepts your request to defer payment of Section 7.11 Contributions (formerly Section 94 Contributions).

The deferred contribution will need to be paid prior to any Occupation Certificates for the dwelling or 12 months from the date of issue of any Construction Certificate whichever is the sooner.

Council notes that you have foreshadowed a request for formal review of this condition pursuant to Section 8.2 of the Act. In order for you to pursue the request, you will need to lodge the following:

1. Submit a written request for review outlining the reasons to support the request; and
2. Pay to Council its adopted fee for review being \$415.77.

Following receipt of this information a report will be prepared for the next available Council meeting. The review needs to be completed within 6 months of the Notice of Determination.

Yours faithfully

Neil Southorn
DIRECTOR
ENVIRONMENTAL, PLANNING & BUILDING SERVICES

emailed
29/10/20
sw

Reference: RD:LMW:DA2020/317 / 018 & 019
Enquiries: Mr R Denyer 02 6333 6276
lrd kelly.docx

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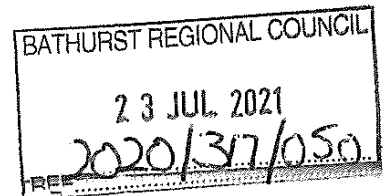
S.R KELLY

250 Fitzgeralds Valley

FITZGERALDS VALLEY NSW

ATT: Neil SOULHORN Environmental Planning & Building Services

Bathurst Regional Council,
158 Russell St.,
BATHURST NSW 2795



Dear Sir/Madam,

I am writing to you to request a formal review of the condition pursuant to Section 8.2 of the Act. You informed my husband (Rodney KELLY) this was available to us in a letter dated Oct 2020. You informed us there was an adopted fee for review being \$415.77. Please see cheque attached.

You asked that I submit the reasons to support this request.

My husband and I are both aging (67yrs. now aged Pensioners) and are both suffering medical issues. We desperately need this Workers Residence to manage the farm demands and personal work demands. On application for the development we paid the usual DA fees at the council counter with the understanding that all fees were covered. At no stage at that moment, on that day, was it said, mentioned or hinted to us that there would be further fees pending. When notification of the extra fees was sent through we were very shocked. One fee is for \$6,431.00 Provision of Council Facilities and another for \$5,745.90 Upgrading of Roads. These unplanned fees are the straw that breaks the camels back. Given that we costed the build, incorporating the fees paid on application along with the construction costs, these extra unexpected council charges posed a real financial problem to us.

Please understand we have been through a shocking drought, financial return from the farm has been very minimal. Infact, for two summer seasons my husband did not make one bale of hay, consequently there were none to sell. Hay making and selling has always been his main farm

DEPBS-R

turnover. Even the head of cattle we run had to be minimized hugely, due to a lack of paddock pasture. We ran out of tank water for household use and had to buy it in several times, that is a very costly exercise. My husband has a very high blood pressure issue which the doctors are finding a challenge to control. He has a heart problem also, literally 2 weeks ago was admitted into Bathurst Hospital Emergency Department. He recently developed a worrying pain in the side of his neck which is being investigated, at the moment. They are concerned about artery health in the neck.

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My Email address is sue.pope@hotmail.com My Home Ph 6368 5854.

Yours faithfully



Suzanne KELLY



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28 October 2020

rod.kelly@hotmail.com

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Yours faithfully

Neil Southorn
DIRECTOR
ENVIRONMENTAL, PLANNING & BUILDING SERVICES

Reference: RD:LMW:DA2020/317 / 018 & 019
Enquiries: Mr R Denyer 02 6333 6276
lrd kelly docx

ANZ Australia and New Zealand
Banking Group Limited
BATHURST 78 WILLIAM ST NSW

Date 18-7-21

Pay Bathurst Council or bearer

The sum of Four hundred & fifteen \$ 415.77
dollars & 77 cents

SUZANNE R KELLY

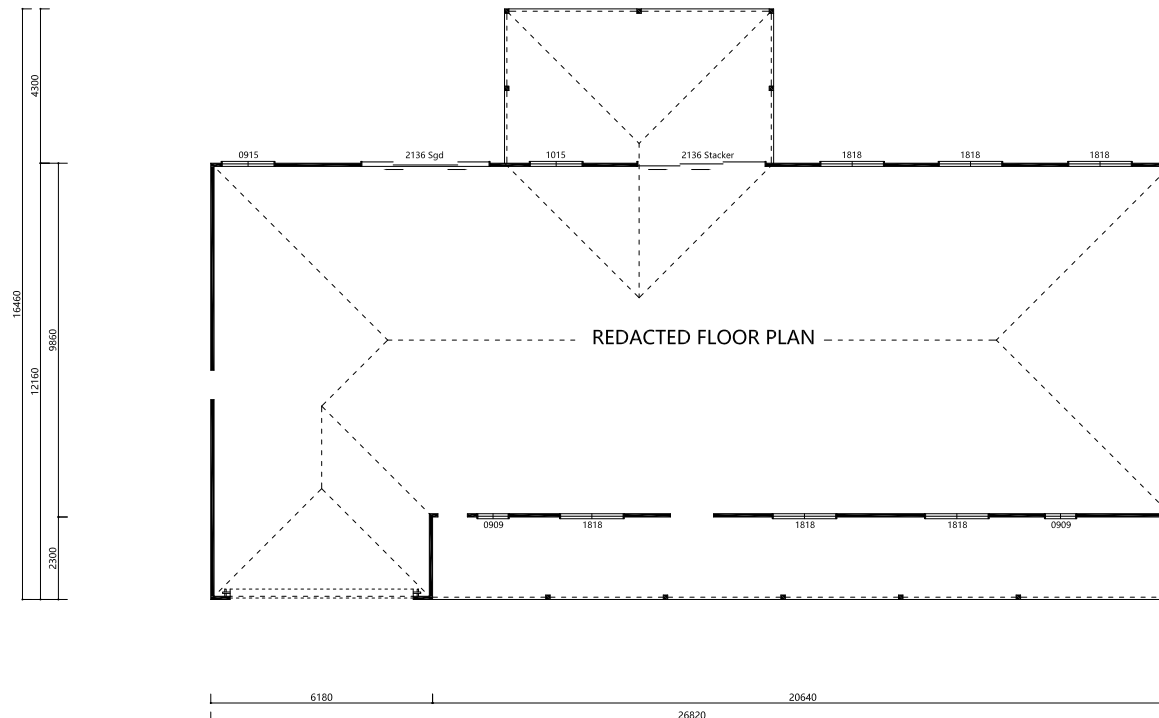
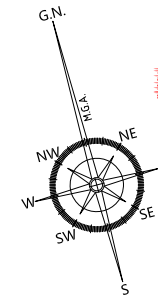
[Signature: S Kelly]

⑈001100 ⑈012⑈5201⑈ 5409 41442⑈

This cheque is printed on recycled watermarked paper. Please hold up to light to view the absence of the watermark could indicate a fraudulent cheque.

Attachment 8.2.4.6 NOTES

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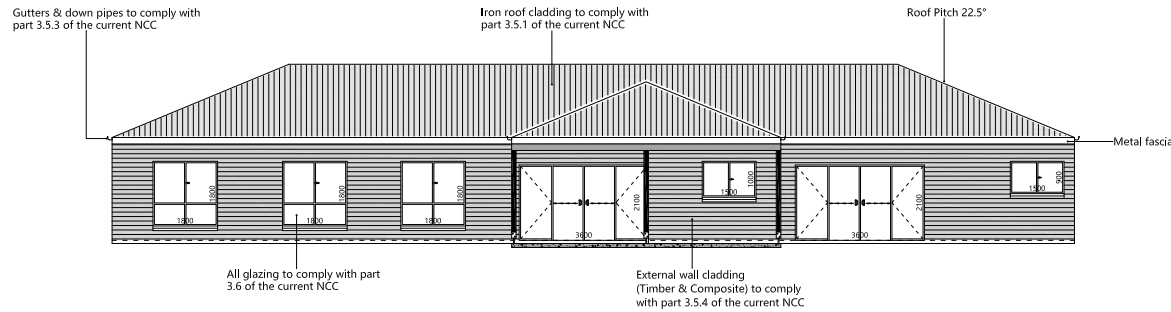
FLOOR PLAN
SCALE 1:100

REVISED PLANS
Date 26 / 04 / 2020
Date 14 / 05 / 2020
Date 27 / 07 / 2020
Date 05 / 08 / 2020

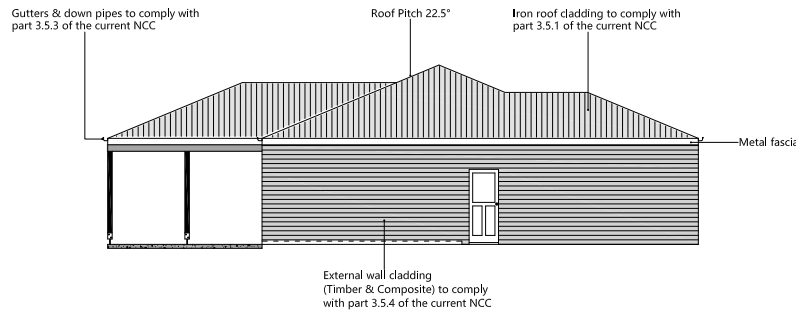
Page Size (A2)

JBC JEREMY BOOTH CONSTRUCTIONS	
Phone : 0401 429 657 PO Box 154 BATHURST NSW 2205	
Stephen Sewell Drafting Services Mobile : 0409 635 939 Email : ssds@westnet.com.au	
PROPOSED WORKERS COTTAGE	
Client : Suzanne Kelly	
No. 250 Fitzgeralds Valley Road Fitzgeralds Valley	
Lot 3, DP : 809151	
Date 05 / 08 / 2020	
Scale 1:100	
Living Area : 238.31 Sqm	
Verandah Area : 47.47 Sqm	
Garage Area : 40.34 Sqm	
Alfresco Area : 32.25 Sqm	
Total Area : 358.37 sqm	
File No. : 2020_032	

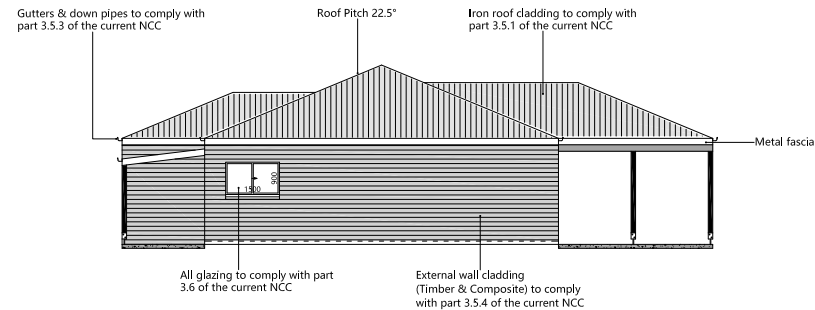
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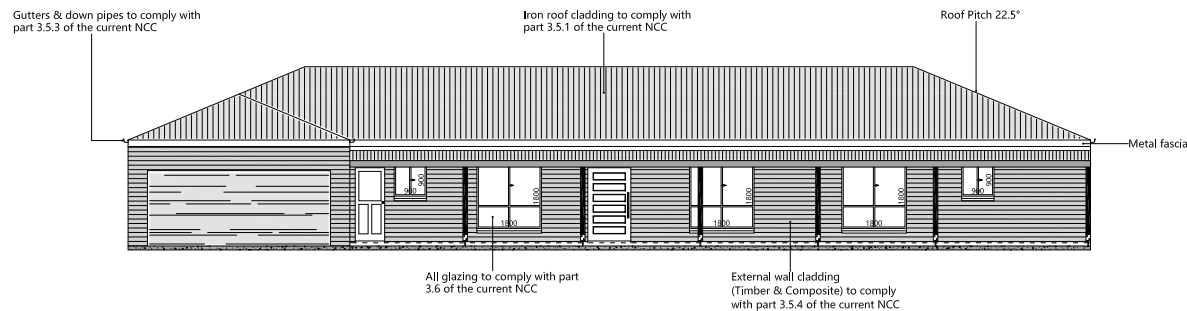
REAR ELEVATION
SCALE 1:100



LEFT ELEVATION
SCALE 1:100



RIGHT ELEVATION
SCALE 1:100



FRONT ELEVATION
SCALE 1:100



SSDS
Stephen Sewell Drafting Services
Mobile : 0409 635 939
Email : ssds@westnet.com.au

PROPOSED WORKERS COTTAGE

Client : Suzanne Kelly
No. 250 Fitzgeralds Valley Road
Lot 3, DP : 809151
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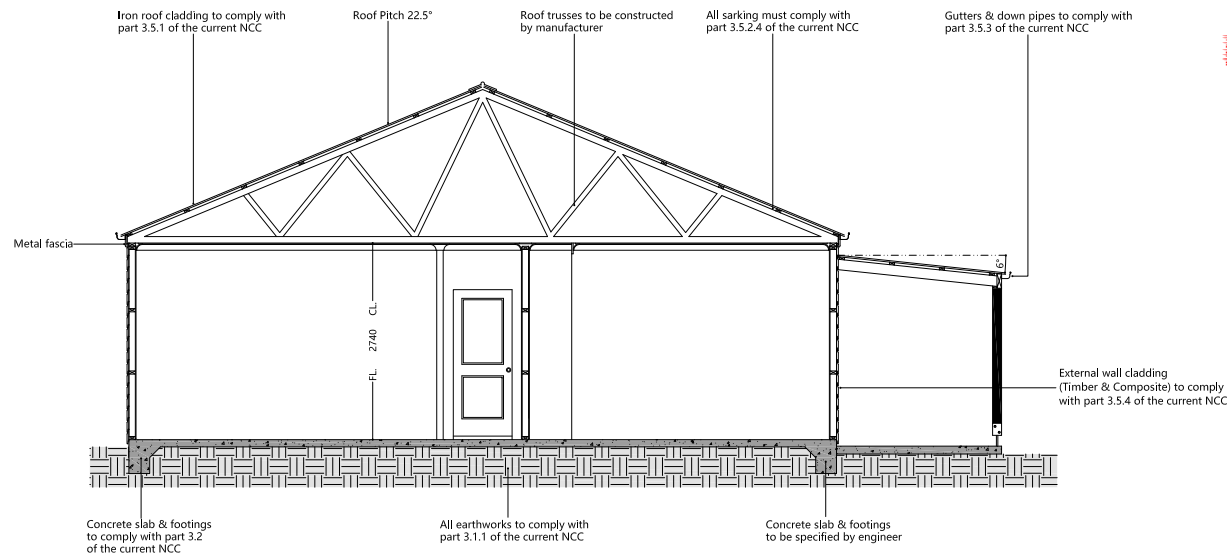
REVISED PLANS

Date 26 / 04 / 2020
Date 14 / 05 / 2020
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Page Size (A2)

File No. 2020_032

Page 2 of 5



SECTION THROUGH
SCALE 1:50

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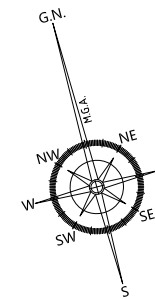


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File No. : 2020_032	111 of 586

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BASIX COMMITMENTS

Certificate Number : 11242065

Project Address

Project Name - 2020_032 JB Kelly
 Street Address - 250 Fitzgeralds Valley Road, Fitzgeralds Valley 2795
 Local Government - Bathurst Regional Council
 Plan Type / Plan Number - Deposited Plan 809151
 Lot Number - 3

SITE DETAILS

Site Area - 1,388,100 Sqm
 Roof Area - 358 Sqm
 Conditioned Floor Area - 195 Sqm
 UnConditioned Floor Area - 19 Sqm
 Garage Area - 39 Sqm
 Total Area of Garden & Lawn - 400 Sqm

WATER COMMITMENTS

~ Fixtures

- Showerhead(s) = Min 3 * Rating (>7.5 but <= 9 L/min)
- Toilets Flushing System(s) = Min 3 * Rating
- Kitchen Tap(s) = Min 3 * Rating
- Basin Tap(s) = Min 3 * Rating

ALTERNATIVE WATER

- Minimum 100,000 Ltr Rainwater Tank To Be Installed On Site
- Minimum 358 Sqm. of Roof Catchment Area To Be Diverted To Rainwater Tank

~ Rainwater Tank To Be Connected To :

- All Toilets In Development
- Cold Water Tap That Supplies Each Clothes Washer
- Atleast One Outdoor Tap In The Development

THERMAL COMFORT COMMITMENTS

~ Floors, Walls & Ceiling / Roof

- Please Refer To Page 4 of The "Basix Certificate"

~ Windows, Glazed Doors & Skylights

- Please Refer To Page 5 & 6 Of The "Basix Certificate"

ENERGY COMMITMENTS

~ Hot Water System(s)

- Gas Instantaneous 6* Rating

~ Cooling System

- Living Area(s) : 1-Phase Air conditioning EER 2.5-3.0
- Bedroom(s) : 1-Phase Air conditioning EER 2.5-3.0

~ Cooling System Day / Night Zoning (Yes)

~ Heating System

- Living Area(s) : 1-Phase Air conditioning EER 2.5-3.0
- Bedroom(s) : 1-Phase Air conditioning EER 2.5-3.0

~ Ventilation

- Bathroom(s) : Individual Fan, Not Ducted, Manual Switch On / Off
- Kitchen : Individual Fan, Ducted, Manual Switch On / Off
- Laundry : Natural Ventilation

~ Artificial Lighting

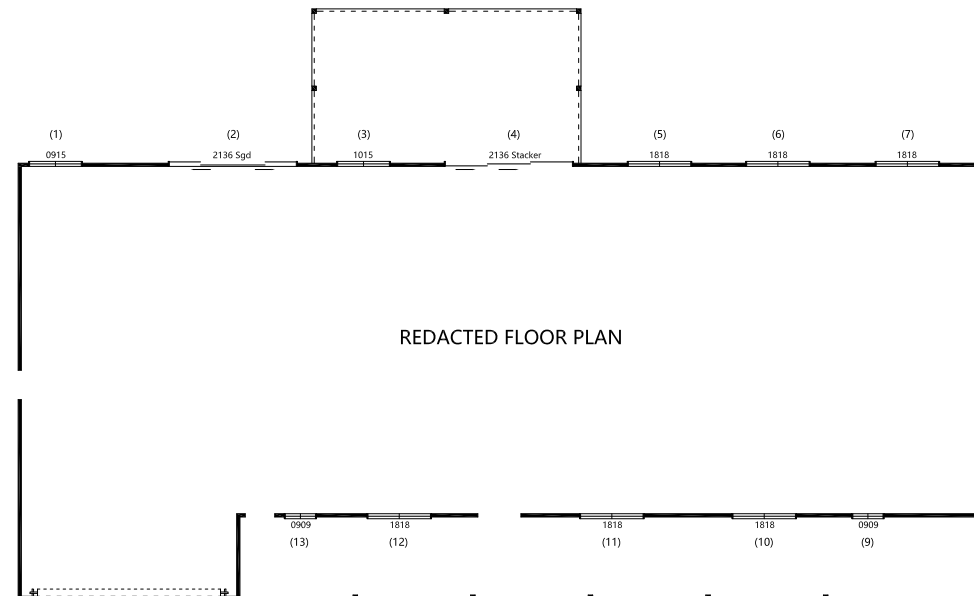
- At Least 4 Bedrooms (Non Dedicated)
- At Least 3 living / Dining Rooms (Non Dedicated)
- The Kitchen (Non Dedicated)
- All Hallways (Non Dedicated)

~ Natural Lighting

- Must Install Window & / Or Skylight In 3 Bathroom(s) Toilets
- Must Install Window In Kitchen

~ Other

- Gas Cooktop & Electric Oven
- Fixed Outdoor Clothes Line
- Must Construct A Well Ventilated Space For Each Refrigerator Unit



BASIX COMMITMENTS

SCALE 1:100

REVISED PLANS

Date 26 / 04 / 2020
 Date 14 / 05 / 2020
 Date 27 / 07 / 2020
 Date 05 / 08 / 2020

Page Size (A2)

File No. 2020_032

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PROPOSED WORKERS COTTAGE

Client : Suzanne Kelly

No. 250 Fitzgeralds Valley Road
Fitzgeralds Valley

Lot 3, DP : 809151

Date 05 / 08 / 2020

Scale 1:100

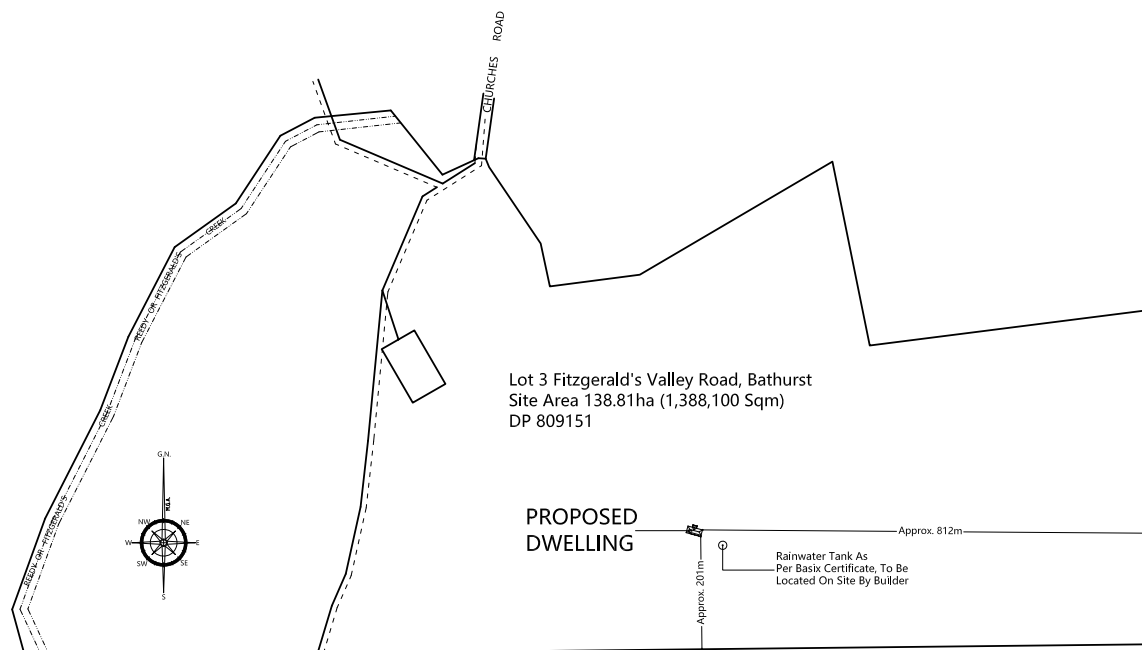
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Alfresco Area : 32.25 Sqm

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REVISED PLANS
Date 26 / 04 / 2020
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Bathurst Regional Development Control Plan 2014

9.6 FLOODING**9.6.1 Land to which this Section applies**

This section applies to all land:

- in the Bathurst Regional LGA identified in a Flood Planning Area on **Map No 39** (Sheets 1 to 9) of this DCP and
- to which Clause **5.21 Flood Planning** of the LEP applies; and
- any land identified or known by Council as having the possibility of flooding.

9.6.2 Objectives

- a) to minimise the flood risk to life and property associated with the use of land;
- b) to allow development on land that is compatible with the land's flood hazard, taking into account projected changes as a result of climate change;
- c) To maintain the existing flood regime and flow conveyance capacity and avoid significant adverse impacts on flood behaviour;
- d) To deal equitably and consistently (where possible) with applications for development on land affected by potential floods, in accordance with the principles contained in the Floodplain Development Manual, issued by the NSW Government.

9.6.3 Definitions

Note: A word or expression used in this clause has the same meaning as it has in the *Floodplain Development Manual* (ISBN 0 7347 5476 0) published by the NSW Government in April 2005, unless it is otherwise defined in this clause.

For the purposes of **Clause 5.21** of the *Bathurst Regional Local Environmental Plan 2014*:

flood planning area means the land identified in the *flood planning area* on Map 39 - Flood Planning Map – Sheets 1 to 9 in the Bathurst Regional Development Control Plan 2014.

This section adopts the definitions under the LEP and those definitions listed hereunder:

Designated Flood: means the flood planning area as defined by the following designated floods:

- e) 1% AEP flood level plus a free board of 0.5 metres as determined by the *Bathurst Computer Based Flood Model*, as amended, for the Macquarie River and the Queen Charlotte's Vale Creek.
- f) 1% AEP flood level plus a freeboard of 0.5 metres as determined by the *Sofala Floodplain Risk Management Study 2007* for the Turon River.
- g) 1% AEP flood Level plus a freeboard of 0.5 metres as determined by the *Georges Plains Floodplain Risk Management Study 2007* for the Georges Plains Creek.
- h) For areas beyond the flood model or studies, including natural creeks and drainage channels, the 1% AEP flood is as calculated by accepted engineering methods, or the highest known flood mark as stated on a statutory declaration by a resident of the immediate area for greater than 30 years, or the flood of August 1986.

Bathurst Regional Development Control Plan 2014

Note: The criteria outlined in Appendix B of the *NSW Government Floodplain Development Manual* shall be used for the assessment of flood hazard of those properties which are affected by flooding from the Macquarie River and Queen Charlotte's Vale Creek, and are included in the study area of the computer based flood model, utilising the depth and velocity calculations generated by the Model.

flood planning level means the level of a 1:100 ARI (average recurrent interval) flood event plus 0.5 metre freeboard.

High Hazard Flood Areas: means lands as defined by the *Bathurst Floodplain Management Plan as amended*, the *Sofala Floodplain Risk Management Study 2007* and the *Georges Plains Floodplain Risk Management Study 2007*.

Low Hazard Flood Areas: means lands as defined by the *Bathurst Floodplain Management Plan as amended*, the *Sofala Floodplain Risk Management Study 2007* and the *Georges Plains Floodplain Risk Management Study 2007*. For watercourses not included in the *Bathurst Computer Based Flood Model*, Council has resolved that low hazard flood areas are those areas affected by 0.5 metres of flood water or less.

Development within areas to be protected by future levees: means areas identified and described within the *Bathurst Floodplain Management Plan as amended* as benefiting from future levee protection, including:

- i) Perthville

Flood Protected Land: means land shown to be protected by levees from the 1% AEP flood on the following DCP Maps:

- i) Map No. **32A** - Havannah Street Area
- ii) Map No. **32B** - Morrissett Street Area
- iii) Map No. **32C** - Kelso Industrial Area
- iv) Map No. **32D** - Stockland Drive Area
- v) Map No. **32E** - Upfold Street Area (partial)
- vi) Map No. **32F** – Gilmour Street Area
- vii) Map No **32G** – Carlingford Street Area

Lands affected by a Natural Watercourse: means areas beyond the flood model or studies, including natural creeks and drainage channels, where the 1% AEP flood is as calculated by accepted engineering methods, or the highest known flood mark as stated on a statutory declaration by a resident of the immediate area for greater than 30 years, or the flood of August 1986.

9.6.4 Development within the designated flood area

Development Standards

- a) All development within the designated flood area requires the consent of Council.
- b) All developments shall be generally assessed in accordance with the latest edition of the *NSW Floodplain Development Manual* as issued by the NSW Government.

Bathurst Regional Development Control Plan 2014

- c) Development will not be permitted unless Council is satisfied that the proposed development will not increase the flood hazard rating or likely flood damage to any other property.

9.6.5 Development within high hazard flood areasDevelopment Standards

- a) No alteration in ground levels will be permitted, whether by excavation or filling, without the submission of a hydraulic study and prior development consent.
- b) The carrying out of any work or the erection of any structure, including fences, on land within the High Hazard Designated Flood Area will only be permitted if the land is outside the floodway, subject to low velocities, and is supported by a Flood Impact Assessment (FIA) showing that the works will have no adverse flooding affect on any other property.

9.6.6 Development within low hazard flood areasDevelopment Standards*Low Hazard – Floodway*

- a) No alteration in ground levels, whether by excavation or filling, will be permitted without the submission of a hydraulic study and prior development consent. Neither the carrying out of any work, nor the erection of any structure, including fences, will be permitted in Low Hazard Floodway areas.

Low Hazard – Flood Storage and Flood Fringe

- a) Development consent is required to be obtained prior to any activity, work or building being carried out within the designated flood area. A hydraulic study may be required to be submitted with any Development Application.

New Development – not protected by a Levee Bank

- a) The floor level of any structure is to be 0.5 metres above the designated flood level, supplied by Council.

Existing Development – Non-Residential

- a) Extensions to existing non-residential buildings may be constructed at the same floor level as the existing building. The complete building is to be flood proofed to 0.5 metres above the designated flood level.

Existing Development – Residential

- a) Extensions to existing residential buildings will be determined by Council on the application's merits, having regard to the following matters:
 - i) Where the area of the extension is less than 50% of the existing floor area and the floor level of the existing house is above the designated flood level, the floor level of the extension may be constructed to the same level. The extension is to be flood proofed to 0.5 metres above the designated flood level.
 - ii) Floor levels are to be a minimum 0.5 metres above the 1% AEP flood.

Bathurst Regional Development Control Plan 2014

Carports and Open Sheds

- a) Carports and open sheds must be constructed from flood compatible materials and may be constructed at existing floor levels.

All lands contiguous to the designated flood area less than 0.5 metres above the designated flood level

- a) All development is to comply with the standards outlined for Low Hazard – Flood Storage and Flood Fringe as outlined above.

9.6.7 Development within areas to be protected by future leveesDevelopment Standards

- a) Council may consent to the development of land provided that as a result of the development there is:
 - i) No encroachment on the possible alignment of the levees.
 - ii) No increased potential flood damage, prior to levee protection.
 - iii) No adverse effects on other properties.
 - iv) Floor levels are a minimum 0.5 metres above the 1% AEP flood.

9.6.8 Flood protected landDevelopment Standards

- a) All development shall be considered in accordance with the Bathurst Regional LEP 2014.

DCP Map No. 32C - Kelso Industrial Area

- a) New building lots protected by the levee shall have a finished ground level not less than either the 1% AEP Flood Level (as identified by the 1987 Flood Study report), or the 2% AEP Flood Level (as determined by the Computer Based Floodplain Model), whichever is the greater.
- b) The floor level of any building shall be above the ground level specified above.

9.6.9 Development of lands affected by a natural watercourseDevelopment Standards

- a) Council may only grant consent to development if it is satisfied that the proposed development will not increase the flood hazard rating or likely flood damage to any property.
- b) Council may only grant consent to development if it is satisfied that the development is not within:
 - i) the high hazard flood area, or
 - ii) the low hazard floodway.

Bathurst Regional Development Control Plan 2014

- c) The floor level of any habitable structure is to be 0.5 metres above the designated flood.
- d) The development must not increase the rate of storm water run-off into the watercourse.

9.6.10 Flood mitigation works

Flood mitigation works do not need to comply with the standards outlined in this Plan provided that:

- a) The works are identified in the *Bathurst Floodplain Management Plan as amended*, the *Sofala Floodplain Risk Management Study 2007* or the *Georges Plains Floodplain Risk Management Study 2007*.
- b) The works have fulfilled all the criteria established in the *Bathurst Floodplain Management Plan as amended*, the *Sofala Floodplain Risk Management Study 2007* or the *Georges Plains Floodplain Risk Management Study 2007*.
- c) The works comprise the adopted actions to implement the *Bathurst Floodplain Management Plan as amended*, the *Sofala Floodplain Risk Management Study 2007* or the *Georges Plains Floodplain Risk Management Study 2007*.

Notwithstanding that the works do not need to comply with the standards in this section, an approval from the NSW Office of Water may also be required.

9.6.11 Development Application requirements

A Development Application lodged for development within the designated flood is to be accompanied by:

- a) A report from an accredited Consulting Engineer detailing any adverse effects of the proposed development on flood hazard rating and potential flood damage to the subject property and any other property. For land within the Computer Based Flood Model Study, such report can be undertaken by Council at full cost to the developer.
- b) An evacuation plan for the development accompanied by evidence that the local division of the State Emergency Service has been consulted in the formulation of the plan.
- c) Existing ground levels of the subject site certified by a registered surveyor.
- d) Flood levels, where available. Where Council holds records for flood levels, they can be obtained from Council at full cost to the developer.

9.6.12 Matters for consideration

Development consent must not be granted to development on land to which this section applies unless the consent authority has considered the matters outlined in Clause 5.21 of the LEP and is satisfied that the development:

- a) is compatible with the flood hazard of the land, and
- b) will not significantly adversely affect flood behaviour resulting in detrimental increases in the potential flood affectation of other development or properties, and
- c) incorporates appropriate measures to manage risk to life from flood, and

Bathurst Regional Development Control Plan 2014

- d) will not significantly adversely affect the environment or cause avoidable erosion, siltation, destruction of riparian vegetation or a reduction in the stability of river banks or watercourses, and
- e) is not likely to result in unsustainable social and economic costs to the community as a consequence of flooding.
- f) No residential, commercial or industrial allotments are to be located at a level lower than the 1% Annual Exceedance Probability (AEP) flood level plus a freeboard of 500mm (i.e. within the 'flood planning area'). Pedestrian and cycle pathways and open space may extend within the 1% AEP flood level, provided that the safe access criteria contained in the NSW Floodplain Manual are met.

9.6.13 Submission requirements

- a) Where relevant, a comprehensive flood analysis prepared by appropriate person, incorporating:
 - i. a survey of the main watercourse;
 - ii. a survey of the site; and
 - iii. a detailed flood and drainage investigation which establishes the estimated 1% AEP (100 year ARI) flood level.
 - iv. the impact on flood levels, threat to life and accessibility from a public road.
- b) A contour survey plan prepared by a registered surveyor showing:
 - i. Ground levels;
 - ii. Location of existing and proposed buildings, including the finished floor level relative to the AHD.

is to be submitted with any development application on land identified as fully or partially flood affected. The levels on the survey are required to be verified during construction by a survey certificate.


- c) The applicant shall be required to demonstrate to the satisfaction of Council (on the basis of a qualified consultant report) that:
 - i. The development will not increase the flood hazard or risk to other properties;
 - ii. The structure of the proposed building works shall be adequate to deal with flooding situations;
 - iii. The proposed building materials are suitable;
 - iv. The buildings are sited in the optimum position to avoid flood waters and allow safe flood access for evacuation;
 - v. The proposed redevelopment will not expose any resident to unacceptable levels of risk or any property to unreasonable damage; and
 - vi. Compliance of any existing buildings with the ABCB Standard: Construction of buildings in flood hazard areas (2019) and the accompanying handbook developed by the Australian Building Codes Board (2012).



Bathurst Regional Development Control Plan 2014

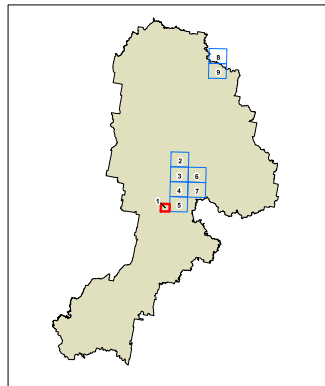
Map No. 39 - Flood Planning Map -
Sheet 1 of 9

Flood Planning Land

 Flood Planning Area

Cadastre

Base data 23/04/1997 © Land and Property
Information (LPI)
Addendum data 12/05/2020 © Bathurst Regional
Council



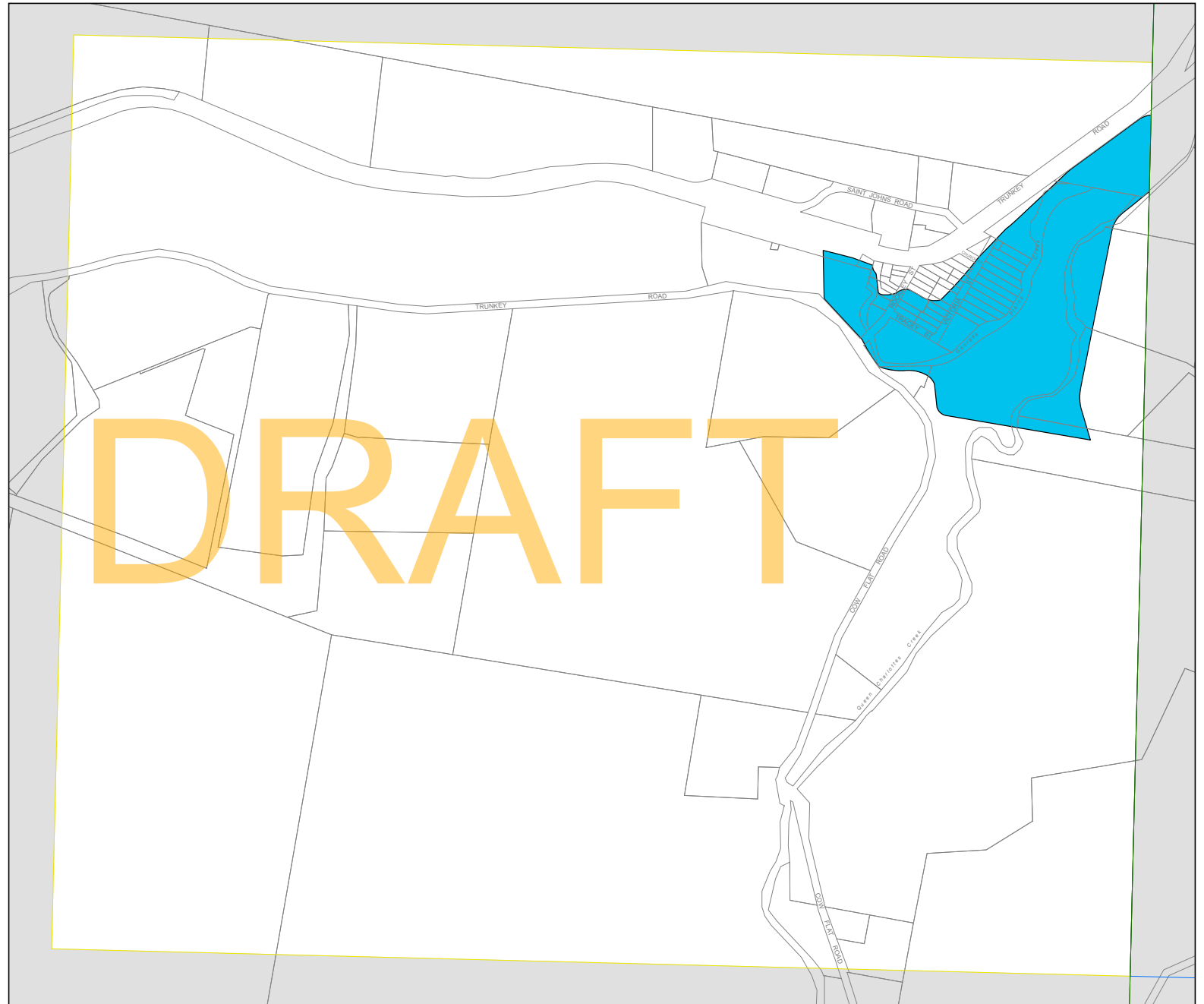
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MGA Zone 55

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Bathurst Regional Development Control Plan 2014

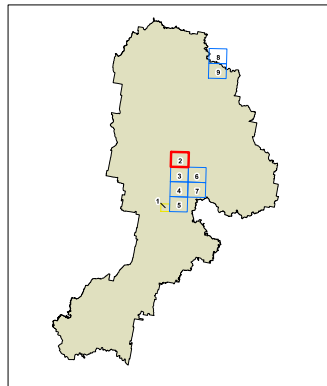
Map No. 39 - Flood Planning Map -
Sheet 2 of 9

Flood Planning Land

 Flood Planning Area

Cadastre

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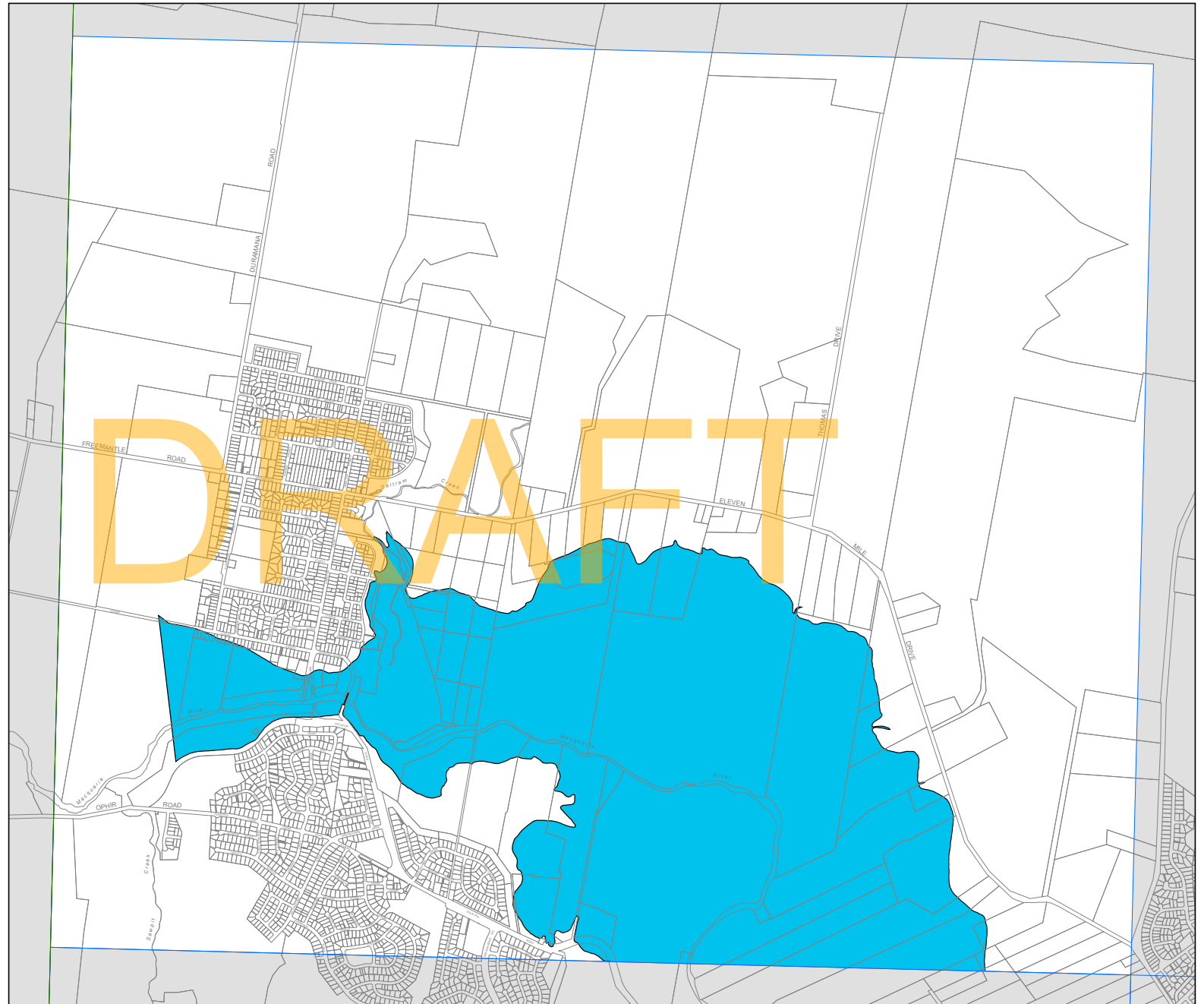
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Map identification number:

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**Bathurst Regional
Development
Control
Plan 2014**

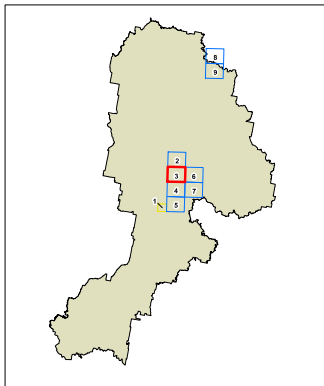
Map No. 39 - Flood Planning Map -
Sheet 3 of 9

Flood Planning Land

 Flood Planning Area

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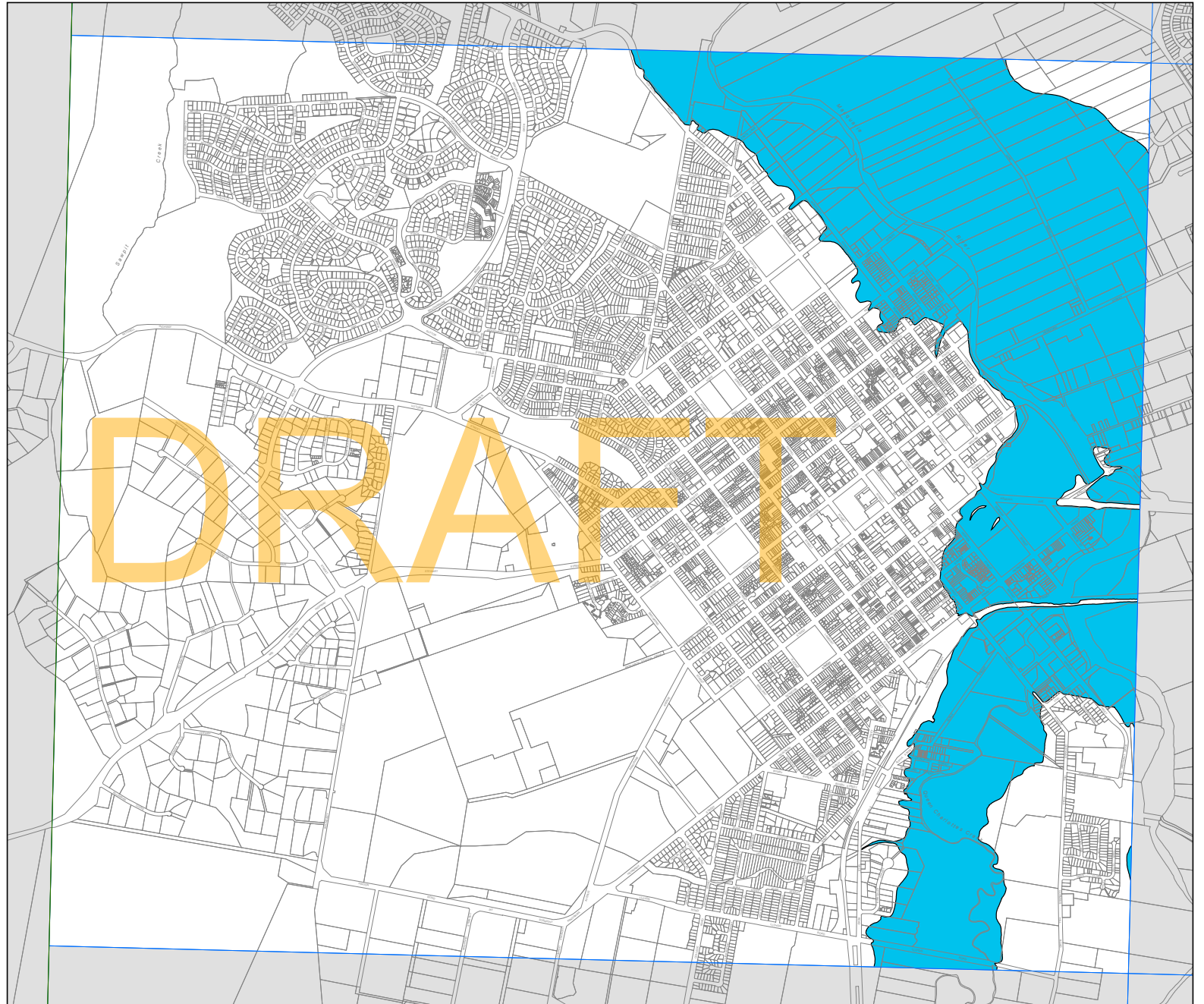
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**Bathurst Regional
Development
Control
Plan 2014**

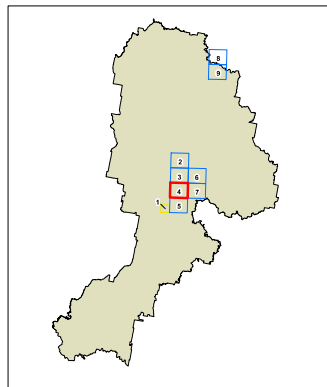
Map No. 39 - Flood Planning Map -
Sheet 4 of 9

Flood Planning Land

 Flood Planning Area

Cadastre

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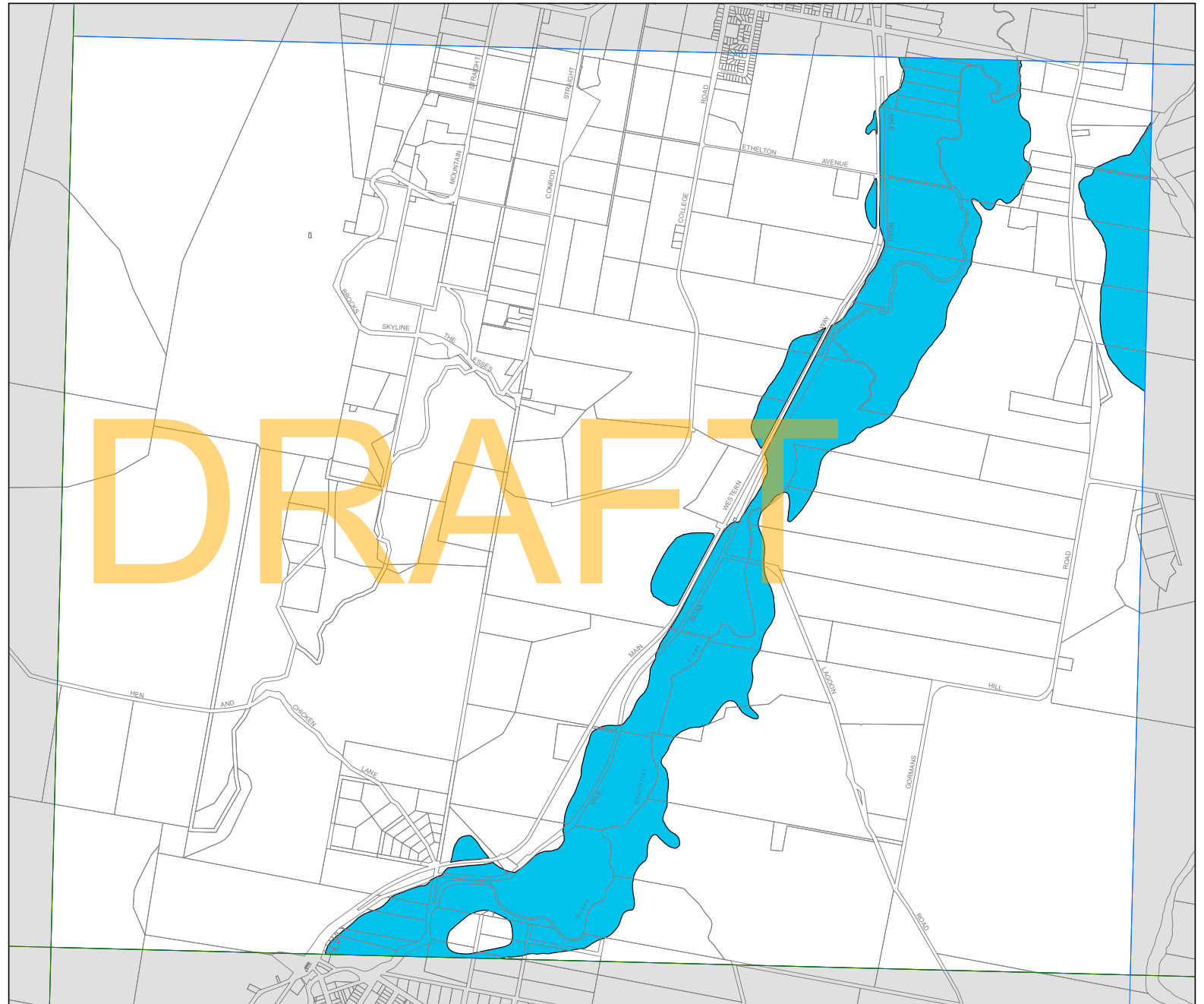
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Bathurst Regional Development Control Plan 2014

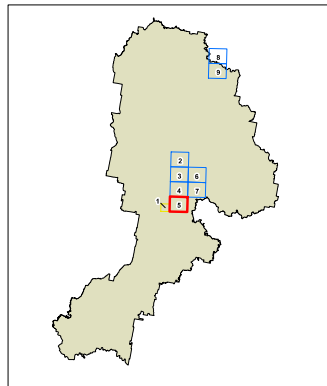
Map No. 39 - Flood Planning Map -
Sheet 5 of 9

Flood Planning Land

 Flood Planning Area

Cadastre

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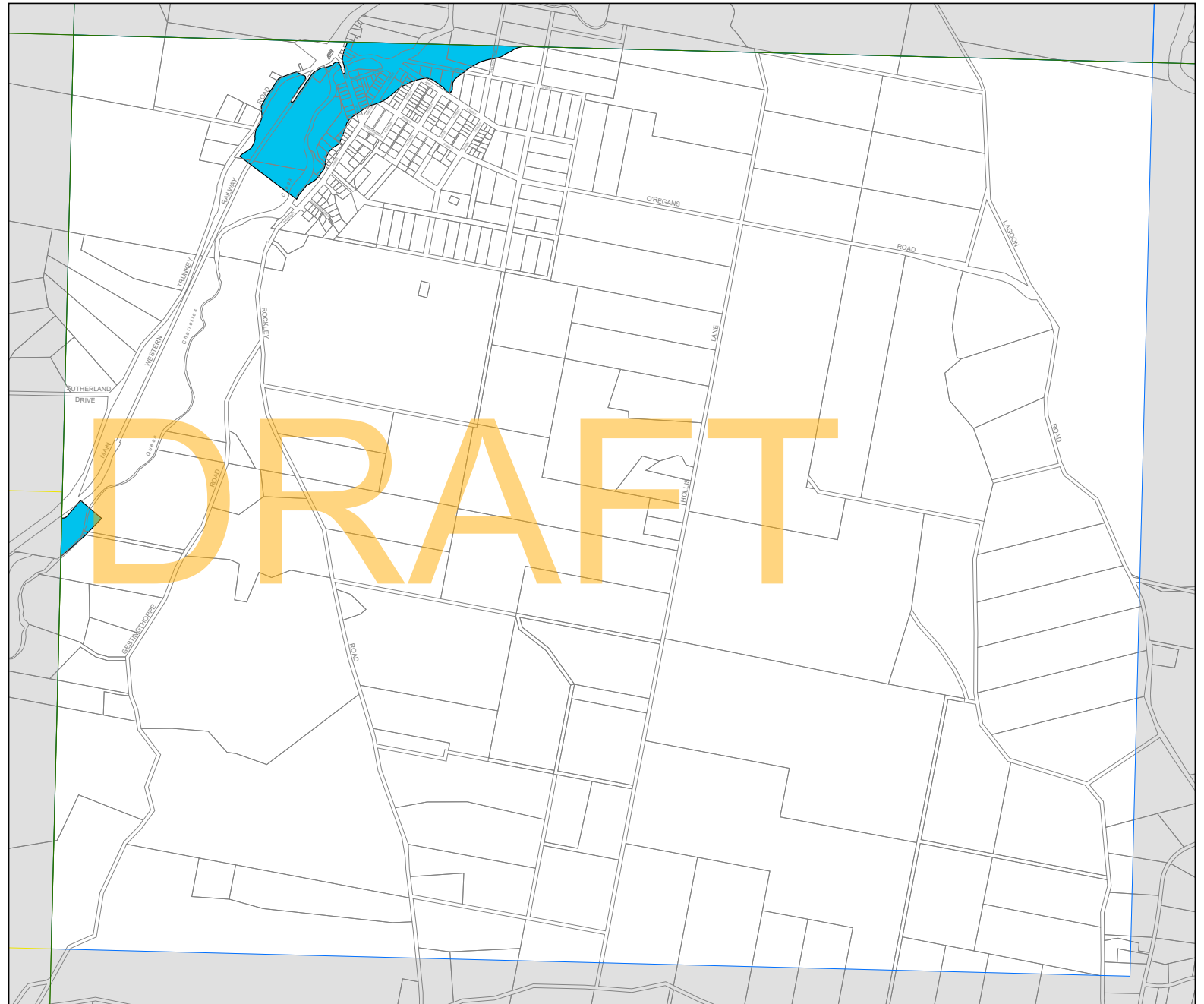
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MGA Zone 55

Map identification number:

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**Bathurst Regional
Development
Control
Plan 2014**

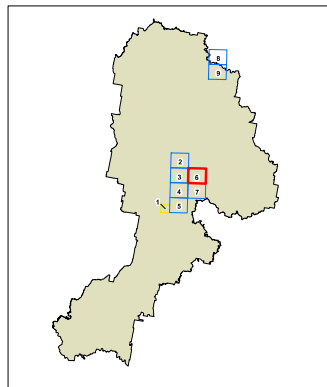
Map No. 39 - Flood Planning Map -
Sheet 6 of 9

Flood Planning Land

 Flood Planning Area

Cadastre

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MGA Zone 55

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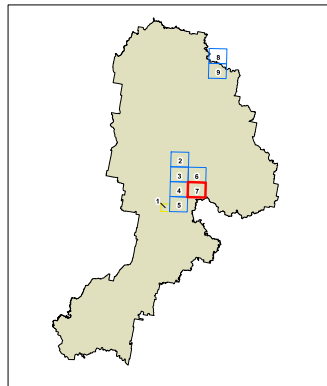
Map No. 39 - Flood Planning Map -
Sheet 7 of 9

Flood Planning Land

 Flood Planning Area

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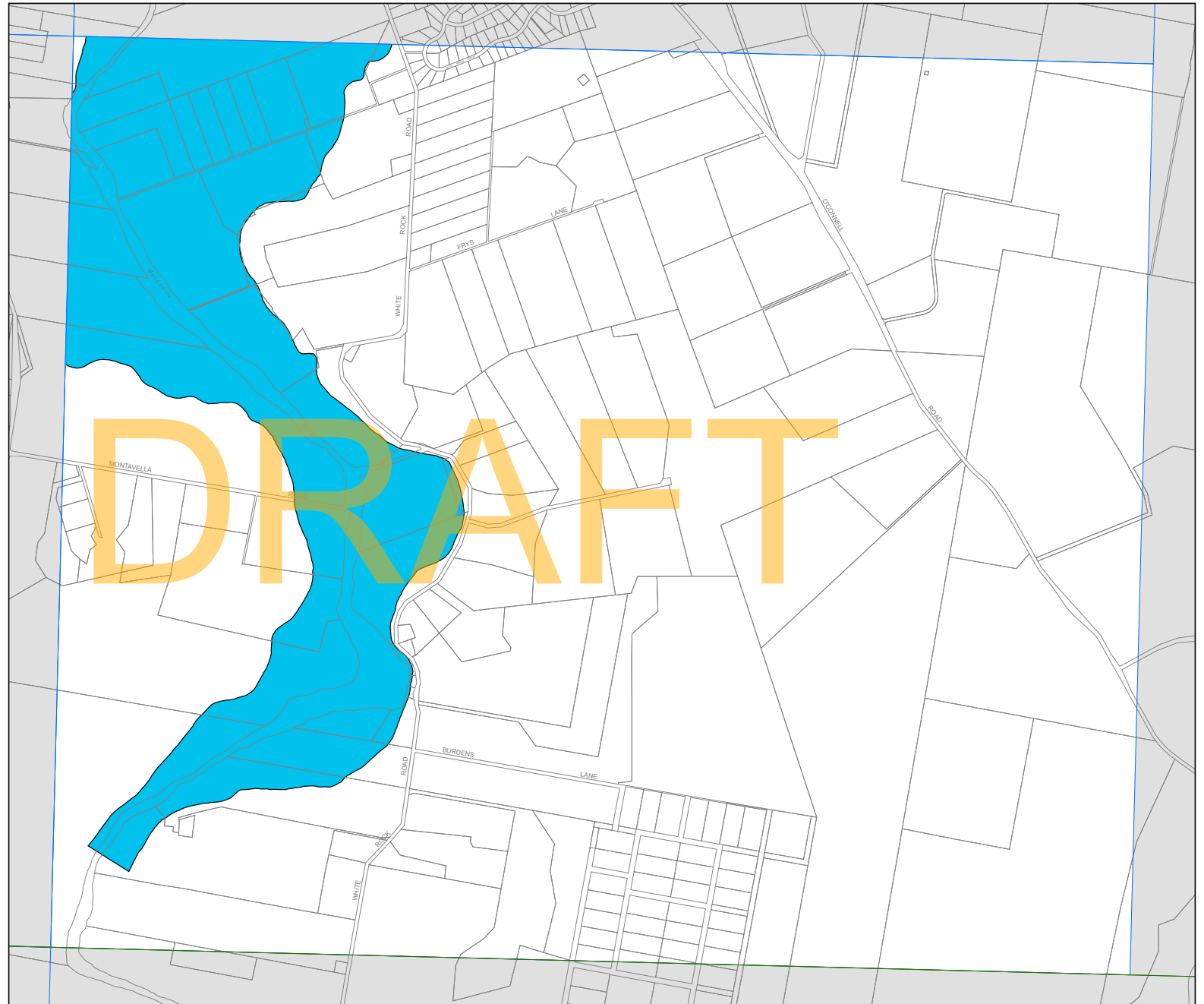
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**Bathurst Regional
Development
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Plan 2014**

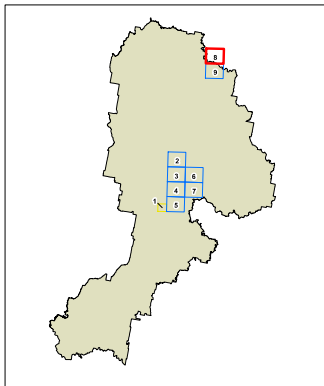
Map No. 39 - Flood Planning Map -
Sheet 8 of 9

Flood Planning Land

 Flood Planning Area

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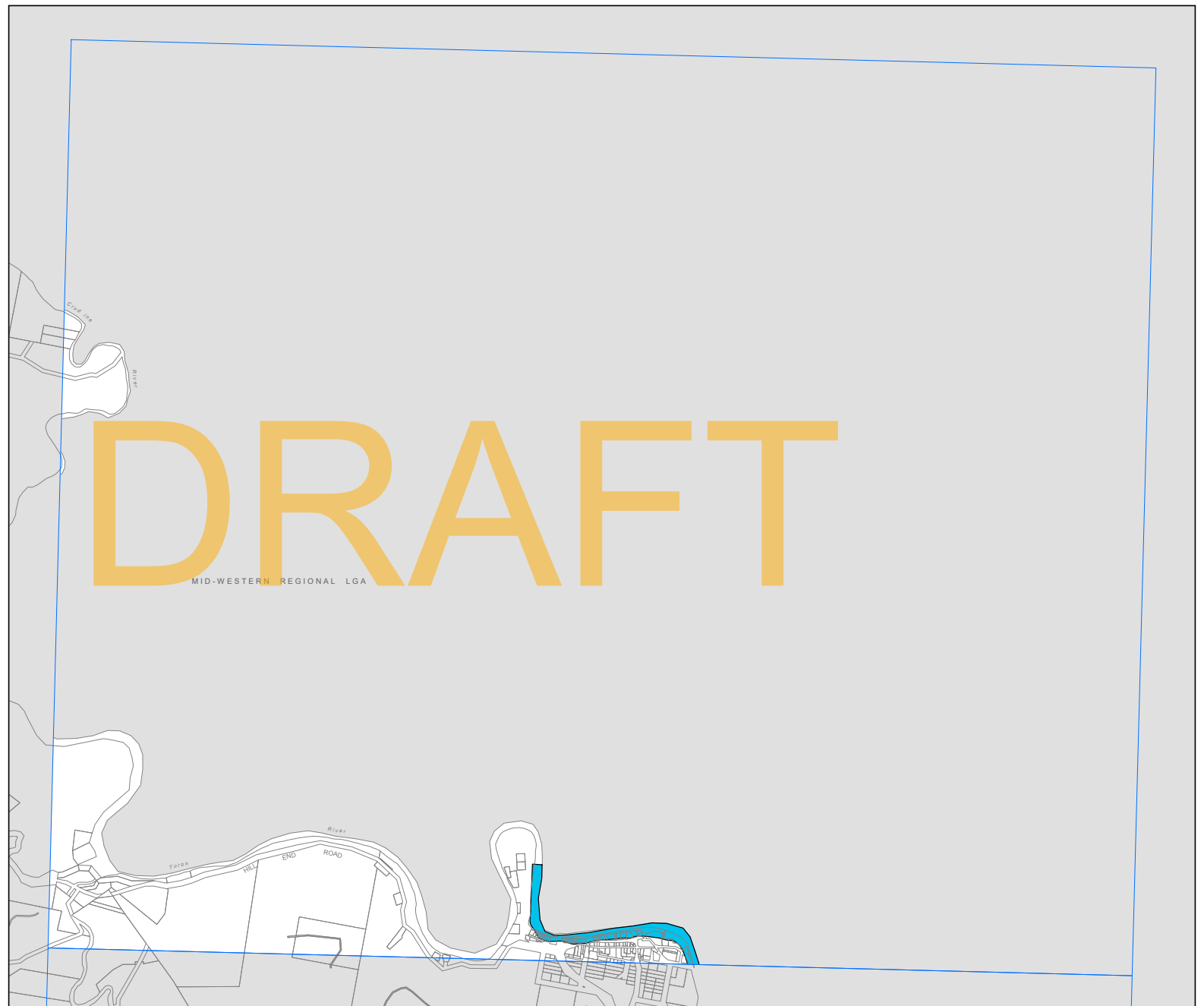
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Bathurst Regional Development Control Plan 2014

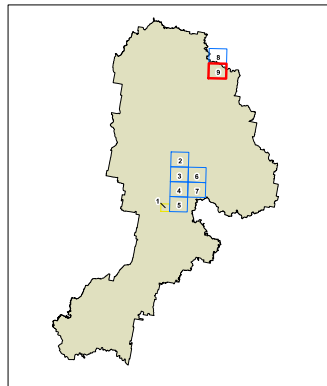
Map No. 39 - Flood Planning Map -
Sheet 9 of 9

Flood Planning Land

 Flood Planning Area

Cadastre

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Addendum data 12/05/2020 © Bathurst Regional
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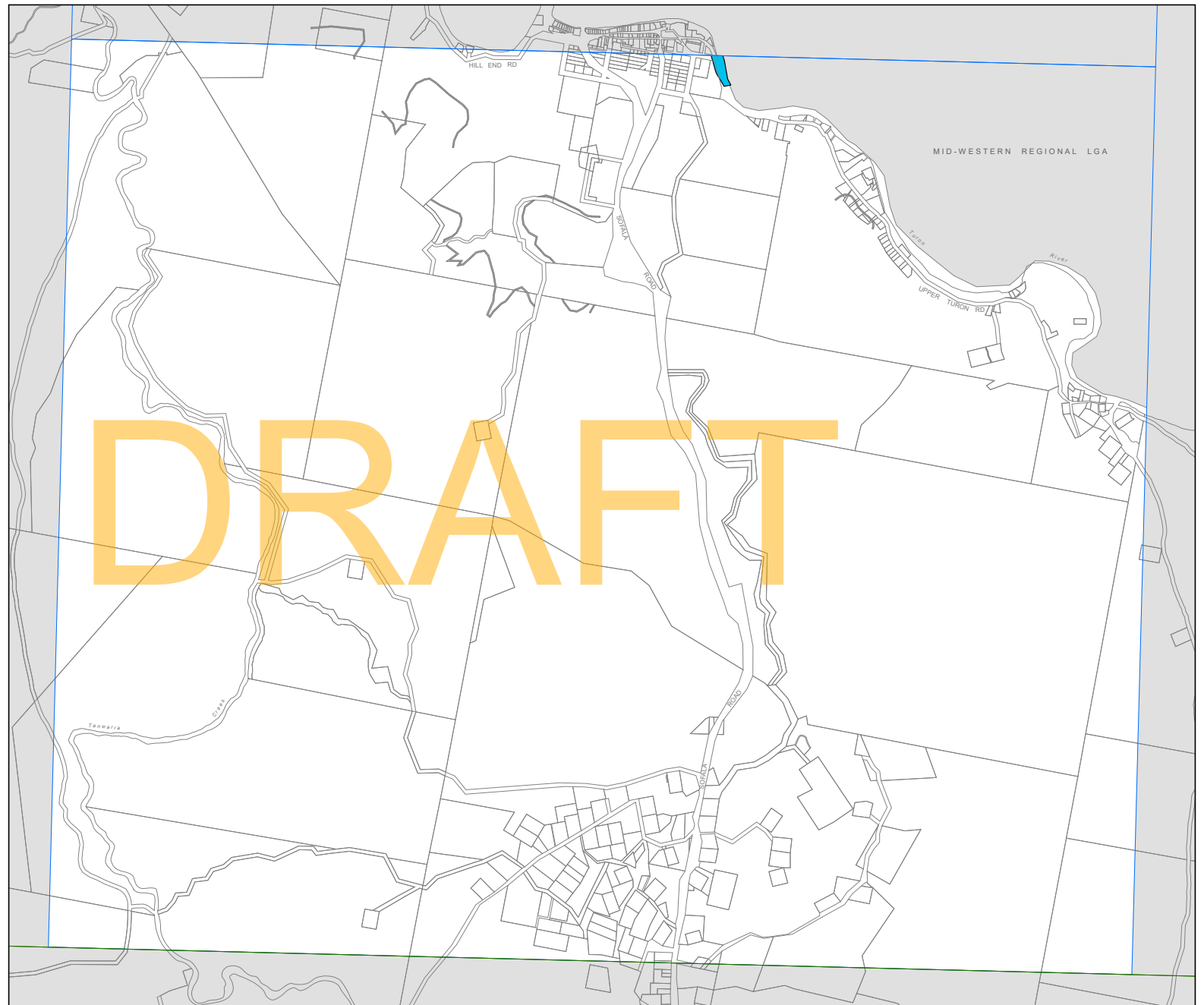
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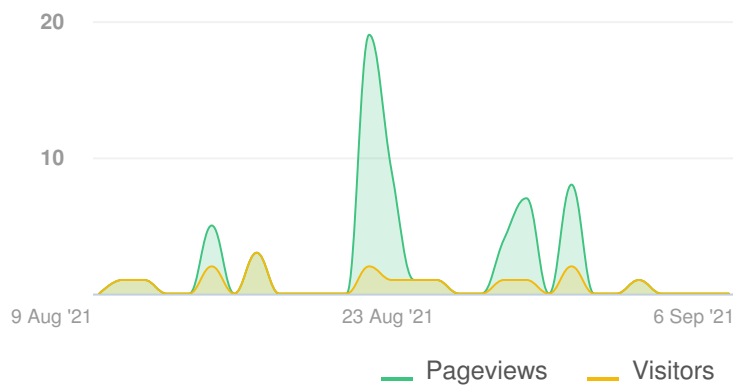
Project Report

09 August 2021 - 06 September 2021

Your Say Bathurst Region Development Control Plan (DCP) Changes



Visitors Summary

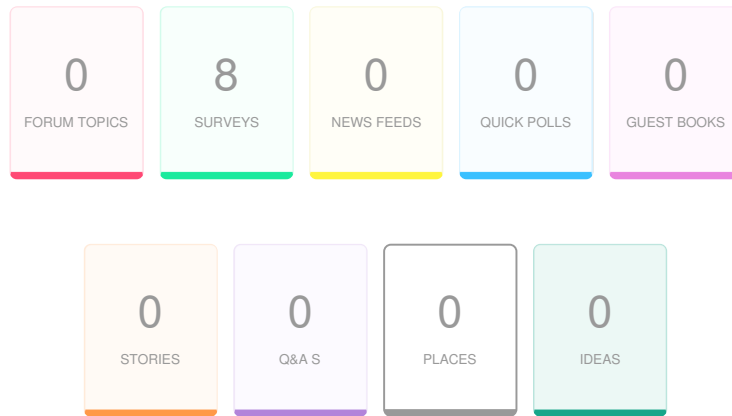


Highlights

TOTAL VISITS	17	MAX VISITORS PER DAY	3
NEW REGISTRATIONS	0	ENGAGED VISITORS	0
		INFORMED VISITORS	5
		AWARE VISITORS	16

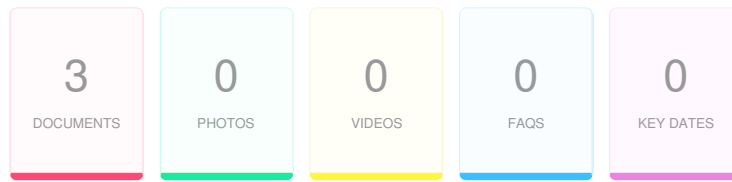
Aware Participants	16	Engaged Participants	0
Aware Actions Performed	Participants	Engaged Actions Performed	Registered Unverified Anonymous
Visited a Project or Tool Page	16		
Informed Participants	5	Contributed on Forums	0 0 0
Informed Actions Performed	Participants	Participated in Surveys	0 0 0
Viewed a video	0	Contributed to Newsfeeds	0 0 0
Viewed a photo	0	Participated in Quick Polls	0 0 0
Downloaded a document	3	Posted on Guestbooks	0 0 0
Visited the Key Dates page	1	Contributed to Stories	0 0 0
Visited an FAQ list Page	0	Asked Questions	0 0 0
Visited Instagram Page	0	Placed Pins on Places	0 0 0
Visited Multiple Project Pages	5	Contributed to Ideas	0 0 0
Contributed to a tool (engaged)	0		

ENGAGEMENT TOOLS SUMMARY



Tool Type	Engagement Tool Name	Tool Status	Visitors	Contributors		
				Registered	Unverified	Anonymous
Survey Tool	Amendment No 23 - Gormans Hill Residential Precinct Amend...	Published	4	0	0	0
Survey Tool	Amendment No 23 - July 21 Housekeeping Amendment	Archived	2	0	0	0
Survey Tool	Amendment No 25 - Flood Planning	Published	1	0	0	0
Survey Tool	Amendment 17 - Milltown & Wattle Flat	Archived	0	0	0	0
Survey Tool	Amendment No 20 - Repeal of Chapter 2 - Exhibition and No...	Archived	0	0	0	0
Survey Tool	Amendment No 22 - Housekeeping Amendment	Archived	0	0	0	0
Survey Tool	Amendment 18 - Vegetation and Biodiversity	Archived	0	0	0	0
Survey Tool	Amendment No 21 - Eglinton (West) alteration to the land ...	Archived	0	0	0	0

INFORMATION WIDGET SUMMARY



Widget Type	Engagement Tool Name	Visitors	Views/Downloads
Document	Explanation - Flood Planning.pdf	3	3
Document	Map 39 (Sheets 1-9).pdf	2	2
Document	DPC Text - Ch 9.6 Flooding.pdf	1	1
Key Dates	Key Date	1	1

Central West and Orana Regional Plan Review



Planning,
Industry &
Environment

To inform Council Business Paper Report

Draft Central West and Orana Regional Plan 2041

Review of the Central West Orana Regional Plan 2036

The *Central West and Orana Regional Plan 2036* (“the Regional Plan”) was released in 2017 to provide a twenty-year strategic land use planning framework for the region. The Regional Plan provides strategic direction for the region’s future population needs including housing, jobs and infrastructure as well as protecting the environment.

Regional plans are prepared in accordance with section 3.3 of the *Environmental Planning and Assessment Act 1979* and are subject to five-yearly reviews.

A five-yearly review ensures the Regional Plans ongoing relevance through revisiting regional challenges and opportunities as well as incorporating the most up-to-date information. The five-year review is also an opportunity to ensure alignment with any new policies and strategies. The intended outcome of the review is to ensure that the Regional Plan continues to support the needs and long-term vision for the region.

The first five-year review for the Regional Plan is underway. The review involves consultation with local councils and state agencies and will result in a revised and updated *Central West Orana Regional Plan 2041*. The new Regional Plan will focus on land use planning outcomes and include actions for delivery within the next five years.

Governance for the Regional Plan review

The Department of Planning, Industry and Environment (“DPIE”), Local and Regional Planning, Western Region team is coordinating the review of the Regional Plan.

A Steering Committee has been established to provide accountability for the delivery of the draft Regional Plan. The Committee is made up of DPIE agencies (Planning; Environment, Energy and Science; and Water), Department of Primary Industries, Regional NSW, Transport for NSW, Joint Organisation CEO’s and relevant Council Planning Directors (Lithgow, Dubbo and Coonamble).

The identified primary stakeholders are local councils and state agencies. Targeted consultation with council and agency staff has been undertaken during 2021.

Summary of progress (review and draft plan)

The review and drafting stages of the Regional Plan are aligned with Figure 1 below.

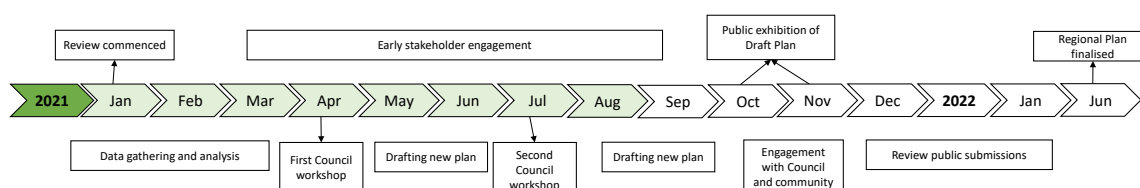


Figure 1 – Timeline of key milestones of regional plan review

Central West and Orana Regional Plan Review



Planning,
Industry &
Environment

To inform Council Business Paper Report

The key milestones of the Regional Plan review which have been completed include:

a) Data gathering and analysis

The Regional Plan review has been informed by:

- Local strategies including Local Strategic Planning Statements (LSPS) and Community Strategic Plans
- NSW Government's plans including State Infrastructure Strategy 2018-2038, Future Transport 2056, A 20-year Economic Vision for Regional NSW as well as the draft Regional Water Strategies
- Auditing the existing Regional Plan actions and their implementation to date
- Commissioned project work from the Western Research Institute to document regional changes that have occurred
- Considering social and economic changes since 2017 including population, development, infrastructure, machinery of government changes, legislative changes and the impact of Covid-19

b) Council engagement workshops

The first Council engagement workshop was held on 21 April 2021 in Wellington. The purpose of the workshop was to bring together council planning and economic development officers to discuss the Regional Plan. The workshop focused on the effectiveness of the current Regional Plan in guiding local land use planning and development in the Central West and Orana region. The workshop provided an opportunity to obtain local knowledge from councils to inform the next iteration of the Regional Plan.

A series of follow up online workshops were held with council staff during the week of 12 July 2021, to gain council input into and feedback on the draft components of the Regional Plan. Considerations included the methodology for the Regional Plan review and a draft framework for the new plan, issues and opportunities of each respective local government area and the role and integration of local government narratives in the new plan.

c) Drafting the new regional plan

The draft Regional Plan aims to provide a regional level framework for dealing with projected regional change for the next twenty years with a focus on the next five years. The region is projected to require approximately 19,000 more dwellings before 2041 with consequences for jobs, services, infrastructure requirements, potential environmental impact and water use.

Drafting is supported by ongoing targeted consultation with individual government agencies and local councils to ensure alignment with relevant policies, strategies and priorities.

Outcomes from local government consultation

Feedback from local councils has been integrated into the approach of the new Regional Plan including:

- Providing clearer guidance and direction for local strategic planning
- Making the Regional Plan informative to local strategic planning more broadly than for planning proposals alone

Central West and Orana Regional Plan Review



Planning,
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To inform Council Business Paper Report

- Integrating the Regional Plan with new regional strategies being developed for water and transport
- Incorporating priorities from LSPSs and providing guidance for their future review
- Rationalising the number of Regional Plan actions to be more effective and focused
- Clearly identifying who is responsible for the delivery of actions and making them measurable
- Consideration of locally specific planning challenges and strategic responses

Consultation with local government stakeholders identified key planning issues involving water management and security, housing supply and demand, access and connection, talent and skills as well as economic transition. Common challenges associated with these issues were conflict and competition between land-uses, shortage of housing and skilled workers. There is also a need for consistent guidelines or legislative support to help deliver regional outcomes at the local level.

Public Exhibition of the draft Regional Plan

The draft *Central West and Orana Regional Plan 2041* is intended to be publicly exhibited commencing in October 2021 for six weeks. DPIE's Local and Regional Planning (Western Region) Team will engage with the council and the community during the exhibition period, including via virtual meetings and webinars. An interactive website will also be accessible and allow people to learn more about the Regional Plan and how to take part in the review process.

Councils will be notified prior to the commencement of the public exhibition period.

Finalisation of the draft Regional Plan

Public submissions from the exhibition period will be reviewed in December 2021.

The draft Regional Plan will be finalised in the first half of June 2022, for the approval of the Minister for Planning and Public Spaces, Rob Stokes MP.

POLICY:	OPERATION OF TOURIST AND VISITOR ACCOMMODATION ESTABLISHMENTS
DATE ADOPTED:	Director Environmental, Planning & Building Services Report #1 Policy 6 November 2013 Council 19 February 2014 Minute Book No. 11660
ORIGINAL ADOPTION:	
FILE REFERENCE:	11.00003
OBJECTIVE:	To facilitate the development of tourist and visitor accommodation as a sustainable, low impact activity which maintains the amenity of both the property and locality; maintains a satisfactory standard of management and service; and to ensure the premises meet acceptable planning, community health and fire safety standards

1. OBJECTIVES

The objectives of the policy are:

- 1.1 To maintain the existing amenity of both the property, and where relevant, the locality where a tourist and visitor accommodation establishment is located. In order to do so Council will consider the following:
 - (a) the location and number of any other tourist and visitor accommodation establishments in the neighbourhood; and
 - (b) the potential noise generating ability of the tourist and visitor establishments and its effect on neighbouring dwellings; and
 - (c) where reticulated sewerage is not available (onsite waste water management system area) the capacity and efficiency of any proposed effluent disposal system and its potential to create a nuisance for the adjoining properties.
- 1.2 To maintain a satisfactory standard of management and service.
- 1.3 To ensure that the premises meet acceptable planning, community health and fire safety standards.

2. DEFINITIONS

NOTE: The definitions used in this Policy reflect the definitions of the standard instrument, Local Environmental Plan.

"bed and breakfast accommodation" means an existing dwelling in which temporary or short-term accommodation is provided on a commercial basis by the permanent residents of the dwelling and where:

- (a) meals are provided for guests only, and
- (b) cooking facilities for the preparation of meals are not provided within guests' rooms, and
- (c) dormitory-style accommodation is not provided.

“backpackers’ accommodation” means a building or place that:

- (a) provides temporary or short-term accommodation on a commercial basis, and
- (b) has shared facilities, such as a communal bathroom, kitchen or laundry, and
- (c) provides accommodation on a bed or dormitory-style basis (rather than by room).

“eco-tourist facility” means a building or place that:

- (a) provides temporary or short-term accommodation to visitors on a commercial basis, and
- (b) is located in or adjacent to an area with special ecological or cultural features, and
- (c) is sensitively designed and located so as to minimise bulk, scale and overall physical footprint and any ecological or visual impact.

It may include facilities that are used to provide information or education to visitors and to exhibit or display items.

“farm stay accommodation” means a building or place that provides temporary or short-term accommodation to paying guests on a working farm as a secondary business to primary production.

“floor area” is deemed to include the area of any storey of the floor of the dwelling measured from the outer extremity of the enclosing walls.

“serviced apartment” means a building (or part of a building) providing self-contained accommodation to tourists or visitors on a commercial basis and that is regularly serviced or cleaned by the owner or manager of the building or part of the building or the owner's or manager's agents.

“tourist and visitor accommodation” means a building or place that provides temporary or short-term accommodation on a commercial basis, and includes any of the following:

- (a) backpackers' accommodation,
- (b) bed and breakfast accommodation,
- (c) eco-tourist facilities
- (d) farm stay accommodation,
- (e) serviced apartments,

3. COUNCIL APPROVALS

There are two pathways that a tourist and visitor accommodation establishment can follow when seeking Council approval for the establishment of a tourist and visitor accommodation establishment:

- 3.1 The development may be considered “Complying Development” where it complies with all the criteria contained in Schedule 3 of the Bathurst Regional Local Environmental Plan 2013. A Complying Development Certificate application form and appropriate fees and plans are to be submitted to Council or an appropriately qualified private certifier for determination; or

- 3.2 Where the development cannot be considered Complying Development, a Development Application must be submitted for determination under the Environmental Planning and Assessment Act 1979. A Development Application form, appropriate fee and plans are to be submitted to Council for determination.
- 3.3 In non-reticulated sewerage areas a current 'approval to operate' the onsite waste water system must be maintained at all times. This may require further approval(s) for new septic systems under Section 68 of the Local Government Act. A fee will be charged in accordance with Council's Revenue Policy.

3.4 Building Classification

The conversion of a dwelling house to a Tourist and Visitor Accommodation establishment represents a change of classification under the Building Code of Australia (BCA) from Class 1a to Class 1b or Class 3. (refer to Part A3 of the Building Code of Australia)

A Class 1b building has been defined as "*a boarding house, guest house, hostel or the like with a total floor area not exceeding 300 m² and in which not more than twelve (12) persons would ordinarily be resident, which is not located above or below another class of building other than a private garage*".

In the event of the floor area exceeding 300 m² or the building accommodating more than twelve (12) persons the classification of the premises may change to **Class 3** under the BCA. This may require additional fire safety measures and compliance with disabled access provisions.

- 3.5 Where a swimming or spa pool is installed at the establishment, or at any premises used for tourist and visitor accommodation, at the time of initial application, the owner must also provide evidence the swimming pool has been registered on the NSW Swimming Pool register. The swimming pool is to be inspected at least once every three years. A fee will be charged in accordance with Council's Revenue Policy.

4. STANDARDS FOR CONSIDERATION

Development Standards:

- 4.1 It is desirable that off-street car parking be made available for the resident's vehicle and also one space per guest room. The parking space should be appropriately provided, behind the front building line.
- 4.2 Off-street car parking provided should be constructed so as to reduce as far as possible the noise of vehicles entering and leaving the property.
- 4.3 Council may permit one sign on the property to indicate the house is a tourist and visitor accommodation establishment and the name of the proprietor. The sign shall not exceed 0.5 square metres in area.
- 4.4 The tourist and visitor accommodation establishment shall be operated in a manner which has regard to the health and residential amenity of the surrounding neighbourhood. It is important in residential areas that noise levels are in keeping with those which are normally experienced in the locality.

Public Health Standards:

- 4.5 Premises and furnishings are to be kept clean and free from vermin.
- 4.6 No animals are allowed in a guest room, dining room or kitchen. However, Guide dogs for the visually impaired and hearing dogs are acceptable within a dining room or guest room only.
- 4.7 Unless otherwise approved by the Council, toilet and bathroom facilities are required for guests separate from those used by the permanent residents of the house, and without the need to enter another separate bedroom. One bathroom per 3 bedrooms will be required. Bathroom carpet is not permitted unless it is laid on an approved, impervious floor surface.
- 4.8 For guest bedrooms, a minimum of 5.5 m² of bedroom floor area per person is required for long term (> 28 days); otherwise 2m² per person is required. Children under 5 years old are not included in the calculation (Clause 46 of the Public Health Regulation 2012).
- 4.9 In areas which do not have a reticulated town water supply, premises are to ensure all water used on the premises are to comply with the 'Private Water Supply Guidelines' as determined by NSW Health.
- 4.10 A room used for the preparation or storage of guests' food shall comply with the following acceptable standards and solutions:
- Notify the NSW Food Authority of the food business. This can be done by logging into the NSW Food Authority website.
 - No live animals allowed in food preparation areas.
 - Those preparing meals should have demonstrated skills and competencies in food hygiene. A Food Safety Supervisor's Certificate may be required if meals are prepared on the premises.
 - Benches used for food preparation should be finished in a material that is smooth and durable, impervious to moisture and easily cleaned and maintained in good condition.
 - Provide hygienic cleaning of utensils, a double bowl sink with dishwasher preferred.
 - Provide hand washing facility – a designated hand wash basin either as third bowl of sink, or separate facility in or near kitchen.
 - Provide liquid soap dispenser, nail brush and single use hand towels to ensure regular hand washing and hand drying by food handlers.
 - Refrigerators are to maintain food at below 5 degrees celsius and hot food storage equipment to maintain hot food above 60 degrees celsius.
 - Provide a thermometer to allow for systematic checking of temperatures accurate to $\pm 1^{\circ}\text{C}$.
 - Clearly document and display management arrangements outlining particulars on daily cleaning and hygiene standards, equipment maintenance, check systems for food storage and a program for approved pest control treatment.
 - A small kitchen sink, fridge, toaster, microwave are permitted in guest rooms.
 - All food contact surfaces are to be cleaned and sanitised after each use.

Fire Safety Standards:

- 4.11 **Kitchen:** A 1.2 m² **fire blanket** and a 3.5 kg **portable fire extinguisher** suitable to fight Class A, B & E fires, are to be suitably wall mounted within the kitchen area with clear instructions for use.
- 4.12 **Locks:** Deadlocks requiring an internal key release are not to be provided on doors to guests' rooms or exit doors. Doors must be able to be opened from inside the room without a key or special knowledge.
- 4.13 **Smoke Alarms:** Approved (compliant with AS3786 Smoke Alarms) single-station smoke detector alarms (connected to a permanent 240 volt electricity supply with a battery operated backup device) are to be installed in locations in accordance with the *National Construction Code* requirements.
- 4.14 **Fire Prevention and Management Plan – Mandatory:** A Fire Prevention and Management Plan shall be prepared and displayed within a common area of the building. Instructions for action in the event of a fire shall be placed in each guest room, eg an evacuation plan affixed to the bedroom door.
- 4.15 **Provision for Escape – Mandatory:** There must be adequate provision for escape in the event of fire or other emergency from the building to a place of safety.

Stairways, ramps and balconies shall be designed so as to provide a safe passage in relation to the nature, volume and frequency of the likely usage. All paths of travel are to be maintained free of obstruction at all times.

4.16 Swimming and Spa Pools:

- a) Fencing must comply with the requirements of the Swimming Pools Act 1992 and Regulation 1998 and the legislation generally requires that:
- The pool is to be separately fenced from residential buildings with a child-resistant barrier as set out in AS1926.
 - A prescribed warning notice is to be displayed in the pool area.
 - Permits inspections and provides for penalties for non-compliance.
 - Inspection required minimum every three years.
- b) Pools at a Tourist and Visitor Accommodation establishment are a public swimming or spa pool pursuant to the Public Health (Swimming Pools and Spa Pools) Regulation 2000. Pool water is to be disinfected including the pool surrounds and toilets associated with the pool or spa to prevent the transmission of disease. The legislation permits:
- For the inspection of the pool and the sampling of water. If a pool is a risk to public health, the legislation allows for the closure of the pool.

The NSW Health Department's *Guidelines for Disinfecting Public Swimming Pools and Spa Pools*, which includes daily recording of disinfectant levels when the pool is available for patrons.

Compliance the NSW Health Department's guidelines will be inspected as part of council's annual inspection of the premises.

- 4.17 **Noise Control:** The Protection of the Environment Operations Act 1997 (POEO Act) and POEO (Noise Control) Regulation 2000 include means to address neighbourhood noise.

The regulation restricts times during which articles and vehicles may not be used if they can be heard in a neighbouring residence. The following is a summary of the restrictions.

Domestic Noise Sources	Times during which special restrictions apply
Power tools and equipment Swimming & spa pool pumps Motor vehicles – except when entering and leaving premises	8pm to 7am on weekday and Saturdays 8pm to 8am on Sundays and Public Holidays
Domestic air conditioner	10pm to 7am on weekdays 10pm to 8am on Weekends and Public holidays
Musical instruments and sound equipment, eg TV's	12 midnight to 8am every day

Outside of these hours, restrictions can be imposed if they cause “offensive noise”. In urban areas Council may require noise barriers in the form of solid boundary fences to mitigate noise from the premises and to maintain the amenity.

5. BUSH FIRE

- a) If the property is located on bushfire prone land identified on the map located at council's offices, application can only be considered as a Development Application.
- b) An application for tourist and visitor accommodation will be considered as a ‘special fire protection purpose’ and will require referral to the Rural Fire Service for a bush fire safety authority.
- c) An application for a tourist and visitor accommodation establishment will require a bush fire report lodged with the Development Application.
- d) A bush fire evacuation plan must form part of the bush fire report lodged with the Development Application.

6. ADMINISTRATION

- 6.1 If any alterations or additions to the building are proposed and these building works are not Exempt Development under Council's Local Environmental Plan, a Development Application/Construction Certificate application is required to be submitted to Council for determination.
- 6.2 An inspection of the premises and surrounds of a tourist and visitor accommodation establishment is required annually, and a fee is payable in accordance Council's Management Plan and Revenue Policy.
- 6.3 A Fire Safety Certificate is to be provided to Council annually.

POLICY:	OPERATION OF TOURIST AND VISITOR ACCOMMODATION ESTABLISHMENTS
DATE ADOPTED:	
ORIGINAL ADOPTION:	
FILE REFERENCE:	11.00003
OBJECTIVE:	To facilitate the development of tourist and visitor accommodation as a sustainable, low impact activity which maintains the amenity of both the property and locality; maintains a satisfactory standard of management and service; and to ensure the premises meet acceptable planning, community health and fire safety standards

1. OBJECTIVES

The objectives of the policy are:

- 1.1 To maintain the existing amenity of both the property, and where relevant, the locality where a tourist and visitor accommodation establishment is located. In order to do so Council will consider the following:
 - (a) the location of any other tourist and visitor accommodation establishments in the neighborhood; and
 - (b) the potential noise generating ability of the tourist and visitor establishments and its effect on neighbouring dwellings; and
 - (c) where reticulated sewerage is not available (onsite wastewater management system area) the capacity and efficiency of any proposed effluent disposal system and its potential to create a nuisance for the adjoining properties.
- 1.2 To maintain a satisfactory standard of management and service.
- 1.3 To ensure that the premises meet acceptable planning, community health and fire safety standards.

2. DEFINITIONS

NOTE: The definitions used in this Policy reflect the definitions of the standard instrument Local Environmental Plan.

"bed and breakfast accommodation" means an existing dwelling in which temporary or short-term accommodation is provided on a commercial basis by the permanent residents of the dwelling and where:

- (a) meals are provided for guests only, and
- (b) cooking facilities for the preparation of meals are not provided within guests' rooms, and
- (c) dormitory-style accommodation is not provided.

"backpackers' accommodation" means a building or place that:

- (a) provides temporary or short-term accommodation on a commercial basis, and
- (b) has shared facilities, such as a communal bathroom, kitchen or laundry, and
- (c) provides accommodation on a bed or dormitory-style basis (rather than by room).

“eco-tourist facility” means a building or place that:

- (a) provides temporary or short-term accommodation to visitors on a commercial basis, and
- (b) is located in or adjacent to an area with special ecological or cultural features, and
- (c) is sensitively designed and located so as to minimise bulk, scale and overall physical footprint and any ecological or visual impact.

It may include facilities that are used to provide information or education to visitors and to exhibit or display items.

“farm stay accommodation” means a building or place that provides temporary or short-term accommodation to paying guests on a working farm as a secondary business to primary production.

“floor area” is deemed to include the area of any storey of the floor of the dwelling measured from the outer extremity of the enclosing walls.

“serviced apartment” means a building (or part of a building) providing self-contained accommodation to tourists or visitors on a commercial basis and that is regularly serviced or cleaned by the owner or manager of the building or part of the building or the owner’s or manager’s agents.

“tourist and visitor accommodation” means a building or place that provides temporary or short-term accommodation on a commercial basis, and includes any of the following:

- (a) backpackers’ accommodation,
- (b) bed and breakfast accommodation,
- (c) eco-tourist facilities
- (d) farm stay accommodation,
- (e) serviced apartments,

2.1. COUNCIL APPROVALS

NSW GOVERNMENT POLICY ON SHORT TERM RENTAL ACCOMMODATION (STRA)

The NSW Government ~~is reviewing~~ has undertaken a review of the regulatory framework governing and implementing a new regulatory framework for short-term rental accommodation (STRA).

Short-term Rental Accommodation (STRA) refers to a dwelling used by the ‘host’ to provide accommodation in the dwelling on a commercial basis for a temporary or short-term period. STRA is often facilitated through online booking platforms such as Stayz, Airbnb and Booking.com.

The provisions relating to STRA take effect on 1 November 2021.

The new STRA planning policy framework comprises new standard provisions and introduces:

- a new definition for STRA, hosted STRA and non-hosted STRA;

- an exempt development pathway for:
 - hosted STRA in a dwelling, 365 days per year;
 - non-hosted STRA in a dwelling, 180 days per year in Greater Sydney and nominated regional NSW LGAs and 365 days per year in all other locations;
 - and
- an exemption of bookings of 21 consecutive days or more from day limits for non-hosted STRA.

The STRA policy is supported by:

- amendments to the EP&A Regulation to introduce minimum fire safety standards for dwellings used for STRA and associated penalty notice offences for non-compliance; and
- the implementation of a new Government-run STRA register that will ensure compliance with the new fire safety standards, as well as tracking day limits of each STRA dwelling and provide details to assist local councils with monitoring STRA in their local government areas (LGA).

~~This includes a state-wide planning framework, a mandatory Code of Conduct and changes to strata legislation. The NSW Government is also considering the introduction of a new industry-led STRA property register.~~

3. COUNCIL APPROVALS

The NSW Government framework will impact on the approval pathways, including provisions for short term rental accommodation as either “exempt” or “complying” development². To the extent that there is any inconsistency between the STRA framework and Council’s Policy the STRA framework will prevail.

Notwithstanding that the development may be considered as exempt development ~~is~~ may ~~be~~ nonetheless be subject to the requirements of the Swimming Pools Act, the Food Act, the Local Government Act and the Public Health Act as detailed in this Policy.

There are two pathways that a tourist and visitor accommodation establishment can follow when seeking Council approval ~~for the establishment of a tourist and visitor accommodation establishment:~~

- 3.1 ~~The development~~ Conversion of a dwelling to tourist and visitor accommodation may be considered “Complying Development” where it complies with ~~all~~ the criteria contained in Schedule 3 of the Bathurst Regional Local Environmental Plan 2014 ~~or under the STRA framework~~. A Complying Development Certificate application form and appropriate fees and plans are to be submitted to Council or an appropriately qualified private certifier for determination; or
- 3.2 Where the development ~~cannot~~ be considered as “exempt development” under the STRA framework or Complying Development, a Development Application must be submitted for determination under the Environmental Planning and Assessment Act 1979. A Development Application form, appropriate fee and plans are to be submitted to Council for determination.
- 3.3 In non-reticulated sewerage areas a current ‘approval to operate’ for the onsite waste water system must be maintained at all times. This may require further approval(s) ~~for new septic systems~~ under Section 68 of the Local Government Act 1993. A fee will be

charged in accordance with Council's Revenue Policy for each application.

~~3.4 Where a swimming or spa pool is installed at the establishment, or at any premises used for tourist and visitor accommodation, it must comply with the requirements of the Swimming Pools Act 1992. The Swimming Pools Act 1992 requires the following:~~

- ~~• The swimming pool must be surrounded at all times by a child resistant barrier (refer Section 12 and 13 for further details)~~
- ~~• The swimming pool is to be registered on the NSW Swimming Pool register (refer Section 30B for further details)~~
- ~~• The swimming pool is to have a valid certificate of compliance issued (refer to Section 22B for further details). The swimming pool is to be inspected at least once every three years. A fee will be charged in accordance with Council's Revenue Policy~~

~~At the time of initial application, the owner must also provide evidence the swimming pool has been registered on the NSW Swimming Pool register and a current certificate of compliance. The swimming pool is to be inspected at least once every three years. A fee will be charged in accordance with Council's Revenue Policy.~~

~~At the time of initial application, the owner must also provide evidence the swimming pool has been registered on the NSW Swimming Pool register and a current certificate of compliance. The swimming pool is to be inspected at least once every three years. A fee will be charged in accordance with Council's Revenue Policy.~~

4. STANDARDS FOR CONSIDERATION

Development Standards:

- 4.1 ~~It is desirable that a~~ Off-street car parking be made available ~~for the resident's vehicle and also one space per guest room in accordance with Bathurst Regional Development Control Plan 2014.~~ The parking space should be appropriately provided, behind the front building line.
- 4.2 Off-street car parking provided should be constructed so as to reduce as far as possible the noise of vehicles entering and leaving the property.
- 4.3 Council may permit one sign on the property to indicate the house is a tourist and visitor accommodation establishment and the name of the proprietor. The sign shall not exceed 0.5 square metres in area.
- 4.4 The tourist and visitor accommodation establishment shall be operated in a manner which has regard to the health and residential amenity of the surrounding neighborhood. It is important in residential areas that noise levels are in keeping with those which are normally experienced in the locality.

Public Health Standards:

- 4.5 Premises and furnishings are to be kept clean and free from vermin.
- 4.6 No animals are allowed in a guest room, dining room or kitchen. However, ~~G~~guide dogs for the visually impaired, companion dogs and hearing dogs are acceptable within a dining room or guest room only.
- 4.7 Unless otherwise approved by the Council, toilet and bathroom facilities are required for guests separate from those used by the permanent residents of the house, and

without the need to enter another separate bedroom. One bathroom per 3 bedrooms will be required. Bathroom carpet is not permitted unless it is laid on an approved, impervious floor surface.

- 4.8 For guest bedrooms, a minimum of 5.5 m² of bedroom floor area per person is required for long term (> 28 days); otherwise 2m² per person is required. Children under 5 years old are not included in the calculation (Clause 46 of the Public Health Regulation 2012).

- 4.9 In areas which do not have a reticulated town water supply, a potable water supply must be provided

The Public Health Act 2010 Part 3 Environmental Health Division 1 Safety measures outlines the requirements for a private water supply

The Public Health Regulation 2012 Part 5 Safety measures for drinking water, requires a Quality Assurance Program must be prepared and submitted to the local Public Health unit

(More information can be obtained from the NSW Public Health webpages for Quality Assurance Programs for private water supplies and the NSW Private Water Supply Guidelines)

- 4.10 A room used for the preparation or storage of guests' food shall comply with the following acceptable standards and solutions:
- All premises offering food as part of the accommodation package or providing any food for sale is required to complete and submit to Council a Food Business Registration Form. A copy is available from Councils website
 - Premises offering food as part of the accommodation package or separate to any package may be subject to regular inspections to ensure ongoing compliance with the Food Standards. Any inspection is subject to an inspection fee in accordance with Councils Review Policy.
 - Notify the NSW Food Authority of the food business. This can be done by logging into the NSW Food Authority website.
 - No live animals allowed in food preparation areas.
 - Those preparing meals should have demonstrated skills and competencies in food hygiene. A Food Safety Supervisor's Certificate may will be required if the premises are offering meals for sale.
 - Benches used for food preparation should be finished in a material that is smooth and durable, impervious to moisture and easily cleaned and maintained in good condition.
 - Provide hygienic cleaning of utensils, a double bowl sink with dishwasher preferred.
 - Provide hand washing facility – a designated hand wash basin either as third bowl of sink, or separate facility in or near kitchen.
 - Provide liquid soap dispenser, nail brush and single use hand towels to ensure regular hand washing and hand drying by food handlers.
 - Refrigerators are to maintain food at below 5 degrees celsius and hot food storage equipment to maintain hot food above 60 degrees celsius.
 - Provide a thermometer to allow for systematic checking of temperatures accurate to $\pm 1^{\circ}\text{C}$.
 - Clearly document and display management arrangements outlining particulars on daily cleaning and hygiene standards, equipment maintenance, check systems for food storage and a program for approved pest control treatment.

- A small kitchen sink, fridge, toaster, microwave are permitted in guest rooms.
- All food contact surfaces are to be cleaned and sanitised after each use.

Fire Safety Standards:

- 4.11 **Kitchen:** A 1.2 m² **fire blanket** and a 3.5 kg **portable fire extinguisher** suitable to fight Class A, B & E fires, are to be suitably wall mounted within the kitchen area with clear instructions for use.
- 4.12 **Locks:** Doors must be able to be opened from inside the room without a key or special knowledge. Deadlocks requiring an internal key release are not to be provided on doors to guests' rooms or exit doors. ~~Doors must be able to be opened from inside the room without a key or special knowledge.~~
- 4.13 **Smoke Alarms:** Approved (compliant with AS3786 Smoke Alarms) single-station smoke detector alarms (connected to a permanent 240 volt electricity supply with a battery operated backup device) are to be installed in locations in accordance with the *National Construction Code* requirements.
- 4.14 **Fire Prevention and Management Plan – Mandatory:** A Fire Prevention and Management Plan shall be prepared and displayed within a common area of the building. Instructions for action in the event of a fire shall be placed in each guest room eg an evacuation plan affixed to the bedroom door.
- 4.15 **Provision for Escape – Mandatory:** There must be adequate provision for escape in the event of fire or other emergency from the building to a place of safety.

Stairways, ramps and balconies shall be designed so as to provide a safe passage in relation to the nature, volume and frequency of the likely usage. All paths of travel are to be maintained free of obstruction at all times.

4.16 Swimming and Spa Pools:

- 4.17 Where a swimming or spa pool is installed at the establishment, or at any premises used for tourist and visitor accommodation, it must comply with the requirements of the Swimming Pools Act 1992. The Swimming Pools Act 1992 (<https://legislation.nsw.gov.au/view/html/inforce/current/act-1992-049>) requires the following:
- The swimming pool must be surrounded at all times by a child resistant barrier (refer Section 12 and 13 for further details)
 - The swimming pool is to be registered on the NSW Swimming Pool register (refer Section 30B for further details)
 - The swimming pool is to have a valid certificate of compliance issued (refer to Section 22B for further details).
 - The swimming pool is to be inspected at least once every three years. A fee will be charged in accordance with Council's Revenue Policy
 - a) ~~Fencing must comply with the requirements of the Swimming Pools Act 1992 and Regulation 1998. The legislation generally requires that:~~
 - ~~The pool is to be separately fenced from residential buildings with a child-resistant barrier as set out in AS1926.~~
 - ~~A prescribed warning notice is to be displayed in the pool area.~~
 - ~~Permits inspections and provides for penalties for non-compliance.~~
 - ~~Inspection required minimum every three years.~~

- b) Pools at a Tourist and Visitor Accommodation establishment are a public swimming or spa pool pursuant to the Public Health Regulation 2012 - Schedule 2. Pool water is to be disinfected including the pool surrounds and toilets associated with the pool or spa to prevent the transmission of disease. The legislation permits:

The inspection of the pool and the sampling of water. If a pool is a risk to public health, the legislation allows for the closure of the pool.

The NSW Health Department's *Guidelines for Disinfecting Public Swimming Pools and Spa Pools*, includes daily recording of disinfectant levels when the pool is available for patrons.

Compliance the NSW Health Department's guidelines will be inspected as part of Council's annual inspection of the premises. A fee will be charged in accordance with Councils Revenue Policy.

4.174.18 Noise Control: The Protection of the Environment Operations Act 1997 (POEO Act) and POEO (Noise Control) Regulation 2000 include means to address neighborhood noise.

The Regulation restricts times during which articles and vehicles cannot be heard in a neighborhood residence. The following is a summary of the restrictions.

Domestic Noise Sources	Times during which special restrictions apply
Power tools and equipment Swimming & spa pool pumps Motor vehicles – except when entering and leaving premises	8pm to 7am on weekday and Saturdays 8pm to 8am on Sundays and Public Holidays
Domestic air conditioner	10pm to 7am on weekdays 10pm to 8am on Weekends and Public holidays
Musical instruments and sound equipment, eg TV's	10pm to 8am weekday 12 midnight to 8am Friday and Saturday nights or before Public Holidays

Outside of these hours, restrictions can be imposed if they cause "offensive noise".

~~In urban areas Council may require noise barriers in the form of solid boundary fences to mitigate noise from the premises and to maintain the amenity.~~

5. BUSH FIRE

- a) ~~If the property is located on bushfire prone land identified on the map located at Council's offices, application can only be considered as a Development Application~~ BRLEP identifies certain land as being "bushfire prone" land.
- b) An application for a Tourist and Visitor accommodation on bushfire prone land will be considered as a 'special fire protection purpose' and will require referral to the Rural Fire Service for a bush fire safety authority. The development should be considered with the Rural Fire Services Planning for Bushfire Protection Guidelines.
- c) An application for a Tourist and Visitor accommodation establishment will require a bush fire report lodged with the Development Application.

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- d) A bush fire evacuation plan must form part of the bush fire report lodged with the Development Application.

6. ADMINISTRATION

- 6.1 If any alterations or additions to the building are proposed and these building works are not Exempt Development under Council's Local Environmental Plan, a Development Application/Construction Certificate application is required to be submitted to Council for determination.
- 6.2 An inspection of the premises and surrounds of a tourist and visitor accommodation establishment is required annually, and a fee is payable in accordance Council's Management Plan and Revenue Policy.

6.3 A Fire Safety Certificate is to be provided to Council annually.

6.3.4 The Environmental Planning and Assessment Act requires the consent authority to consider the public interest in considering and determining any Development Application. In this regard the public interest is taken to include the provision of access for persons with a disability. This is consistent with an accommodation providers obligation under the Disability Discrimination Act.

6.4 If the premises has a swimming pool must be registered on the NSW Swimming Pool register

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POLICY:	STREET VENDING AND SALE OF FRUIT AND PRODUCE FROM ORCHARDS AND MARKET GARDENS
DATE ADOPTED:	Director Environmental Planning & Building Services Report #10 Council 30 March 2005 Minute Book No. 9495
ORIGINAL ADOPTION:	Director Environmental Planning & Building Services Report #10 Council 30 March 2005 Minute Book No. 9495
FILE REFERENCE:	11.00039
OBJECTIVE:	To provide guidelines for the sale of orchard and market garden products from the street and on-farm.

AIM

The aim of this policy is to provide guidelines for Council, producers and sellers for the sale of market garden produce and other products both from the street and on farm.

BACKGROUND

Council accepts that the sale of produce direct to the public from orchards and market gardens is a long established practice in Bathurst and district.

This policy is intended to facilitate the safe and effective sale of market garden produce and other products in the form of street vending and on farm sales.

DEFINITIONS

Essentially there are two different forms in which the sale of produce may take. These are as a roadside stall or as street vending. These are defined as follows:

~~“Road side stall means a place or temporary structure used for the retail sale of agricultural produce or hand crafted goods (or both) produced from the property on which the stall is situated or from an adjacent property.” (BRLEP 2014) means a building or place (not exceeding 20 square metres in floor space or area) where only primary products produced on the property on which the building or place is situated are exposed or offered for sale or sold by retail.~~

Note: ~~A building larger than~~ Road side stalls are limited to a maximum 20 square metres in floor space would be defined as a shop (Clause 5.4 of BRLEP 2014).

“Street vending” mean the setting up or use within the road reserve of any box, stall, stand, barrow or stationary vehicle, other than a road side stall for the purpose of the sale of any goods or for the benefit of any commercial enterprise.

GUIDELINES FOR ROAD SIDE STALLS

This policy establishes guidelines for road side stalls to ensure proper standards are met and to ensure that these activities are operated lawfully.

The guidelines are:

1. Road side stalls are to comply with the above definition at all times;
2. Not more than one temporary sign is to be placed on the street frontage or within the road reserve. Such a sign may be double sided and it must not exceed dimensions of 900mm x 600 mm. Any sign that is placed on the site must not affect sight distances of vehicles moving near the site. All signage and its location must be approved by Council as part of the Development Application process for the operation; and
3. Any vehicle using the site must be able to be accommodated wholly within the subject site.

APPROVALS FOR ROAD SIDE STALLS

In order to carry out a roadside stall, approval is required under the Environmental Planning and Assessment Act 1979. You will therefore need to lodge a Development Application with Council. Such an application needs to be lodged with a detailed site plan showing the exact location of any selling facilities, proposed customer parking locations and any proposed sign. Detail of the sign's contents will also need to be approved. If any building work is proposed, a Construction Certificate will also need to be obtained.

GUIDELINES FOR STREET VENDING

Council is prepared to consider applications for street vending which meet all [Roads and Traffic Authority Transport for NSW Guidelines](#). [Note these Guidelines are based on the Office of Local Government Guidelines in relation to Street Vending. The RTA approval criteria is listed below:](#)

CRITERIA FOR APPROVALS

Where selling of any article or service is carried out from street vending structures in built-up areas, the requirements set out in this Section of Council's Policy are mandatory.

PEDESTRIANS

Street vending activities catering for pedestrians must:

- (a) not unduly obstruct the free passage of pedestrians, especially children, people with prams, the elderly and people with disabilities, including wheelchair users.
- (b) be located on footpaths wide enough to accommodate the street/vending activity as well as to allow the free movement of pedestrians during peak periods.
- (c) be carried out from a safe structure if a structure is used.
- (d) not be located where they would breach regulatory or signposted parking/standing restrictions (eg, barrows in kerbside lanes when parking restrictions apply).
- (e) not be located in front of driveways or entrances to properties unless the permission of the property owner has been obtained.

PASSING TRAFFIC

Street vending activities catering for passing traffic (generally rural and non-CBD situations in urban areas) must:

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- (a) not be located where speed limit is 80 km/h or higher, unless safety and efficiency is not compromised.
- (b) not be located on a hill or a bend where sight distance is limited - (refer to [RTA-TfNSW's Road Design Guide](#)).
- (c) not be located in front of driveways or entrances to properties unless the permission of the property owner has been obtained.
- (d) not be located where motorists are forced to park in the kerbside lane, where parking/standing restrictions apply.
- (e) have sufficient parking near the site.
- (f) provide sufficient traffic warning signs in advance of the facility (signs should be placed only during periods of selling activity).
- (g) not be located in a two-lane, two-way (one lane in each direction) street, unless safe approach to the facility and safe departure from the facility is available.
- (h) only be allowed from vehicles standing in the kerbside lane if an additional lane is available for moving traffic in the direction of travel, and there are no kerbside standing/parking restrictions.
- (i) not be allowed to operate during hours of darkness, especially from a street vending vehicle or mobile vending vehicle unless adequate street lighting or other forms of lighting is available to warn pedestrians and other road users.

APPROVALS

Street Vending

In order to carry out street vending, approval is required under the Local Government Act 1993. To obtain approval for street vending, a Section 68 application needs to be lodged with Council outlining details of what will be offered for sale, proposed time of operations and details of any signage. The proposed street vending may only be carried out upon receipt of an approval from Council outlining the conditions of approval for the activity.

At an existing Council approved Commercial Premises

If the selling is to be done from an existing Council approved commercial premises (like a service station), no approval is required from Council providing a number of exemption criteria are met. This includes;

1. The proposal must not take up any carparking within the site.
2. The proposal must not impact upon any vehicular manoeuvring areas or hinder vehicular ingress or egress to the site.
3. The site must be able to accommodate all traffic utilising the vending facility.
4. Only one advertising sign is permitted per vending facility and it must be placed wholly within the site upon which the activity is being carried out. The sign must not be placed in the road reserve or in a place that will effect sight distances of vehicles using the site.

Mount Panorama

In order to protect the commercial integrity of the Mount Panorama Racing Circuit, Street Vending will not be permitted in the lead up period to and during race events where it conflicts with the commercial operation of the circuit.

HEWITT HOLDINGS BATHURST PTY LTD

332 Russell St Bathurst NSW 2795
PO Box 2204 Bathurst NSW 2795
Ph: 02 6332 4343

28/7/2021

Bathurst Regional Council
Cnr Russell & William Streets
BATHURST NSW 2795

Attention: Mr Daniel Dwyer

Dear Sir

RE: PROPOSED ROAD NAMES – MARSDEN HEIGHTS STAGE 4A - SUBDIVISION AT KELSO

We request Council to consider the following two road names for the subdivision which was approved by DA No.2018/380 on 3/6/2020 at Kelso. Both names are listed on Councils database for possible road names.

The two names selected have a Military or Anzac theme and continue the association with Brennan Drive which was named after Corporal David John Brennan who was killed in action in Vietnam on 6/6/1969.

BRADBURY DRIVE after Private Bradbury. From Council's Anzac Theme Database, Centenary of Anzac 1915 - 2015.

HOLMAN DRIVE after Jack Hilton Holman WW1. From Council's Sunny Corner Theme Database.

The suffix Drive was selected as it denotes a through road and continues the connection with the other road names at Marsden Heights like Graham Drive, Mendel Drive and Brennan Drive.

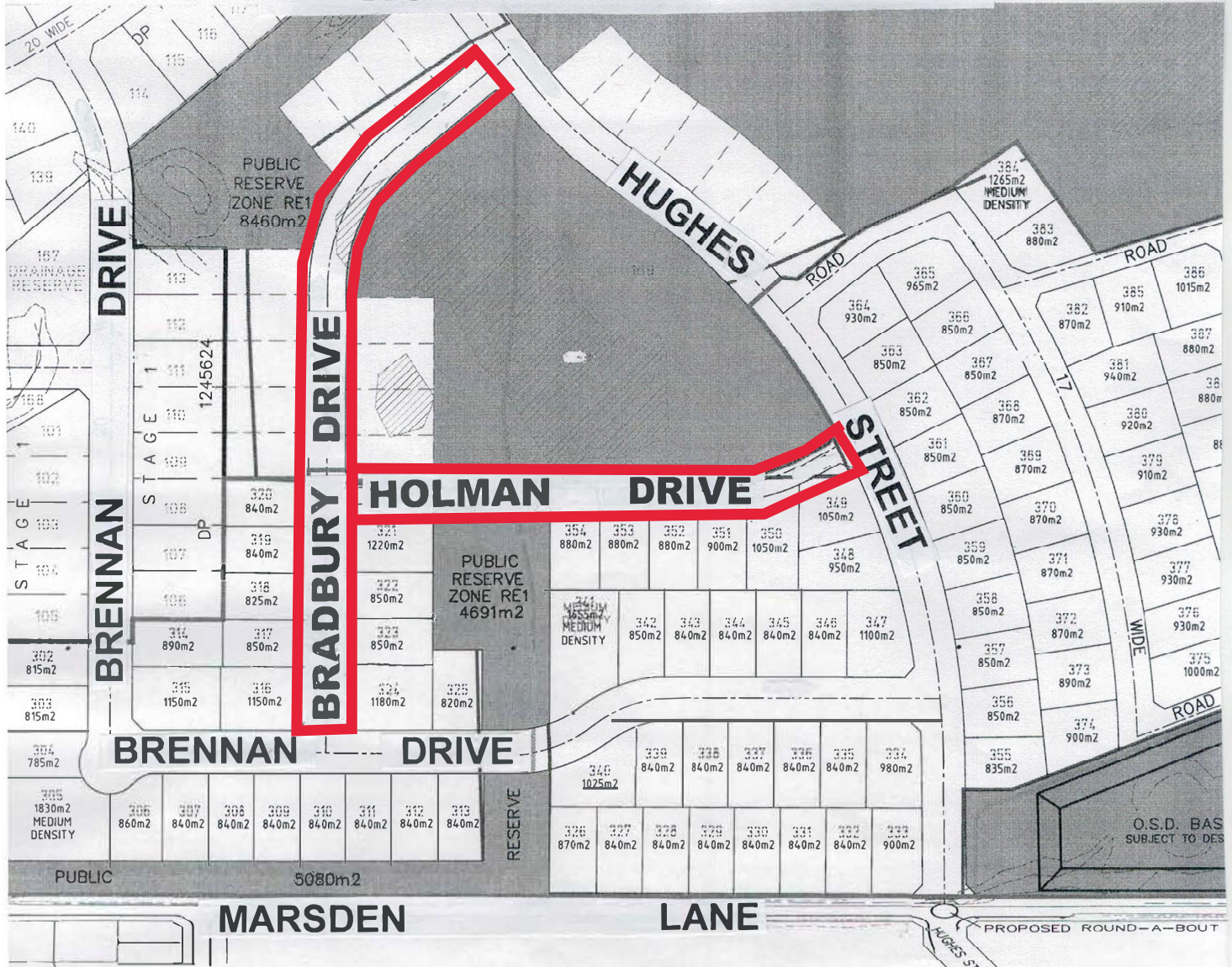
Yours faithfully
HEWITT HOLDINGS BATHURST PTY LTD

Margus Ratsep
M: 0407 488 277
E: margus@hynash.com.au

Enclosed: A4 copy of a plan with the proposed two new road names added.

MARSDEN HEIGHTS, KELSO

ROAD NAME PLAN





Road Name Evaluation Report

This is not a formal approval. It should be noted that a final evaluation by the GNB Secretariat needs to be undertaken.

Proposed Road Name

Road Name:

Bradbury

Road Location:

KELSO

Radius:

30km - Rural

Extent:



Date of Evaluation:

26th of August, 2021

1 potential issue found

Similar Sounding

There is a roadname with a similar sounding name.

- BRADFORD STREET in KELSO [View Map](#)

Road Name Evaluation Report

This is not a formal approval. It should be noted that a final evaluation by the GNB Secretariat needs to be undertaken.

Proposed Road Name

Road Name:

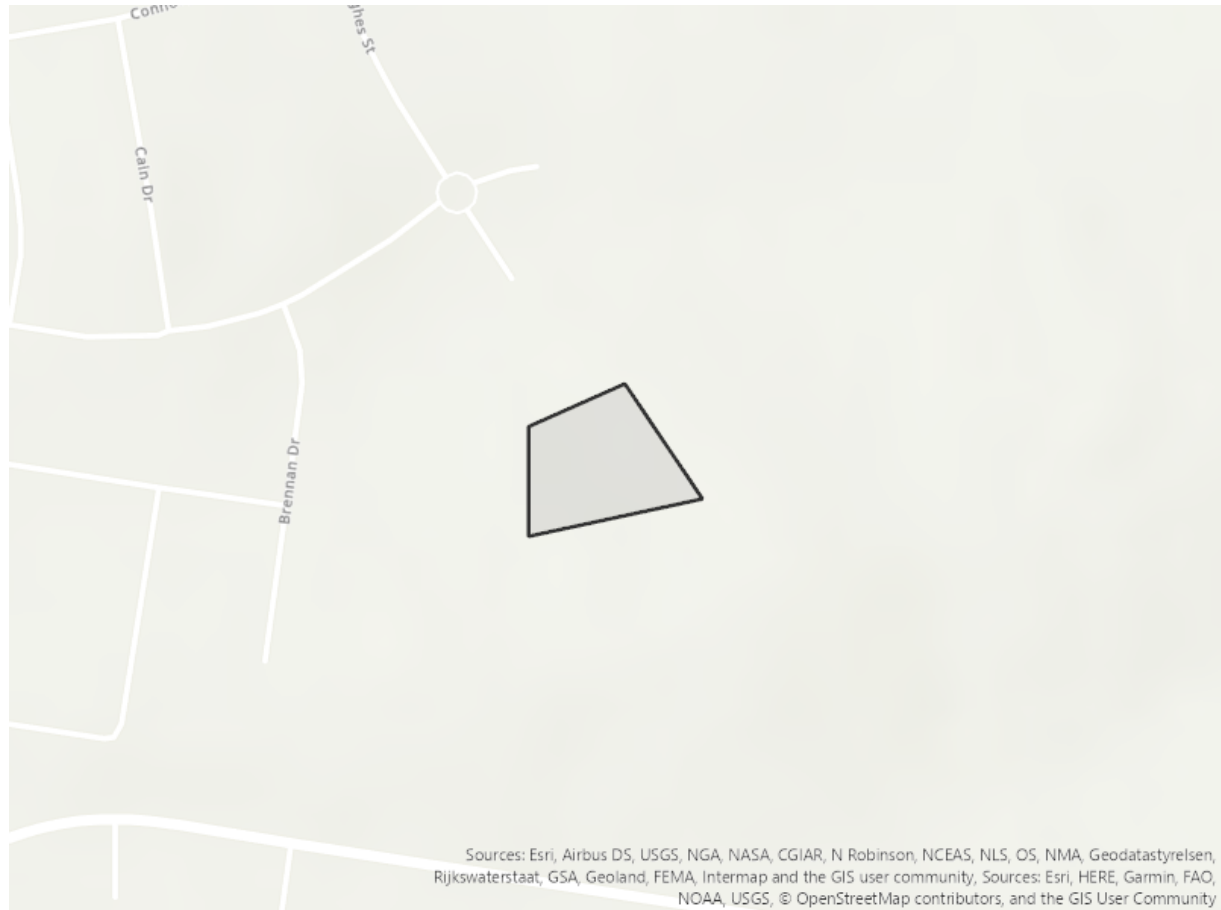
Holman

Road Location:

KELSO

Radius:

30km - Rural

Extent:**Date of Evaluation:**

26th of August, 2021

3 potential issues found

Similar Sounding

There is a roadname with a similar sounding name.

- HOLTERMAN PLACE in KELSO [View Map](#)
- HORAN CLOSE in KELSO [View Map](#)
- HOOLIHAN CLOSE in KELSO [View Map](#)

From: [Julie Rand](#)
To: [Council](#)
Subject: Re: Bathurst River walk - OFF LEASH DOG AREA TIMES
Date: Wednesday, 16 June 2021 1:53:18 PM
Attachments: [image001.png](#)

CAUTION: This email originated from outside BRC. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Good Afternoon
Re: Dog off leash times at the river in Bathurst
I am contacting you in regards to your off leash times from before 8am and after 5pm, could I request these times are reviewed possibly for the winter period as before 8am and after 5pm are very cold and dark, so it seems a lot of dog walkers are going at 4pm, which of course is not within your regulations, there is a lot of older people with dogs who are trying to do the right thing and walk after 5pm even though it is cold and dark.

I have recently returned from Huskinson, Jervis Bay where on the beach they change the times from winter to summer for off leash May – Sept 3pm – 10am off leash and Oct- April 4pm – 9am it is probably this that has encouraged me to contact you.
If you would like me to run a petition on a request for a change I am happy to provide one.
Kind regards

Julie

Julie Rand
Administration Officer | Macquarie Network | Regional North and West School Performance Directorate
| Department of Education
Dubbo Office, Level 2, 37 Carrington Avenue, Dubbo NSW 2830
T 02 6334 8217 E julie.rand1@det.nsw.edu.au



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This message is intended for the addressee named and may contain privileged information or confidential information or both. If you are not the intended recipient please delete it and notify the sender.

From: [Bathurst Regional Council](#)
To: [Council](#)
Subject: Contact Bathurst Regional Council
Date: Wednesday, 16 June 2021 8:07:36 AM
Attachments: [ATT00001.png](#)
[ATT00002.jpg](#)

CAUTION: This email originated from outside BRC. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Name
suzanne davis

Email
cortex@suzannejdavis.com

Contact Phone Number
0405943583

Address if Applicable
4 Robinia Close Kelso

Subject
Hours of off leash dog walking

Message
Could I suggest a minor adjustment to the times of off leash dog walking during winter? I walk my two dogs between the Denison Bridge and the Gordon Edgell Bridge every afternoon. With shorter days, the 5pm off leash start is impractical. It is also unsafe as I often have to conclude the walk in the dark. Even a 4.00 start would make such a difference. I look forward to this being considered

File Upload (max 5MB)

W: www.bathurst.nsw.gov.au | 



This message is intended for the addressee named and may contain confidential information. If you are not the intended recipient, please delete it and notify the sender. Views expressed in this

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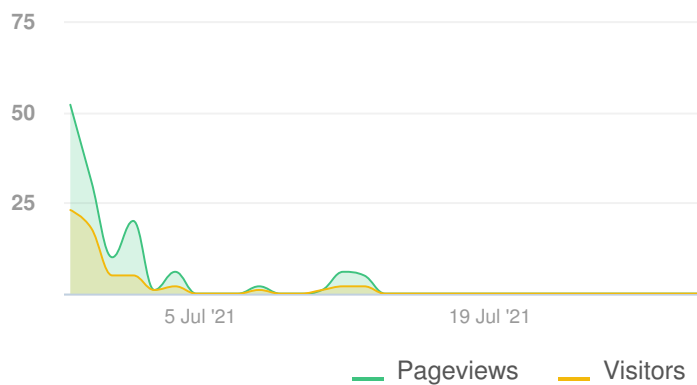
Project Report

22 July 2016 - 28 July 2021

Your Say Bathurst Region Off-leash hours



Visitors Summary

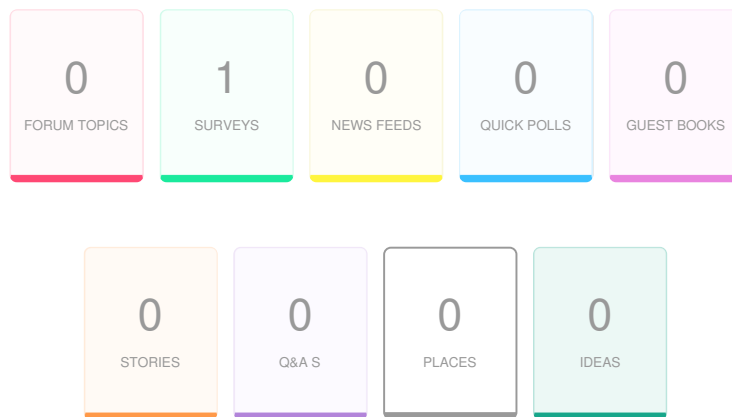


Highlights

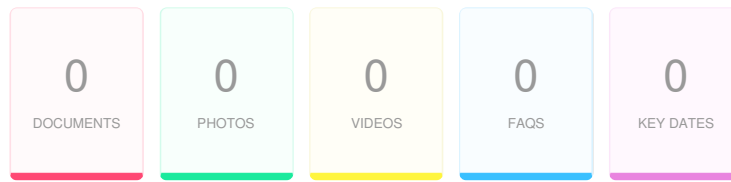
TOTAL VISITS	62	MAX VISITORS PER DAY	23
NEW REGISTRATIONS	0	ENGAGED VISITORS	43
		INFORMED VISITORS	44
		AWARE VISITORS	79

Aware Participants	79	Engaged Participants	43		
Aware Actions Performed	Participants	Engaged Actions Performed	Registered	Unverified	Anonymous
Visited a Project or Tool Page	79				
Informed Participants	44	Contributed on Forums	0	0	0
Informed Actions Performed	Participants	Participated in Surveys	5	0	38
Viewed a video	0	Contributed to Newsfeeds	0	0	0
Viewed a photo	0	Participated in Quick Polls	0	0	0
Downloaded a document	0	Posted on Guestbooks	0	0	0
Visited the Key Dates page	0	Contributed to Stories	0	0	0
Visited an FAQ list Page	0	Asked Questions	0	0	0
Visited Instagram Page	0	Placed Pins on Places	0	0	0
Visited Multiple Project Pages	2	Contributed to Ideas	0	0	0
Contributed to a tool (engaged)	43				

ENGAGEMENT TOOLS SUMMARY



Tool Type	Engagement Tool Name	Tool Status	Visitors	Contributors		
				Registered	Unverified	Anonymous
Survey Tool	Bicentennial Park/River Road Park off-leash hours	Published	60	5	0	38

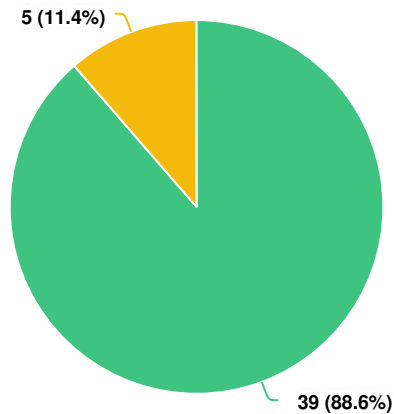
INFORMATION WIDGET SUMMARY

Widget Type	Engagement Tool Name	Visitors	Views/Downloads
Key Dates	Key Date	0	0

ENGAGEMENT TOOL: SURVEY TOOL

Bicentennial Park/River Road Park off-leash hours

Visitors 60	Contributors 43	CONTRIBUTIONS 44
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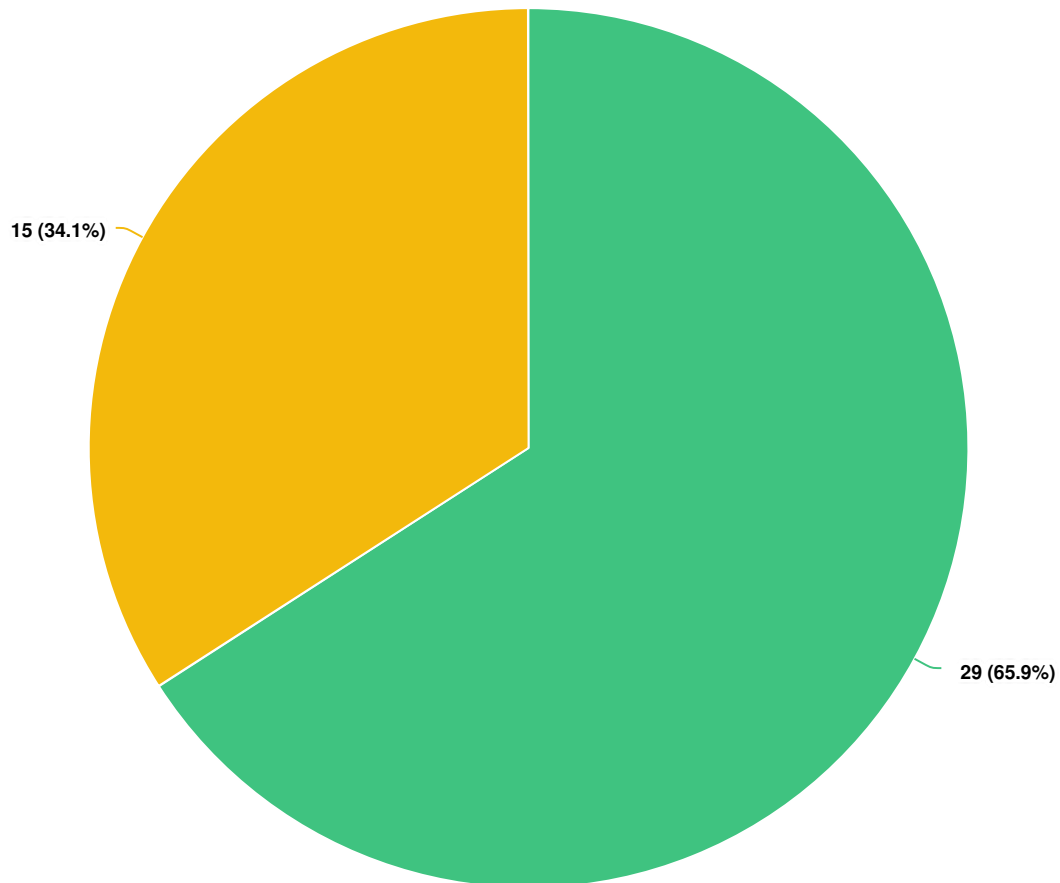
Are you a dog owner?**Question options**

☒ Yes
 ☐ No

Mandatory Question (44 response(s))

Question type: Radio Button Question

Do you regularly walk your dog (on or off leash) at the Bicentennial Park/River Road Park?



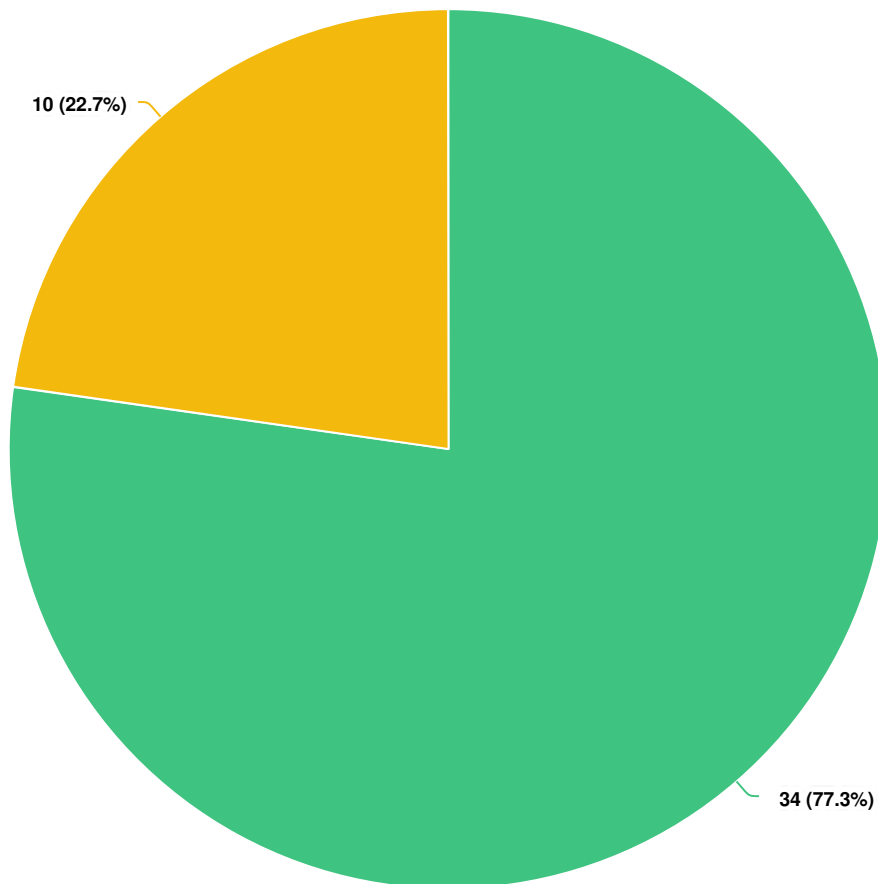
Question options

☒ Yes ☐ No

Mandatory Question (44 response(s))

Question type: Radio Button Question

Do you support a changing the designated “off leash” period to before 8.00am and after 4.00pm (Australian Eastern Standard Time)?

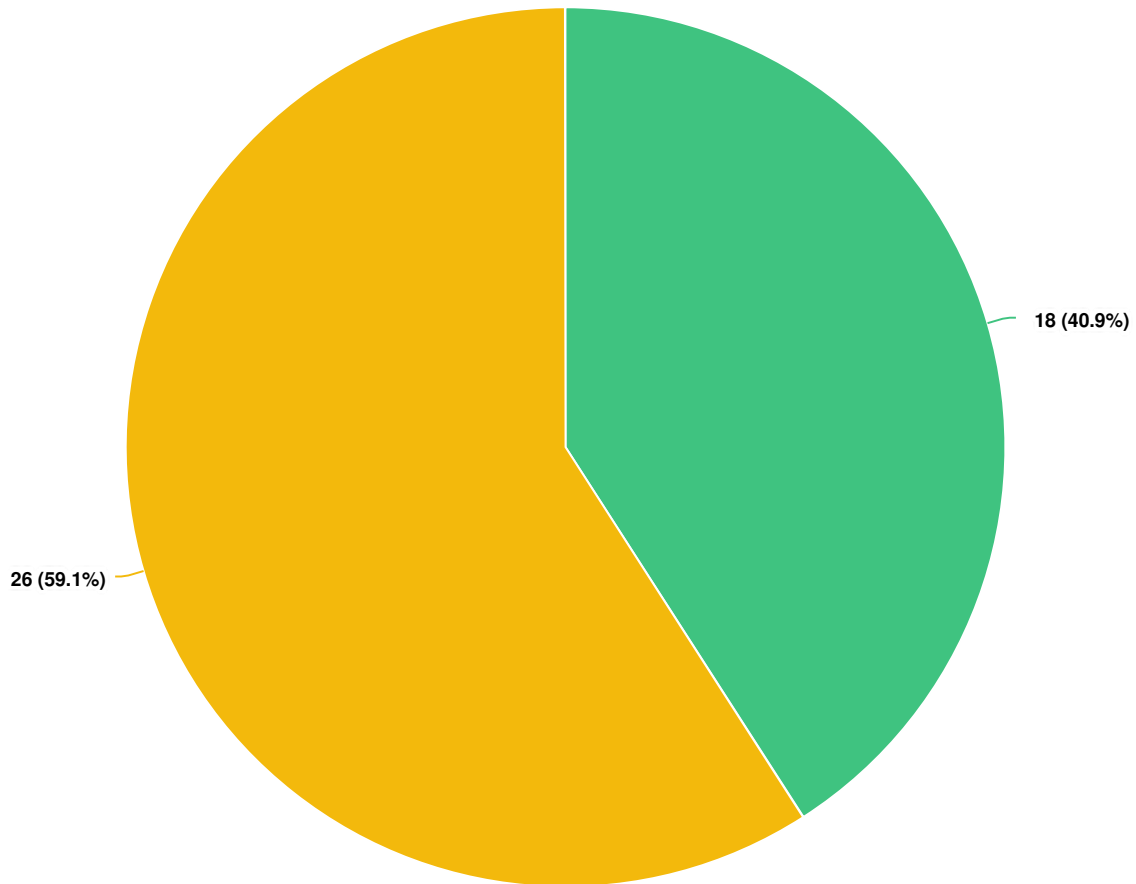
**Question options**

☒ Yes ☐ No

Mandatory Question (44 response(s))

Question type: Radio Button Question

Do you support the designated “off leash” period to remain as before 8.00am and after 5.00pm during daylight saving time.

**Question options**

☒ Yes ☐ No

Mandatory Question (44 response(s))

Question type: Radio Button Question



REGIONAL EV CHARGING INFRASTRUCTURE IN CENTRAL NSW

OVERVIEW FOR BATHURST REGIONAL COUNCIL

Image credit, Destination NSW - Mayfield Gardens

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Executive summary

The Central NSW region is a popular destination for domestic and international travelers, with 6.4 million domestic and international tourists per year and growing. These visitors also stay in the region and spend locally, with over 7.4 million nights stayed and \$1.9 billion spent in the region every year¹.

The tourism industry in Central NSW is a critical part of the local economy, and barriers to getting to the region present a significant risk as vehicle technology changes and electric vehicles become the preferred mode of transport. Destination NSW 'Central NSW Visitor Profile' shows the region's daytrip visitors travel to the region by private car 97% of the time, and the vast majority of overnight visitors also reach the region by private car.

Electric vehicles will start to impact the region by 2023, with exponential growth expected. While the uptake of EVs is only at 0.7% of new vehicles sold today, our analysis predicts that by 2025 this could grow to support 2% of the local vehicle fleet, rising to 14% by 2030². This projection would mean 5-6,000 Central NSW residents could own an electric vehicle by 2025 and approximately 270,000 of the existing tranche of tourists visiting annually will drive EVs.

In mid 2020 the MG EV was launched in Australia at a price point of just over \$40,000. This could be seen as a turning point in the development of the Australian EV market



The electrification of road transport presents a risk and an opportunity for the Central NSW region. If the region is not prepared, then the cohort of tourists that travel to the region may be at threat. If the region is prepared adequately then the transition represents an opportunity to expand the cohort. This expansion has been evidenced in Bathurst which has evidence that effective charging infrastructure networks attract a new type of experience-based tourist to the region.

The purpose of this overview is to identify the base level of network coverage required to ensure that the region has established the optimum strategy in terms of advocacy and the level of council participation in ensuring that this coverage is available as the electric vehicle market grows.

¹ <https://www.destinationnsw.com.au/wp-content/uploads/2020/08/central-nsw-fact-sheet-ye-mar-20.pdf>

² https://aemo.com.au/-/media/Files/Electricity/NEM/Planning_and_Forecasting/Inputs-Assumptions-Methodologies/2020/CSIRO-DER-Forecast-Report

Key findings

2020 represents a turning point in the EV market in Australia and particularly in NSW

In 2020, the NSW Government turned the corner on its commitment to electric vehicles. This year saw the release of the first dedicated grant for electric vehicles from the NSW Government, commitment to 100% electrify their bus fleet by 2030, funding for charging infrastructure and several other measures. The ACT government has brought in even stronger commitments in the coming 2-3 years, and the Federal Government has announced a 72 million dollar 'Future Fuels' fund dedicated to zero emission vehicles.

As outlined above, this year also saw the release of the first electric vehicle in Australia at a price point lower than \$45,000.

While there is existing planned infrastructure coming into the region, there will be “blackspots”

Charging infrastructure is being provided in NSW by ChargeFox, Evie Networks, Tesla and NRMA along with a host of destination charging stations being installed by businesses. Despite this, this report has identified that there will be significant blackspots (areas that will not be adequately covered by charging to meet peak demands) .

Although consumers will accept paying for fast charging, most blackspot sites will not have a commercial return

Providing adequate fast charging infrastructure in the early years can require expensive network upgrades and civil works along with the hardware and software required to manage charging. The likely traffic in the early years will be inadequate, particularly where those hotspots are dealing with seasonal peaks.

There is a once in a generation opportunity to ensure that the Central NSW region has stronger coverage than other regional areas

NSW and Commonwealth governments are looking to invest in charging in the regions from 2021. These grants will provide funding that could help establish some regions as ideal tourism locations for electric vehicle drivers.

Charging sites are best located in townships that serve as regional nodes for tourism, commerce and regional populations.

The best sites cater to a number of different users (including council fleets) , delivering the maximum benefit. Charging stations in these locations can be set up for journey enablement and destination/convenience charging, with co-location of level 2 and level 3 chargers that share site electrical systems.

CNSWJO should advocate for prioritisation of regional infrastructure and linkages to tourism co-benefits

The JO should focus on advocacy that brings grant funding into regional charging infrastructure. This also means that the focus should not only be on ultra-fast chargers, which are often more than is required for touring, but on more expansive use of chargers from 50 kW - 150 kW so that there is a greater spread of funding across the vast regional areas.

There also needs to be a focus on ensuring that the JO has influence in how grant money is spent, so that it is not squandered on private sector operators who snap up monetizable sites, without considering the importance of coverage for regional tourism and development.

Bathurst Regional Council should demonstrate community leadership by supporting black spot locations, which will support tourism, but which don't yet have a commercial business case

Potential "blackspots" where charging infrastructure is unlikely to be provided by the private sector, but which will be required to ensure adequate regional coverage, can be found in the Bathurst Regional Council area. Unserved areas within a region can affect the travel plans of tourists, and cause them to consider more EV friendly routes or regions.

Background

Why is charging infrastructure important to the region?

In recent research by Everergi for the South Australian Government it was found in a sample of 439 potential electric vehicle buyers that two in five were concerned about how they would charge their electric vehicle. In the same study almost 9 in 10 believed that they would only buy an electric vehicle if it had the ability to travel further than 150 kms on one charge. This will be mitigated if consumers have a second vehicle; however, there is literature that supports the concept that increased regional infrastructure charging drives uptake³.

Early adopters of EVs may be forgiving of charging challenges but, like a mobile phone network, there is a requirement for general “coverage” in the midterm. Regardless of the logic behind the placement of infrastructure, drivers will just expect a certain coverage and to be comfortable that an area caters adequately to EV drivers. While statistically drivers will frequent certain routes, psychologically they will not want to have a sense of being “trapped” into particular routes just because they have an EV. As such our recommendations are a combination of data-driven analysis, and a general precedent set in other markets around driver anxieties.

It is likely that almost 2% of new vehicles purchased in NSW will be electric by 2025, in line with projected Australian uptake⁴. The provision of adequate charging infrastructure could represent a tourism decision point for many of these EV owners. If the region can strategically prepare for this change, it could mean additional tourism dollars, and equally, if the region is seen as a risk for EV drivers, it could lose tourism to other regions.

Aim of this overview

Barriers to travel into and through the region present a significant risk to the region’s important tourism industry. The industry is a critical part of the local economy and is heavily dependent on infrastructure supporting uninhibited transport through the region. Data from the Destination NSW ‘Central NSW Visitor Profile’ indicate that the region’s daytrip visitors travel to the region by private car 97% of the time, and the vast majority of overnight visitors also reach the region by private car.

Given the critical importance of travel and tourism to the region, this makes it the strongest economic driver and a key vector from which the internal and external business case for support of charging infrastructure in the region is based. There is a once in a generation opportunity to ensure that the Central NSW region has stronger coverage than other regional areas, attracting additional competitive tourism spending and limiting any loss of tourists through the region that

³ Governing the electric vehicle transition – Near term interventions to support a green energy economy M. Nilsson, B. Nykvist / Applied Energy 179 (2016) 1360–1371

⁴ https://aemo.com.au/-/media/Files/Electricity/NEM/Planning_and_Forecasting/Inputs-Assumptions-Methodologies/2020/CSIRO-DER-Forecast-Report

have chosen an EV as their primary vehicle. This overview presents the results of analysis to uncover what infrastructure would be required over time to facilitate this outcome.

Charging infrastructure is being installed in regional areas across the world, and the co-ordination of this infrastructure implementation can be the difference between ensuring a region is seen as an ideal tourist destination for EV drivers or an area that represents a risk.

Electric vehicle transition and electric vehicle infrastructure - strategic and policy context

Linkages with Transport for NSW plans

There are a number of pathways of influence related to Transport for NSW (TfNSW) and broader NSW Government plans and these are outlined in the attached document '*Regional EV Charging Infrastructure in Central NSW*' prepared for CNSWJO. The effectiveness of each pathway as a means to influence the direction and timing of state budgets is difficult to qualify and will to a large extent depend on the established understanding and relationships of key influencers in the region such as CNSWJO, member councils and specific senior management.

Areas of linkage with TfNSW plans can be effectively captured by The Future Transport 2056 Strategy, The Central West and Orana Regional Plan 2036, TfNSW Freight and Ports Plan 2018-2023, Transport and Tourism Plan and Visitor Economy Industry Action Plan 2030 and the Regional NSW Services and Infrastructure Plan. Establishing charging infrastructure as a priority for the region should be seen as a strategic position that will gain momentum as stakeholders come to understand its alignment with their core value proposition.

DPIE has been working on mapping and investing in potential charging infrastructure through the *Electric vehicle infrastructure and model availability fund* announced in March 2020. This is a primary vector of focus for Council to leverage public and private investment for the benefit of the region.

The economic argument around tourism provides a strong case for local support of charging infrastructure. This analysis quantifying and locating the need for charging infrastructure in the region, places member councils in a strong position for funding. Application for grant funding will require further preparation and exposure internally to the case for support, given it is anticipated the program will only open for a relatively short time frame.

Where should charging infrastructure be located to ensure that chargers are available when required

The development of the regional infrastructure plan is based on Everergi's GridFleet™ model, which is a sophisticated spatial planning model for charging infrastructure. The core aim of the model is to determine the minimum electric vehicle charging infrastructure required to facilitate uninhibited access to Central NSW by tourists, transport through the region supporting critical industries, and for local residents and businesses. This requires the ability to understand both where and to what degree charging demand will occur.

Where will “blackspots” be likely to occur in the Bathurst region

Potential “blackspots” where charging infrastructure is unlikely to be provided by the private sector, but which will be required to ensure adequate regional coverage are:

- Hill End and Sofala (unserved)
- Bathurst town (already underserved for peak demand; from circa 2023 for typical demand)
- Trunkey Creek (unserved)

Quantitative analysis of charging requirements

Aim of infrastructure analysis

The minimum electric vehicle charging infrastructure required to facilitate uninhibited access to Central NSW by tourists, transport through the region supporting critical industries, and for local residents and businesses requires the ability to understand both where and to what degree charging demand will occur.

This section seeks to present an understanding of the number, type and location of an optimised minimum charging infrastructure across the Bathurst region.

Results of analysis

The following sections detail findings for each council region from going through the above process.

Determining the “Key Routes”

Determining ‘key routes’ involved consideration of the types of trips undertaken by the three identified key tourist personas; those being the retired couple, the active family and the young professionals. Trip origins identified include short day trips from within the region and from greater NSW, key cities such as Canberra and Sydney and travel from interstate. Analysis also considers more relaxed-pace exploring through the region.

Analysing key “journey enablement” sites for fast charging

Depending on the origin and direction of travel, those arriving into each region will arrive with differing charge levels remaining, having most recently recharged at locations that are driven by amenities, their driving needs, and their remaining levels of charge.

To understand where drivers may seek to recharge and therefore where key journey enablement sites for fast charging exist, we considered travelers driving to each region from major centres of Adelaide, Melbourne, Canberra, Sydney and Brisbane.

Creating a map of highway, opportunity, destination and stay-over charging

The information provided by each council was combined with locations identified through Point of Interest tools and regional tourism websites. A list of suitable sites was identified, with ideal charger sizes for each site determined according to expected demand. This was further refined

through an analysis of upstream constraints and a final recommended charger size/type for each site is presented by region below.

Considering peak travel flows to understand charging infrastructure density

Peak traffic flows and modelled inbound vehicle state of charge and related charging needs provide insight into the number of vehicles expected to seek charging within the region and the time spent charging. This informs the total number of charging plugs required to satisfy the demand for the various types of charging services.

Analysis of inbound traffic origins and existing and likely future charging locations results in an expected average amount of charging demanded by vehicles in each region. The results are presented in the following table and inform analysis of each region presented below.

Average charging required upon arrival in the region			
Region	Average (kWh)	Region	Average (kWh)
Bathurst	23	Lachlan	33
Blayney	27	Oberon	29
Cabonne	27	Orange	27
Cowra	26	Parkes	25
Forbes	25	Weddin	26

Key factors in selecting charging infrastructure in the region

Typical driver behaviour is likely to strike a balance between a number of considerations. These may include:

- The duration a driver is willing to take a necessary break;
- The minimum boost to driving range a driver is comfortable to take on;
- The value placed on ancillary amenities in the vicinity of the site;
- The cost of the charging service; and
- Whether faster charging opportunities exist on an alternative route or at their destination.

While it would be ideal to have a fast charger at every location, the reality is that this will not be affordable or necessary. The following table provides a high level overview of which infrastructure will be appropriate for different contexts and helps to add meaning to the table that follows.

Applying levels of EV chargers to types of sites ⁵				
Level	Type	Where	kW (up to)	Time to add 100km of range*
1	Household power point and adapter	Anywhere there is a normal powerpoint	2.3	8.7 hours
2	Wall charger	Homes, hotels, workplaces	7.4	2.7 hours
	Wall charger	Shopping centres, public car parks, on-street parking	22	55 minutes
3	Fast charger	Intercity travel, petrol stations	50	24 minutes
	Fast charger	Faster capacity charging for intercity travel and petrol stations	120	10 minutes
	Ultra-rapid charger	Highways and long-distance travel	350	3-4 minutes

The focus for the region needs to be on coverage and lowest cost to the end user while maximising the user experience.

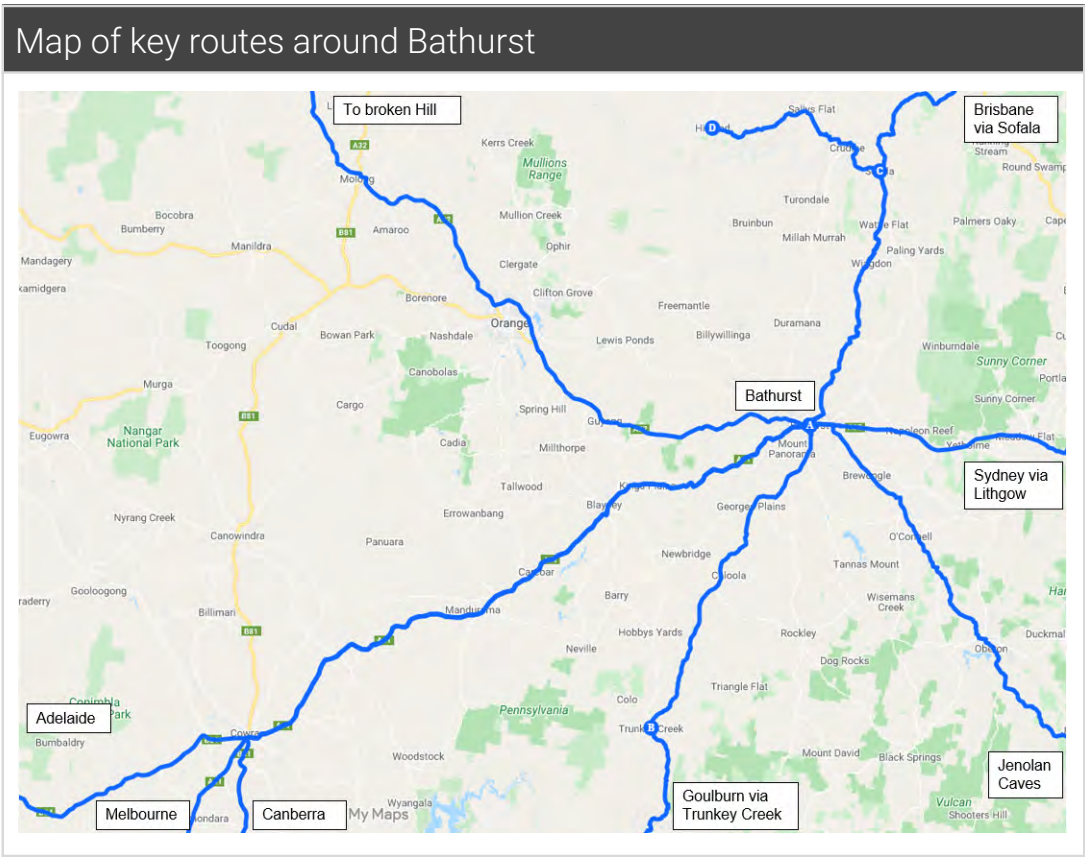
Bathurst

Identified key routes

The Sydney to Bathurst route via Lithgow is a popular tourist drive and a vital travel corridor across the Great Dividing Range for the Central NSW region. The Mid-Western Highway to Orange and beyond to Broken Hill, and Mitchell Highway to Cowra are important regional interconnectors for those travelling through Central NSW. Cowra is a key city connecting the region to Canberra, Melbourne and Adelaide.

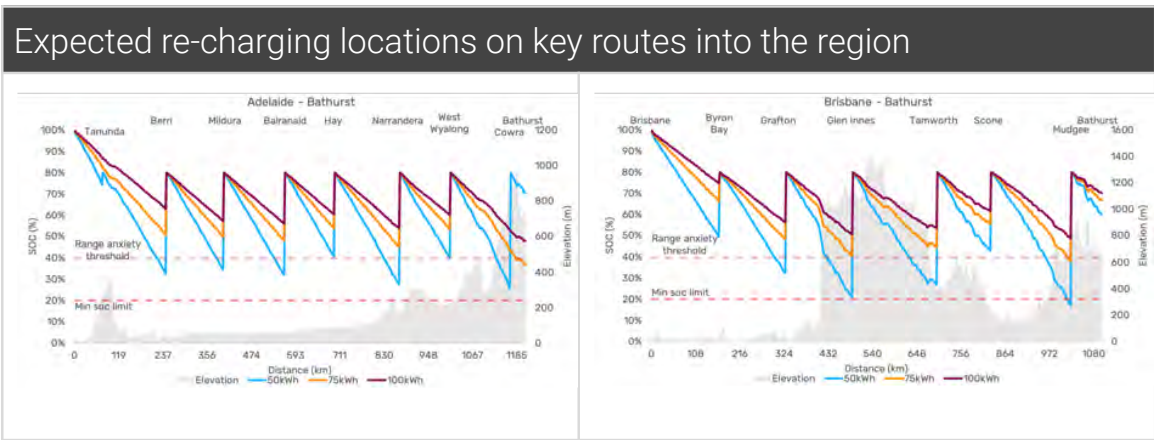
Sofala Road is also a key regional connector to the North of the region and via Sofala to Queensland, while to the South key regional connectors include Rockley Road via Vale Road to Goulburn and O'Connell Road to Oberon. These routes are mapped below:

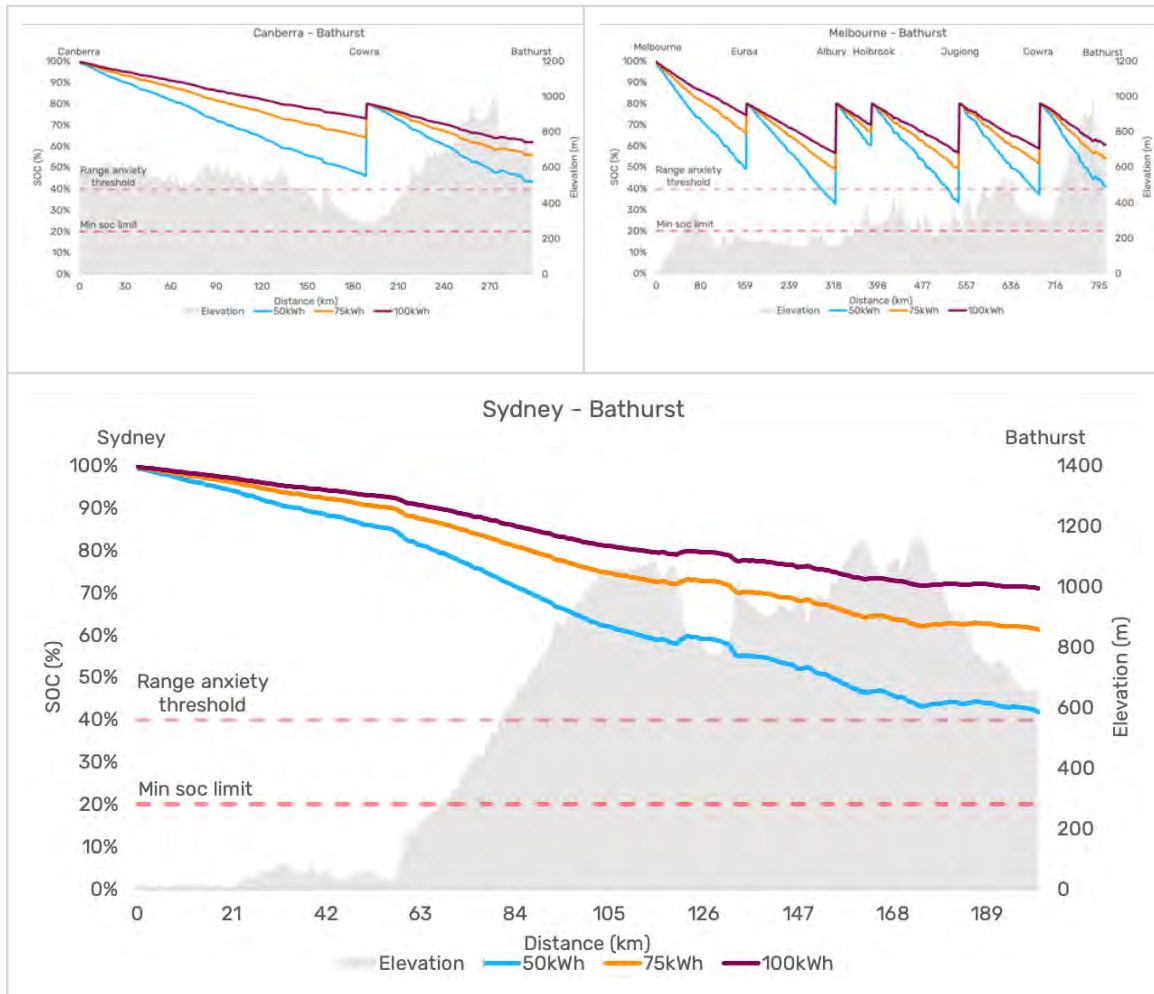
⁵ Based on a vehicle with energy efficiency of 20kWh/100km



Key “journey enablement” sites for fast charging

Journey enablement is analysed through the state of charge graphs below representing three EV battery size options, 50 kWh, 70 kWh and 100 kWh. The results of analysis for the region can be found below:





Key takeaways from this analysis include:

- Lithgow is likely an important location for drivers seeking to break up the journey West from Sydney over the Great Dividing Range and into Central NSW. For these drivers, a brief top up charge is likely before continuing the journey West.
- Top-up charging at Cowra is a key enabler of electric vehicles travelling into Bathurst from the South.
- Top-up charging at West Wyalong is a key enabler of electric vehicles travelling into Bathurst from the West.
- Travelling to Bathurst from the North in all but the highest range electric vehicles requires journey enabling charging in a smaller city such as Mudgee, Scone or another similar location to the North.
- There are many key charging locations along major routes from major Australian centres that require additional charging infrastructure to support effective journey enablement into the region going forwards.

- Crookwell or Trunkey Creek are enablers of the journey South to Goulburn from Bathurst.
- Jenolan is a key location for destination charging and facilitation of the return journey through Central NSW.
- Sofala may be an ideal location for journey enablement charging, facilitating travel North of Bathurst and West to Hill End.

Identified highway, opportunity, destination and stay-over charging in the region

The following table presents the identified charger locations, strategic charger sizes and types, upstream constraints identified, recommended charger sizes in consideration of identified constraints.

Identified highway, opportunity, destination and stay-over charging sites				
Location	Site ownership [#]	Unconstrained charger specifications	Substation constraints ⁶	Constrained charger specifications
Sofala Memorial Hall/Pioneer Park	Council	11-22kW 50-100kW	DS capacity available: 1x40kVA ZS capacity available: 47.6 MVA	11-22kW
Rail Museum	Council	11-22kW 50-100kW	DS capacity available: 1x120kVA ZS capacity available: 47.6 MVA	11-22kW 50-100kW
Lions Club / Berry Park	Council	11-22kW	DS capacity available: 1x80kVA ZS capacity available: 47.6 MVA	11-22kW
National Motor Racing Museum	Council	11-22kW 50-100kW	DS capacity available: 1x120kVA ZS capacity available: 47.6 MVA	11-22kW* 50-100kW
Bathurst Regional Art Gallery	Council	11-22kW 50-100kW	DS capacity available: 1x 240kVA ZS capacity available: 47.6 MVA	11-22kW 50-100kW
Bathurst Visitor Information Centre	Council	50-100kW Highway 150kW+ DC	DS capacity available: 1x120kVA ZS capacity available: 47.6 MVA	50-100kW
Bathurst Information Bay	Council	50-100kW	DS capacity available: 1x60kVA ZS capacity available: 47.6 MVA	50-100kW
Australian Fossil and Mineral Museum	Council	11-22kW 50-100kW	DS capacity available: 1x400kVA ZS capacity available: 47.6 MVA	11-22kW 50-100kW
Lions Club / Berry Park	Council	11-22kW	DS capacity available: 1x80kVA ZS capacity available: 47.6 MVA	11-22kW
Trunkey Creek rest	Council	11-22kW	DS capacity available: 1x40kVA	11-22kW

⁶ Distribution substation constraints are best-practise estimates. Advice should be sought from local distribution network service provider, Essential Energy, prior to connecting EV chargers.

area		50-100kW	ZS capacity available: 0.25 MVA	50-100kW
Abercrombie Caves	Council	11-22kW	DS capacity available: 1x6kVA ZS capacity available: 0.25 MVA	11-22kW
Stephen's Park, Rockley	Council	11-22kW	DS capacity available: 1x40kVA ZS capacity available: 0.25 MVA	11-22kW
McDonald's Council car park	Council	11-22kW 50-100kW	DS capacity available: 1x300kVA ZS capacity available: 47.6 MVA	11-22kW 50-100kW
Bathurst Town Square	Council	11-22kW 50-100kW	DS capacity available: 1x600kVA ZS capacity available: 47.6 MVA	11-22kW 50-100kW
Chifley Dam	Council	11-22kW	DS capacity available: 1x80kVA ZS capacity available: 47.6 MVA	11-22kW
Manning Aquatic Centre	Council	11-22kW	DS capacity available: 1x200kVA ZS capacity available: 47.6 MVA	11-22kW
Armada Bathurst Shopping Centre	Private	11-22kW 50-100kW	DS capacity available: 3x300kVA and 1x600kVA ZS capacity available: 47.6 MVA	11-22kW 50-100kW
Bathurst Hotel / Motel x 19	Private	<11kW	DS capacity and ZS capacity: Site by site variability ZS capacity available: 47.6 MVA	<11kW
Bathurst B&B, apartments, camping etc	Private	<11kW	DS capacity and ZS capacity: Site by site variability	<11kW
Bathurst Hospital	Private	11-22kW	DS capacity available: 2x600kVA & 1x126kVA ZS capacity available: 47.6 MVA	11-22kW
ALDI Bathurst	Private	11-22kW 50-100kW	DS capacity available: 1x300kVA ZS capacity available: 47.6 MVA	11-22kW 50-100kW
Existing service stations	Private	50-100kW Highway 150kW+ DC	DS capacity and ZS capacity: Site by site variability ZS capacity available: 47.6 MVA	Site by site variability
Historic tourist sites e.g. at Hill End	Private	11-22kW	DS capacity and ZS capacity: Site by site variability ZS capacity available: 47.6 MVA	11-22kW
Abercrombie House	Private	11-22kW 50-100kW	DS capacity available: 1x 6kVA ZS capacity available: 47.6 MVA	<11kW

Site ownership is per the best estimate of Everengi and may not in all cases reflect actual site ownership.

* Facility assessed as able to install up to 22kW without significant upgrade

Note: DS refers to Distribution Substation and ZS refers to Zone Substation.

Peak traffic flows and resultant charging infrastructure density

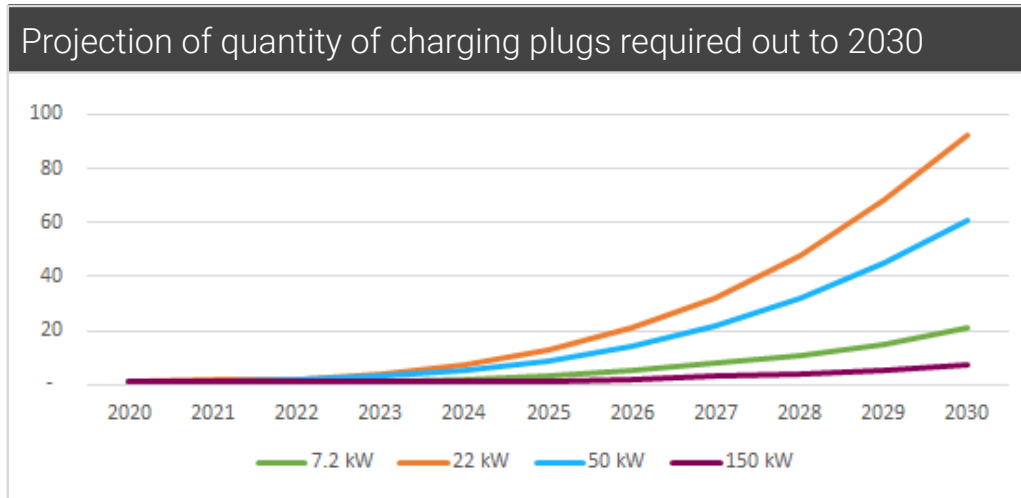
The traffic flows for tourist vehicles and for local vehicles determine the demand for charging services in the region. The following table presents the current peak traffic during an average day vs the peak traffic in peak season for Bathurst as well as its breakdown into its local and tourist components. These values are adjusted for population out to 2030 and the projection of electric vehicle penetration according to CSIRO's model in the year 2030 is laid over the top.

Peak traffic for Bathurst ⁷	
Traffic component	Peak hourly traffic
Estimated tourist vehicles	1,348
Estimated local vehicles	869
Total peak vehicles	2,217

The following figure presents the number of individual charging plugs (whereas a charging station may include more than one plug that can function simultaneously) required during peak traffic times to optimally satisfy demand for charging of electric vehicles and avoid long waiting times. These numbers do not represent the minimum number of charging sites required, as sites will in many cases have more than one charging plug. Schedule 1 of the main report provides details of assumptions that underlie this model.

As this model is based on an optimisation algorithm that assumes at the peak in demand all electric vehicle drivers will be able to find and connect to an available charger, the actual number of charging plugs required may be higher. Appropriate signage, parking rules, and ease of operation are important considerations. The growth of various charger types in terms of the number of charging plugs required for average energy consumption can be more clearly seen in the following graphs.

⁷ Peak traffic refers to peak seasonal hourly traffic, excluding major events



This approach takes a demand-side view and does not account for chargers that may be installed to attract clients, such as those installed by hotels, B&Bs and other overnight accommodation providers. It is expected that supply of these lower powered AC chargers will continue to far exceed demand, at least as far as overnight accommodation is concerned.

Peak tourism events and impact on demand for charging

Mount Panorama attracts more than 200,000 visitors for the Bathurst 1000 annually. The event attracts a peak of over 20,000 vehicles per day, more than 16 times higher than the peak number of visitors during other times of the year.

This increase in the number of visiting vehicles will raise the demand for charging in the region. Based on the charging demand during the peak seasons it is estimated that there will be at least 2 times more charging plugs needed in total by 2030 to optimally satisfy demand for charging of electric vehicles and avoid long waiting times during this event.

Conclusion

The tourism industry is a critical part of the local economy, and barriers to getting to the region present a significant risk as vehicle technology changes and electric vehicles become the preferred mode of transport. Daytrip visitors and overnight visitors travel to the region by private car in the vast majority of cases, making regional access a critical forward consideration for Council, both in retention and growth of tourism.

There is a once in a generation opportunity to ensure that the region has stronger coverage than other regional areas, attracting additional competitive tourism spending and limiting any loss of tourists through the region that have chosen an EV as their primary vehicle. The co-ordination of EV charging infrastructure implementation can be the difference between ensuring a region is seen as an ideal tourist destination for EV drivers or an area that represents a risk.

Establishing charging infrastructure as a priority for the region should be seen as a strategic position that will gain momentum as stakeholders come to understand its alignment with their core value proposition. Grant opportunities such as the DPIE *Electric vehicle infrastructure and model availability fund* announced in March 2020 are a primary vector of focus for Council to leverage public and private investment for the benefit of the region.

Working with neighbouring councils and treating grant opportunities as a regional and connected value-proposition will add scale and deliver a more convincing argument for co-funding of public charging through the program. The CNSWJO is a key proponent for EV charging infrastructure throughout the region and can assist in articulating the importance of such investment in the region, as well as equitably manage collective grant funding.



REGIONAL EV CHARGING INFRASTRUCTURE IN CENTRAL NSW

PREPARED FOR: CENTRAL NSW JOINT ORGANISATION

Image credit, Destination NSW - Mayfield Gardens

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Executive summary

The Central NSW region is a popular destination for domestic and international travellers, with 6.4 million domestic and international tourists per year and growing. These visitors also stay in the region and spend locally, with over 7.4 million nights stayed and \$1.9 billion spent in the region every year¹.

The tourism industry in Central NSW is a critical part of the local economy, and barriers to getting to the region present a significant risk as vehicle technology changes and electric vehicles become the preferred mode of transport. Destination NSW 'Central NSW Visitor Profile' shows the region's daytrip visitors travel to the region by private car 97% of the time, and the vast majority of overnight visitors also reach the region by private car.

Electric vehicles will start to impact the region by 2023, with exponential growth expected. While the uptake of EVs is only at 0.6% of new vehicles sold today, our analysis predicts that by 2025 this could grow to around 2% of new vehicles sold². This projection would mean 5-6,000 Central NSW residents could own an electric vehicle by 2025 and approximately 270,000 of the existing tranche of tourists visiting annually will drive EVs.

In mid 2020 the MG EV was launched in Australia at a price point of just over \$40,000. This could be seen as a turning point in the development of the Australian EV market



The electrification of road transport presents a risk and an opportunity for the Central NSW region. If the region is not prepared, then the cohort of tourists that travel to the region may be at threat. If the region is prepared adequately then the transition represents an opportunity to expand the cohort. This expansion has been evidenced in Bathurst which has evidence that effective charging infrastructure networks attract a new type of experience-based tourist to the region.

The purpose of this report is to identify the base level of network coverage required to ensure that the region has established the optimum strategy in terms of advocacy and the level of council participation in ensuring that this coverage is available as the electric vehicle market grows.

¹ <https://www.destinationnsw.com.au/wp-content/uploads/2020/08/central-nsw-fact-sheet-ye-mar-20.pdf>

² https://aemo.com.au/-/media/Files/Electricity/NEM/Planning_and_Forecasting/Inputs-Assumptions-Methodologies/2020/CSIRO-DER-Forecast-Report

Key findings

2020 represents a turning point in the EV market in Australia and particularly in NSW

In 2020, the NSW Government has turned the corner on its commitment to electric vehicles. This year saw the release of the first dedicated grant for electric vehicles from the NSW Government, commitment to 100% electrify their bus fleet by 2030, funding for charging infrastructure and several other measures. The ACT Government has brought in even stronger commitments in the coming 2-3 years, and the Federal Government has announced a 72 million dollar Future Fuels fund dedicated to zero emission vehicles.

As outlined above, this year also saw the release of the first electric vehicle in Australia at a price point lower than \$45,000.

While there is a pipeline of planned state and federal funding for EV charging infrastructure that may benefit the region, there will be areas left behind with insufficient charging

Charging infrastructure is being provided in NSW by ChargeFox, Evie Networks, Tesla and NRMA along with a host of destination charging stations being installed by businesses. Despite this, this report has identified that there will be significant blackspots (areas that will not be adequately covered by charging to meet peak demands).

Although consumers will accept paying for fast charging, most blackspot sites will not have a commercial return

Providing adequate fast charging infrastructure in the early years can require expensive network upgrades and civil works along with the hardware and software required to manage charging. The likely traffic in the early years will be inadequate, particularly where those hotspots are dealing with seasonal peaks.

There is a once in a generation opportunity to ensure that the Central NSW region has stronger coverage than other regional areas

NSW and Commonwealth governments are looking to invest in charging in the regions in 2021. These grants will provide funding that could help establish some regions as ideal tourism locations for electric vehicle drivers.

It is critical that councils become clear on how they want to participate in the charging infrastructure value chain and become grant ready

This document has outlined the various requirements for development of charging infrastructure. CNSWJO has already focused on helping businesses establish destination charging by providing an EV-Tool kit. The next step is to determine how the councils want to support the commercial infrastructure providers and how they want to ensure that grant funding is dedicated to the region. This could involve supporting and working with private sector players or becoming a site owner.

Selecting sites has become a well understood process, but securing sites is harder

The criteria for a good site is now well understood, and the research in this document has included a process of identifying many potential sites for charging. Well lit sites near amenity, with access to good reliable power supply is an important starting point. Locating sites that meet this criteria and then securing the rights to develop charging on these sites is more challenging and is why often local governments are called upon to provide sites to private project developers.

Installation and operations of charging infrastructure is also well understood and low technical risk

Charging infrastructure market is maturing. In Australia plug-type standards have stabilised and the process of installing, commissioning and operating infrastructure is well understood across the country, with a number of established hardware and software providers and infrastructure operators in the market.

The key risk is ensuring there is sufficient power on a site and dealing with the local electricity distribution business is a critical part of the electric vehicle charging ecosystem.

The largest potential planning and implementation delays can come from approvals from distributors. Much of the region suffers from significant network constraints and this will steer site selection. It is recommended that a strong partnership with Essential Energy is formed as the project progresses.

Charging sites are best located in townships that serve as regional nodes for tourism, commerce and regional populations.

The best sites cater to a number of different users (including council fleets), delivering the maximum benefit. Charging stations in these locations can be set up for journey enablement and destination/convenience charging, with co-location of level 2 and level 3 chargers that share site electrical systems.

CNSWJO should advocate for prioritisation of regional infrastructure and linkages to tourism co-benefits

The JO should focus on advocacy that brings grant funding into regional charging infrastructure. This also means that the focus should not only be on ultra-fast chargers, which are often more than is required for touring, but on more expansive use of chargers from 50 kW - 150 kW so that there is a greater spread of funding across the vast regional areas.

There also needs to be a focus on ensuring that the JO has influence in how grant money is spent, so that it is not squandered on private sector operators who snap up monetizable sites, without considering the importance of coverage for regional tourism and development.

Councils will be most effective in stimulating private investment if they provide high quality and transparent information, streamline planning processes, and offer site leases at nominal or no cost where appropriate.

This report has developed a format for site classification and should provide helpful insight for future developers seeking to install infrastructure.

Recommendations

Recommendation 1: CNSWJO support private sector operators for sites that can be monetised, but consider becoming the lead proponents for providing “blackspot” charging infrastructure in the region

The recommendation of this report, based on an understanding of the capabilities and positioning of CNSWJO is that they should be the lead proponent on behalf of councils and that councils should own the charging assets but outsource installation and operation to a single provider based on a tender process. CNSWJO should advocate for the benefits of being the network owner with councils and gain support for CNSWJO applying for grants. This will require the following actions

Actions	
Action description	Action detail
Obtain council commitments	Participating councils will need to agree to owning the assets in perpetuity and providing in kind contributions of staff time and sites as appropriate

Recommendation 2: Focus efforts on being grant ready

Actions	
Action description	Action detail
Identify final sites	Work with councils to finalise the list of sites. Site evaluation matrix provided as part of the EV Toolkit should be used finalise sites
Gain a clearer cost for each site	Civil and electrical cost estimates should be sourced for the shortlist of sites
Identify key skills required appoint team	To attract the grant funding and to convince grant bodies that CNSWJO has the skills required to deploy the funding and manage operations, key resources from the region should be identified (ie from councils) and consideration to appointing an “owners engineer” to manage the grant process and procurement post-application.

Recommendation 3: Focus on ARENA and NSW Government funding rounds. Continue to advocate with NSW Government and ARENA to position for this funding

The two most important sources of funding for this program will be from ARENA and the NSW Government so while other sources may be possible in future, the immediate focus should be on these opportunities.

Recommendation 4: Present findings from this document to internal stakeholders to get buy-in

The key to a coordinated response across the region is to have clarity in terms of how each council would like to approach key questions around property provision and asset ownership.

Recommendation 5: Explore synergistic opportunities around council fleet electrification and freight electrification

If councils are to fully exploit transition opportunities, there will be needs for charging their own fleets as well as potential for council property to be used to provide charging for future opportunities such as taxis, car share and freight.

Recommendation 6: Collaboration on infrastructure projects in the region is more efficient than going it alone

If councils are to forge the most efficient pathway to effective regional charging infrastructure through Central NSW, bringing together aligned entities through formation of a collective vision and pooled resources will optimise efforts, aligned consumer experience and mitigate the risk of charging blackspots that impact the whole region.

Recommendation 7: Communications and marketing opportunities

Travel through the region has close alignment to stakeholders in the major centres of Western Sydney and Canberra. Engagement with these major centres should be explored to identify communication and marketing opportunities that benefit all regions and present a fluid user experience.

Background

About Central NSW Joint Organisation

The Central NSW Joint Organisation (CNSWJO) consists of 10 member councils and is a diverse area that covers around 47,000 km² with a population of around 158,000. The Local Government Act 1993 establishes the requirement for and functions of Joint Organisations, with these functions including:

- To establish strategic regional priorities for the joint organisation area and to establish strategies and plans for delivering those strategic regional priorities;
- To provide regional leadership for the joint organisation area and to be an advocate for strategic regional priorities; and
- To identify and take up opportunities for intergovernmental cooperation on matters relating to the joint organisation area.

Established by legislation as a coordination body, the connections with the Department of Regional NSW and NSW Department of Planning, Industry and Environment (DPIE) are a critical point of leverage for strategic funding. This section explores linkages with NSW Government's Future Transport 2056 Strategy, identifies specific points of leverage, and explores other strategic perspectives.

Why is charging infrastructure important to the region?

In recent research by Everengi for the South Australian government it was found in a sample of 439 potential electric vehicle buyers that two in five were concerned about how they would charge their electric vehicle. In the same study almost 9 in 10 believed that they would only buy an electric vehicle if it had the ability to travel further than 150 kms on one charge. This will be mitigated if consumers have a second vehicle; however, there is literature that supports the concept that increased regional infrastructure charging drives uptake³.

Early adopters of EVs may be forgiving of charging challenges but, like a mobile phone network, there is a requirement for general "coverage" in the midterm. Regardless of the logic behind the placement of infrastructure, drivers will just expect a certain coverage and to be comfortable that an area caters adequately to EV drivers. While statistically drivers will frequent certain routes, psychologically they will not want to have a sense of being "trapped" into particular routes just because they have an EV. As such our recommendations are a combination of data-driven analysis, and a general precedent set in other markets around driver anxieties.

³ Governing the electric vehicle transition – Near term interventions to support a green energy economy M. Nilsson, B. Nykvist / Applied Energy 179 (2016) 1360–1371

It is likely that almost 2% of the vehicle fleet in NSW will be electric by 2025, in line with projected Australian uptake⁴. The provision of adequate charging infrastructure could represent a tourism decision point for many of these EV owners. If the region can strategically prepare for this change, it could mean additional tourism dollars, and equally, if the region is seen as a risk for EV drivers, it could lose tourism to other regions.

Aim of this report

CNSWJO is recognised as the lead organisation advocating on agreed regional positions and priorities for Central NSW whilst providing a forum for facilitating regional cooperation and sharing of knowledge, expertise and resources. Using regional strength and leadership in advocacy, CNSWJO lobbies State and Federal Governments to present a more compelling case for regional priorities.

CNSWJO has recognised that the electrification of road transport presents a risk and an opportunity for the Central NSW region. If the region is not prepared, then the cohort of tourists that travel to the region may be at threat. If the region is prepared adequately then the transition represents an opportunity to expand the cohort.

The purpose of this report is to identify the base level of network coverage required to ensure that the region has established the optimum strategy in terms of advocacy and the level of council participation in ensuring that this coverage is available as the electric vehicle market grows.

More specific objectives are to:

1. Provide strategic context around how the transition to electric vehicles will impact on the region and how this fits within other related regional plans
2. Understand the existing charging infrastructure installed in the region and the infrastructure to be installed in the near-term
3. Understand the optimal infrastructure installation that would provide comfort to electric vehicle drivers so that they can travel through the region without fear of running out of charge
4. Various ways to close this gap in infrastructure and pathways for meeting this gap in infrastructure though making the region "grant ready"
5. Educating council stakeholders about the technical and economic requirements of installation of infrastructure

⁴ https://aemo.com.au/-/media/Files/Electricity/NEM/Planning_and_Forecasting/Inputs-Assumptions-Methodologies/2020/CSIRO-DER-Forecast-Report

Charging infrastructure is being installed in regional areas across the world, and the co-ordination of this infrastructure implementation can be the difference between ensuring a region is seen as an ideal tourist destination for EV drivers or an area that represents a risk.

The CNSWJO plays a lead role in sub-regional projects requiring cross LGA cooperation and knowledge sharing. The organisation has a focus on sustainability and creating resilient communities. This mandate puts CNSWJO in an ideal position to help facilitate a sub-regional approach to charging infrastructure.

Electric vehicle transition and electric vehicle infrastructure - strategic and policy context

The Central NSW region is a popular destination for domestic and international travellers, with 6.4 million domestic and international tourists per year and growing. These visitors also stay in the region and spend locally, with over 7.4 million nights stayed and \$1.9 billion spent in the region every year⁵.

The tourism industry in Central NSW is a critical part of the local economy, and barriers to getting to the region present a significant risk as vehicle technology changes and electric vehicles become the preferred mode of transport. According to Destination NSW's 'Central NSW Visitor Profile,' the region's daytrip visitors travel to the region by private car 97% of the time, and the vast majority of overnight visitors also reach the region by private car.

Given the critical importance of travel and tourism to the region, this makes it the strongest economic driver and a key vector from which the internal and external business case for support of charging infrastructure in the region is based. This angle is presented in more detail in Schedule 5.

Linkages with Transport for NSW plans

There are a number of pathways of influence related to Transport for NSW (TfNSW) and broader NSW Government plans and these are outlined in the following sections. The effectiveness of each pathway as a means to influence the direction and timing of state budgets is difficult to qualify and will to a large extent depend on the established understanding and relationships of the CNSWJO, member councils and specific senior management.

The following table presents areas of linkage with TfNSW plans and notes on strategic positioning to gain support. Further details are provided in Schedule 4.

Areas of linkage with Transport for NSW plans		
Area	Takeaways	Strategic positioning
The Future Transport 2056 Strategy	<ul style="list-style-type: none"> Future travel in regional NSW is covered in the Future Transport 2056 Strategy, with a particular focus on connections through a 'hub and spoke' network model radiating out from regional cities, rather than 	<ul style="list-style-type: none"> The economic argument around tourism provides a strong case for local support of charging infrastructure TfNSW's <i>Electric vehicle infrastructure and model availability</i>

⁵ <https://www.destinationnsw.com.au/wp-content/uploads/2020/08/central-nsw-fact-sheet-ve-mar-20.pdf>

	<p>a network focused on Sydney.</p> <ul style="list-style-type: none"> • DPIE has been working on mapping and investing in potential charging infrastructure through the <i>Electric vehicle infrastructure and model availability fund</i> announced in March 2020. • Lower regional transport costs lower barriers to accessing national and international markets. • Attracting tourists through infrastructure supporting eco-tourism and bespoke EV-centric regional travel experiences is a key avenue for securing new revenue sources. 	<p><i>fund</i> provides a timely avenue to seek State support for charging in the region of Central NSW.</p> <ul style="list-style-type: none"> • This analysis quantifying and locating the need for charging infrastructure in the region establishes member councils in a strong position for funding. • Application for grant funding will require further preparedness and exposure internally to the case for support, given it is anticipated the program will only open for a relatively short time frame.
The Central West and Orana Regional Plan 2036	<ul style="list-style-type: none"> • 20-year blueprint for the future of the Central West and Orana region, and is a related plan to the Future Transport 2056 Strategy. • The top 3 economic opportunities per LGA highlights the importance of tourism, which is consistently a top three economic opportunity • Another clear takeaway is the importance of agriculture, transport and logistics, manufacturing and mining. These economic verticals can be well served through transport electrification, • The NSW Government has established the Central West and Orana Delivery, Coordination and Monitoring Committee to deliver, coordinate and be accountable for achieving the vision and goals of this Plan. In the short term, its focus includes planning for growth and change in the region's centres, which strongly aligns with the endeavours of the CNSWJO. 	<ul style="list-style-type: none"> • The 8 identified directions and two actions from the Central West and Orange Regional Plan 2036 are consistent with the outcomes of investing in optimised charging infrastructure for the Central NSW region. • The Central West and Orana Delivery, Coordination and Monitoring Committee should be receptive to the arguments put forward for funding assistance by the CNSWJO and member councils. While there may not be an existing budget in the regional plan to support new activities, establishing charging infrastructure as a priority should be seen as a strategic position that will gain momentum as stakeholders come to understand its alignment with their core value proposition. In time, such stakeholders will likely come to see it as an opportunity to increase funding through their organisations.
TfNSW Freight and Ports Plan	<ul style="list-style-type: none"> • TfNSW Freight and Ports Plan 2018-2023 sees electrification as a focus for 'sustainability', and not health, nor economic benefit. This is 	<ul style="list-style-type: none"> • Progress in this area can further benefit TfNSW investment in connecting the region to key 'Global Gateway Cities' by lowering barriers

2018-2023	<p>an issue of parts of government not talking to each other and a missed opportunity.</p> <ul style="list-style-type: none"> Infrastructure to support freight electrification such as Hydrogen refuelling and ultra-fast charging can come with high up-front costs. As such, the issue of freight electrification becomes a strategic discussion. 	<p>to global competitiveness for local export such as agricultural produce.</p> <ul style="list-style-type: none"> It is recommended that CNSWJO seeks to raise and sustain the topic of charging infrastructure supporting increased competitiveness of industries through all relevant pathways of influence, including through the TfNSW Section responsible for the Freight and Ports Plan 2018-2023.
Transport and Tourism Plan and Visitor Economy Industry Action Plan 2030	<ul style="list-style-type: none"> Transport has the potential to support and enhance existing tourism as well as create new economic development opportunities. As transport electrification gains deeper penetration of the total vehicle pool, and of the cohort that may travel to the region, the performance and transparency of the regional charging infrastructure will play an increasingly pivotal role. By improving existing infrastructure and expanding infrastructure to new destinations, transport can create new visitor experiences and support new industries and employment in regional communities. Transport not only gets visitors to destinations, but can also be an attraction in itself. 	<ul style="list-style-type: none"> Framing charging infrastructure as a tourism enabler and tourism driver in its own right is a strong proposition. Experience in Bathurst demonstrates that effective charging infrastructure networks attract a new type of experience based tourist to the region. A strategic overlay identifying the scope of investment and how charging infrastructure supports creating spaces may provide a persuasive argument. Funding streams are established through the Destination Network mechanism coordinated by the NSW Government. The Country and Outback NSW Destination Network offers a potential pathway to progress requests for funding. Direct unsolicited approaches to Destination NSW, TfNSW or other areas of the NSW Government or elected leaders may also present valid and effective funding pathways.
Regional NSW Services and Infrastructure Plan	<ul style="list-style-type: none"> The Regional NSW Services and Infrastructure Plan is the NSW Government's blueprint for transport in regional NSW out to 2056. It sets out the Government's thinking on the big trends, issues, services and infrastructure needs which are now, or will soon shape transport in 	<ul style="list-style-type: none"> The Plan specifically calls out that a plan and vision will be prepared for the Central West and Orana region by TfNSW in conjunction with key stakeholders such as the local government and Department of Planning and Environment. This mechanism may be a key pathway

	<p>regional NSW.</p> <ul style="list-style-type: none">• The 5 customer outcomes identified in the Regional NSW Services and Infrastructure Plan are consistent with the outcomes of investing in optimised charging infrastructure for the Central NSW region.• Designated key hubs including Bathurst, Forbes, Orange and Parkes receive place-based plans and may have an advantage in accessing funding owing to their designation.	<p>for influence.</p> <ul style="list-style-type: none">• The Plan proposes to take a flexible, agile investment. Given the strong alignment of the identified customer outcomes of this Plan, there may be a high level of receptiveness to unsolicited requests for funding where alignment can be demonstrated.
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Delivering a regional charging network for Central NSW

The development of the current and planned charging network is based on funding from the Australian Renewable Energy Agency, direct investment from Tesla, some local government investment and limited private investment. The reality is that in most cases charging infrastructure in Regional areas will not have a strong economic case and will require some form of subsidisation. As such the ideal network from a regional tourism perspective is unlikely to be funded privately in the short term.

One of the key outcomes of this document is to understand the ideal charging infrastructure network in the region to cater to the needs of electric vehicle drivers and drive regional tourism. To deliver the ideal charging infrastructure will require :



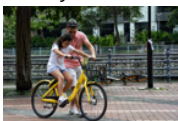
1. Understanding who will need to use the network
2. What will they need to have comfort when driving through the region in terms of charging infrastructure
3. Understanding the existing and planned infrastructure coming into the region
4. Performing a gap analysis to understand where charging “blackspots” may occur
5. Providing strategies to address these gaps

Who will buy and drive EVs through the region and what will they need?

Electric vehicles will start to impact the region by 2023, with exponential growth expected. While the uptake of EVs is only at 0.6% of new vehicles sold today, our analysis predicts that by 2025 this could grow to around 2% of new vehicles sold⁶. This projection would mean 5-6,000 Central NSW residents could own an electric vehicle by 2025 and approximately 270,000 of the existing tranche of tourists visiting annually will drive EVs.

Following consultation with tourism representatives from CNSWJO participating councils, the following list of key personas, their characteristics and implications.

⁶ https://aemo.com.au/-/media/Files/Electricity/NEM/Planning_and_Forecasting/Inputs-Assumptions-Methodologies/2020/CSIRO-DER-Forecast-Report

Key personas visiting Central NSW, their characteristics and implications		
Personas	Characteristics	Implications
<p>The retired couple</p> 	<ul style="list-style-type: none"> • Longer duration trips • Stick to the rules (e.g. take recommended breaks, drive more efficiently, etc.) • Lower* adoption rate of EVs⁷⁸ • Higher range anxiety • Value safety at stops • Cash-flow sensitive • Stick to traditional attractions • Seek out history and heritage 	<ul style="list-style-type: none"> • Likely to top-up at each stop • Dwell times higher • More overnight stops • Will value amenity such as lighting, emergency phones and CCTV at charging locations • May seek out cheaper rate if price variance along route • Demand for charging limited to high-visitation locations
<p>The young professionals</p> 	<ul style="list-style-type: none"> • Day or weekend trips • Want the 'lifestyle pic' for social media • Likely to be early EV adopters • Lower tolerance for wait times • Environmentally conscious • Want an action, fast paced and fitting in as much as possible • Shorter trips 1-2 days, high spending tendencies 	<ul style="list-style-type: none"> • Likely to use higher output, faster chargers • Will choose charge powered by renewables over fossil fuels • Destination charging • In early years of EV adoptions a higher percentage of EV drivers may be of this demographic • May not rely on public infrastructure for shorter trips
<p>The active family</p> 	<ul style="list-style-type: none"> • Interstate driving holidays • Reliant on maps and technology to find POIs and charging • Want to maximise time at sights and attractions • Overnight stays • Fearful of being stranded • Seek to reconnect through unique types of experiences • Mid-length stays of a week are typical, with tendency to anchor at a location and travel 	<ul style="list-style-type: none"> • More likely to be passing from interstate, starting state of charge may be unknown • Start/End location variability • Destination charging • Will choose a hotel with a charger over one without (no home to return to) • Often base themselves at a destination and travel to other nearby destinations

* In more mature EV markets around the world, electric vehicle ownership for older drivers is the lowest of all cohorts, with higher psychological barriers to entry. In Australia, older Australians are better placed to afford the currently very high purchase price of electric vehicles⁹, but this trend is likely to reduce as electric vehicle prices trend towards parity.

⁷ <https://www.sciencedirect.com/science/article/pii/S095937801830030X>

⁸ <https://www.thisismoney.co.uk/money/cars/article-7686157/New-research-says-cut-age-motorists-reluctant-consider-EV-55-years.html>

⁹ <https://www.aph.gov.au/DocumentStore.ashx?id=489f7663-3a9b-4d90-aeaa-1dc25618e37b>

Where should charging infrastructure be located to ensure that chargers are available when required

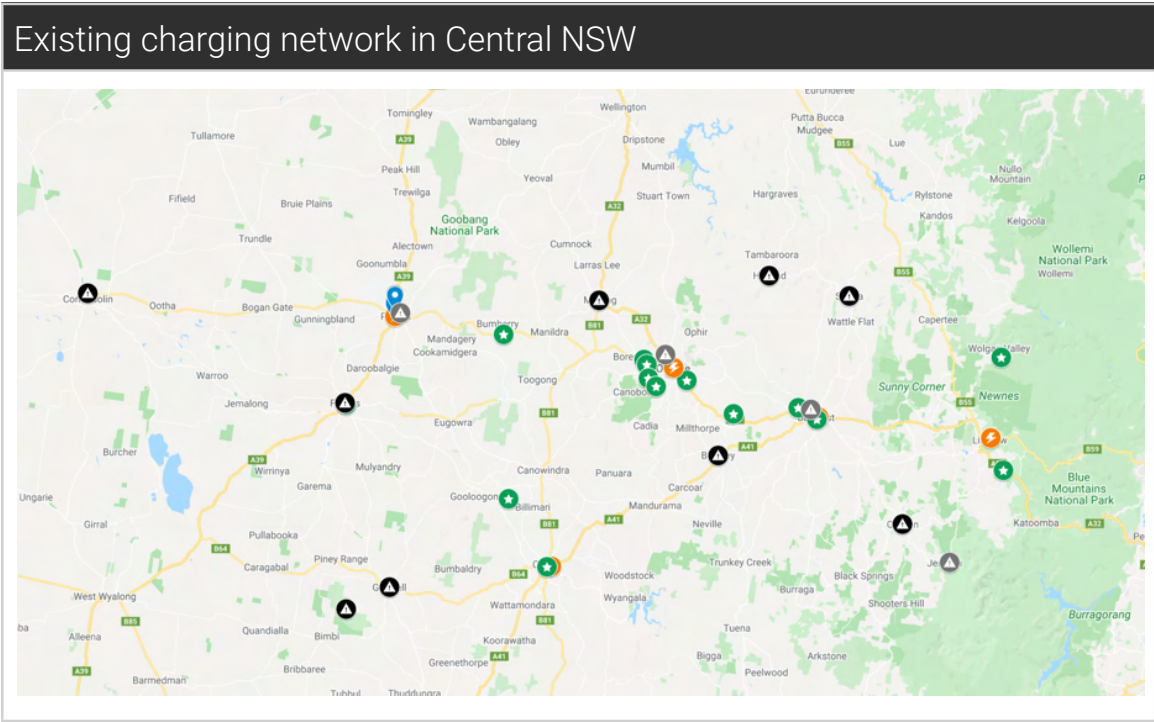
The development of the regional infrastructure plan is based on Everenergi's GridFleet™ model, which is a sophisticated spatial planning model for charging infrastructure. The detailed model methodology and results are presented in Schedule A, however the core aim of the model is to determine the minimum electric vehicle charging infrastructure required to facilitate uninhibited access to Central NSW by tourists, transport through the region supporting critical industries, and for local residents and businesses requires the ability to understand both where and to what degree charging demand will occur.

The technical model created followed the following methodology:

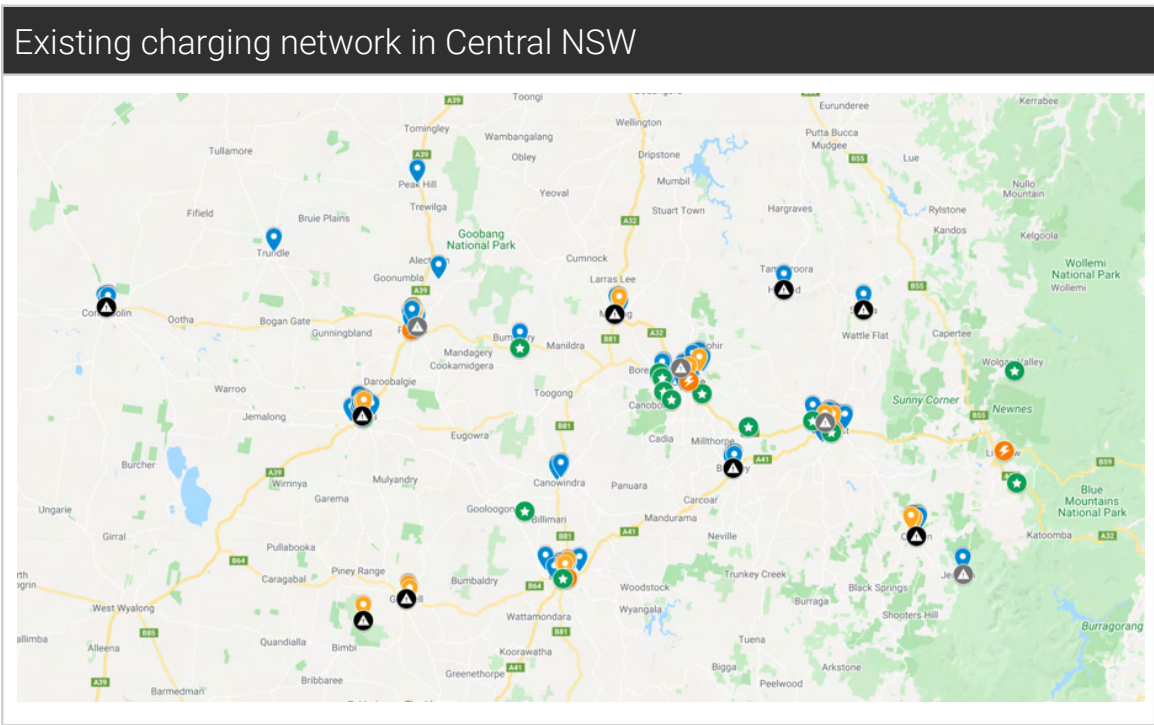
STEP 1: Establish the key routes
STEP 2: Analyse key "journey enablement" sites for fast charging
STEP 3: Feedback from each council with potential points of interest and council land available for charging synthesised
STEP 4: Create a map of highway, opportunity, destination and stay-over charging to allay range anxiety for drivers
STEP 5: Consider peak travel flows to understand the potential density of charging infrastructure placement
STEP 6: Create shortlist of sites and their optimised charger characteristics
STEP 7: Determine feasible charger ratings and quantities based on network capacity

From this methodology a long list of sites has been developed as well as an estimate of the number of chargers required over time. The following page provides some key maps with an overview of the results of this analysis.







The following map shows the existing charging network in Central NSW, the blackspots and underserviced areas. There are no publicly announced committed projects in Central NSW at this stage.



The following map shows the proposed POI sites where charging infrastructure could be located in the region to address the blackspots and underserved areas.



Legend

- | | |
|---|--|
|  Slow chargers |  Proposed sites |
|  Fast chargers |  Proposed sites - council owned |
|  Blackspots | |
|  Underserviced | |

Existing and planned charging networks in the region

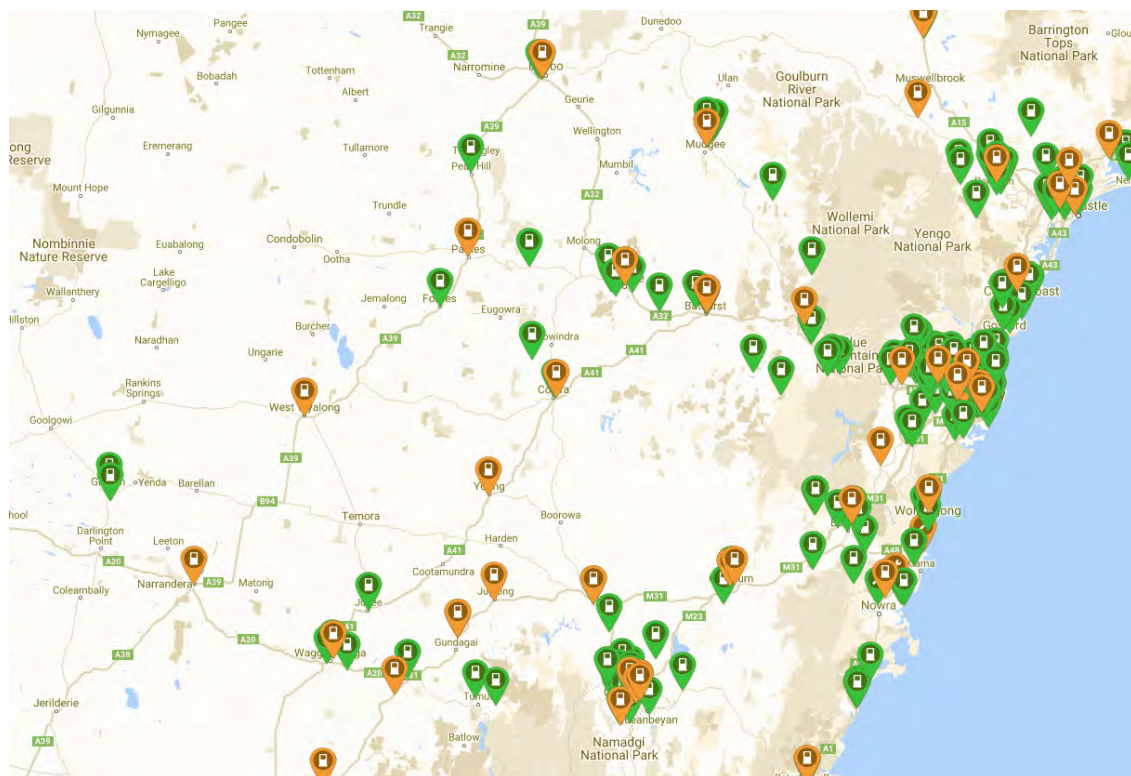
The charging infrastructure supporting local and visiting road users in Central NSW is made predominantly of infrastructure supported by NRMA, Tesla and ChargeFox. The location and number of chargers on offer are as diverse as the performance and cost of charging available through these providers.

The NRMA network is designed to facilitate travel through the regions, being of higher power and installed at convenient distances apart in towns along major highways through the region.

The Tesla network is the next most prolific after the NRMA network, with 35 charging stations nationally (multiple charging plugs per station) and 18 of those sites in NSW. The Tesla 'Supercharger' network (a brand name for their network of rapid chargers) is unique in Australia for vehicle manufacturers. The Tesla network is designed to support Tesla-only charging and charging other vehicles through their network is effectively not possible.

The ChargeFox network claims to be the largest in Australia, consisting of over 1,100 plugs (rather than chargers, or locations), and including 22 kW, 50 kW and 350 kW chargers. All ChargeFox 350kW chargers are powered by 100% renewable energy. According to their website, ChargeFox in NSW currently consists of 13 charging sites in NSW. The ChargeFox network is focused mainly around more profitable locations in metropolitan cities, though as a commercial charging operator it will likely grow into regional Australia when the commercial case makes sense.

Existing charging network - Central NSW



Source: NRMA/ NSW Government joint media release

NRMA network

The NRMA's Electric Vehicle Fast Charging Network now sits at over 38 fast chargers installed across regional NSW along most major highways including the Hume, Newell, Sturt and Oxley Highways as well as the Mitchell, Pacific, Olympic and Great Western Highways.

A recent joint announcement by the NRMA and NSW Government said that the NRMA will partner with the NSW Government in delivering at least 20 additional electric vehicle fast chargers across major regional corridors, creating the most comprehensive regional charging network in the country. A map of existing and proposed chargers as presented in the joint announcement is provided below.

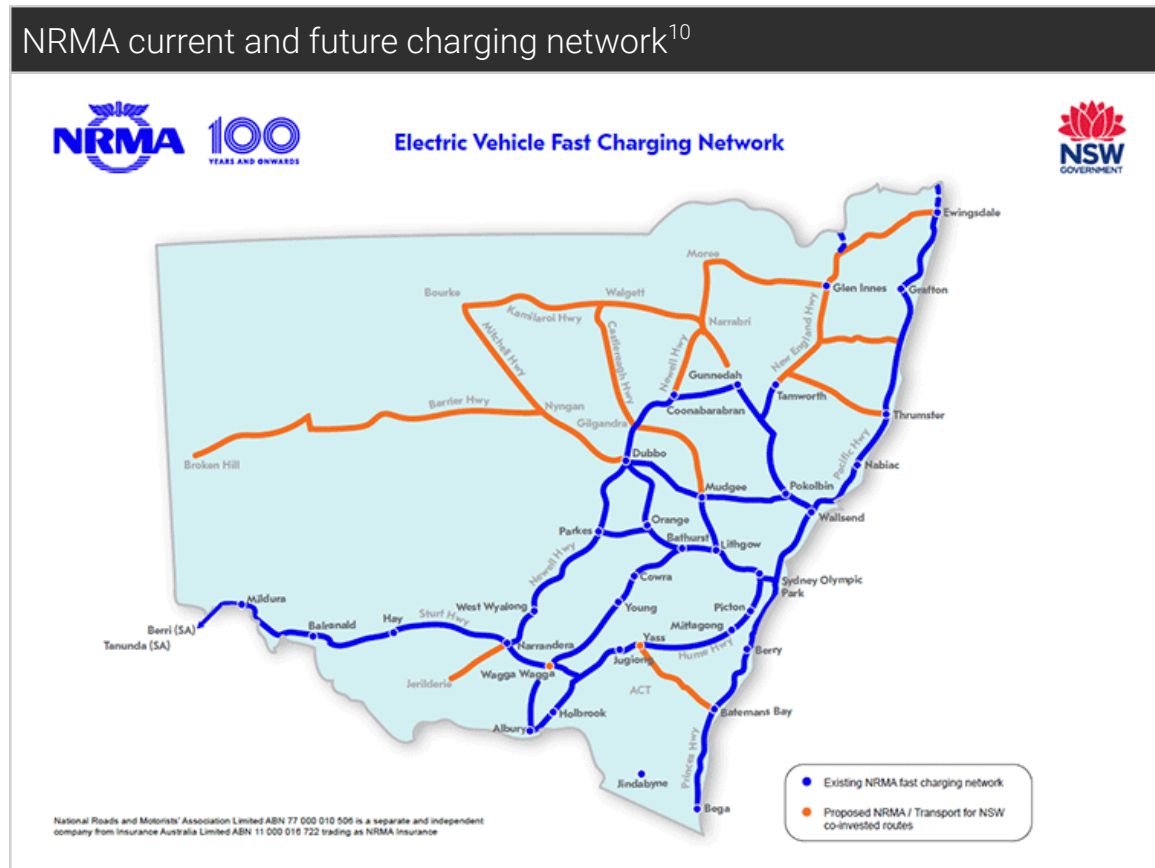
The NRMA announced in 2017 it would build one of Australia's largest fast charging networks in Australia, free for NRMA members and at cost for non-members. More than 95 per cent of NRMA Member road trips are proposed to be covered by the network. The investment more than

doubled the size of the network of chargers in NSW and the ACT, and importantly are of the higher powered fast charging DC charger variety, strongly suited to journey enablement.

The 50kW NRMA charging network is designed to enable journeys across NSW and the ACT and reaches out to South Australia, with chargers in small and large cities spaced at intervals such that a rapid charger is available to drivers wherever they travel in the region.

The NRMA has been a first mover alongside Tesla and as such has put itself into a strategic position, accessing preferential approval processes, support from state and local governments, and priority sites. As a cornerstone service provider, the NRMA network has become a critical component of Central NSW' charging network.

A side-effect of gaining first access to the best sites and having the business-model to offer the service at no cost for an extended period of time, is that investment by competing networks is made more complex. Without the capacity to charge a monetary amount for the service of charging, only well-capitalised network providers looking at the 'long game' and seeking next-best charger locations are likely to seek to invest.



¹⁰ Source: NRMA/ NSW Government joint media release

Tesla network

The Tesla network is the next most prolific after the NRMA network, with 35 charging stations nationally (multiple charging plugs per station) and 18 of those sites in NSW. The Tesla 'Supercharger' network (a brand name for their network of rapid chargers) is unique in Australia for vehicle manufacturers. Overseas, especially in Europe, it is more common for manufacturers to invest in charging infrastructure.

The network of Superchargers work with Tesla vehicles only, with the vehicles able to map a journey with accurate stopping location and charging duration details available to the driver within the car. The network is available free of charge to pre-2018 Tesla models and models purchased with Supercharger credits and at a rate of 0.53c/kWh to other drivers¹¹. Tesla currently offers up to 120 kW charging rate.

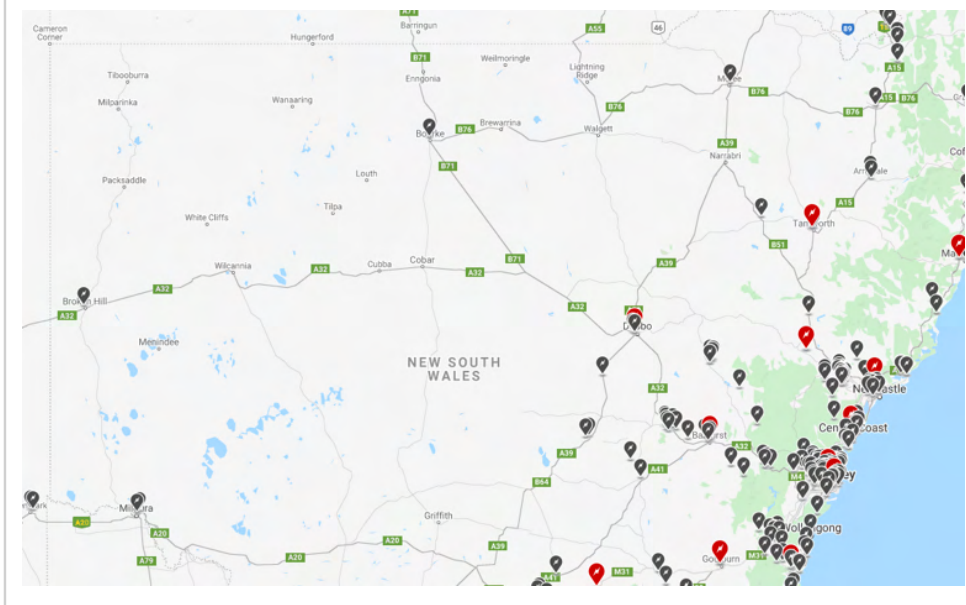
New versions of Tesla Supercharger launched overseas in 2019 offer a significantly higher charge rate of 250 kW, with battery-preparation software in the car able to prepare the battery for rapid charging while approaching the Supercharger, saving 25% in charging time. In the US market, Version 2 Superchargers like those available in Australia have been upgraded to provide 145 kW charging rates.

Tesla uniquely offers zero-cost 'Tesla Wall Connector' chargers to every Tesla buyer as well as to 'Charging Partners' businesses, with 2.3 - 16.5 kW outputs possible from the same device. These charging stations have been accepted by hundreds of businesses around Australia, with NSW alone home to over 100 such chargers.

The majority of destination chargers come with a standard Type 2 charging plug and can be used by most electric vehicles in the market, though Tesla is known to be working towards taking this option away through software and hardware updates. This option appears at surface level particularly attractive for businesses and for CNSWJO member councils, but risks creating confusion and frustration for EV users and charger hosts alike.

¹¹ Prices current as of December 2020

Tesla current and future charging network¹²



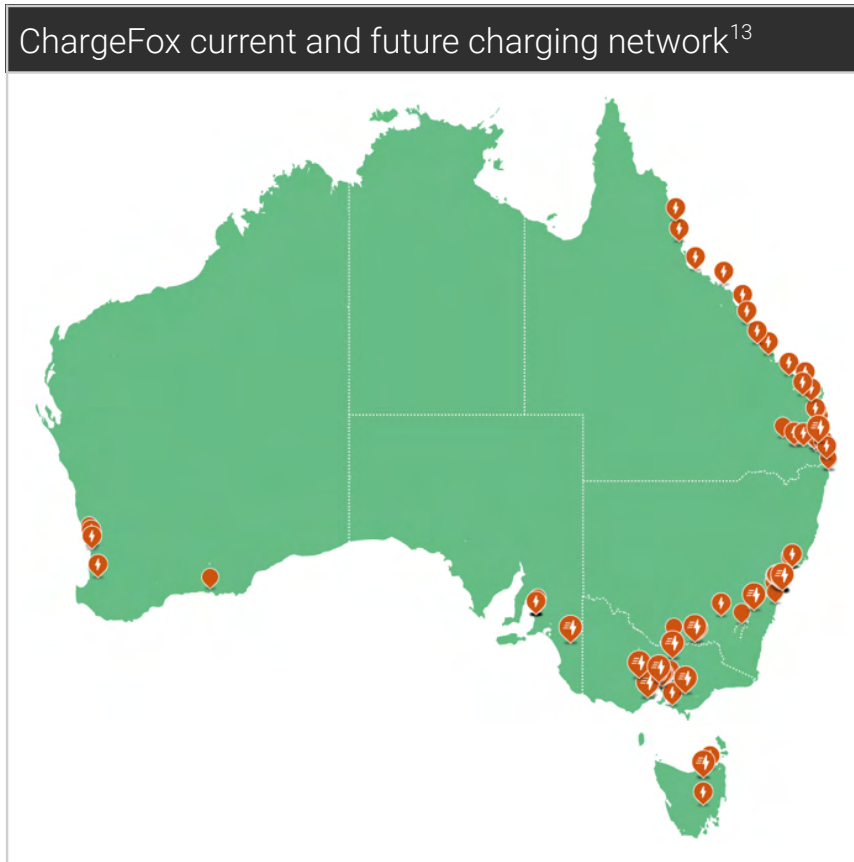
ChargeFox

The ChargeFox network claims to be the largest in Australia, consisting of over 1,100 plugs (rather than chargers, or locations), and including 22 kW, 50 kW and 350 kW chargers. All ChargeFox 350kW chargers are powered by 100% renewable energy.

According to their website, ChargeFox in NSW currently consists of 13 charging sites in NSW, though there is some ambiguity because they offer a charger installation and management service which means 51 charging locations are present on the plugshare.com site.

ChargeFox has focused heavily on servicing the extensive coastal road network along Queensland's coast through grant-funded chargers and has no chargers installed West of the Great Dividing Range in NSW (note: graphics in map imply otherwise, but this is not the case).

¹² Source: Tesla



Evie

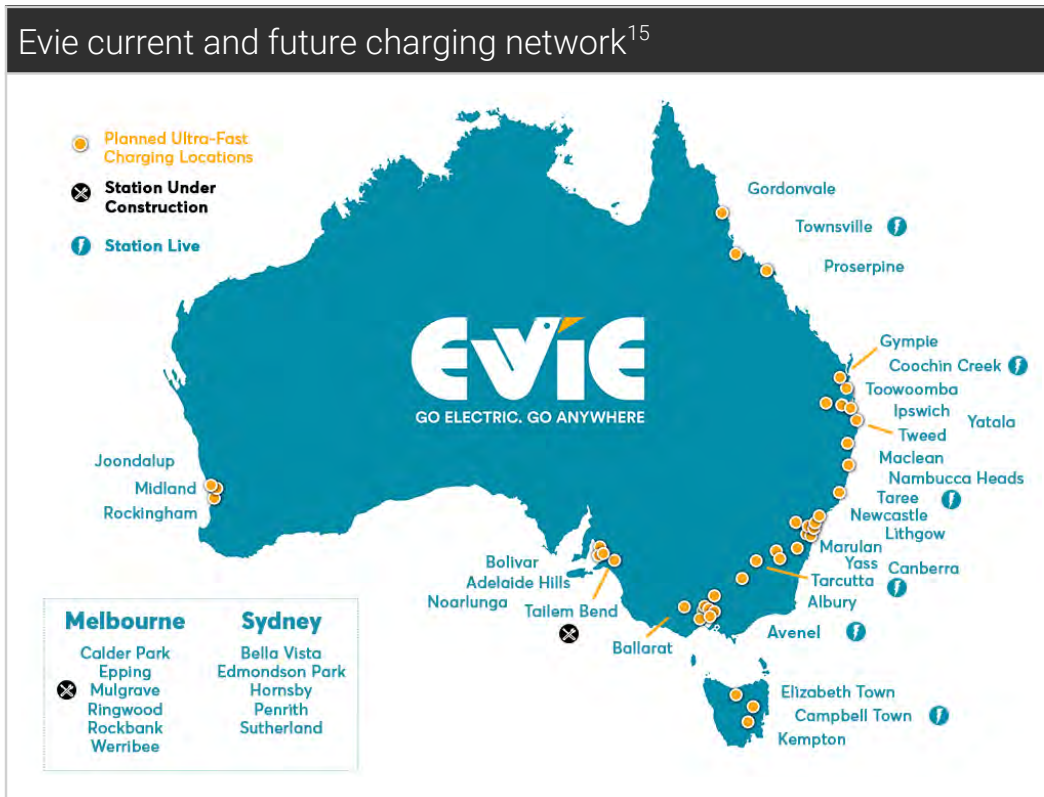
Evie is an aggressive new starter in the Australian charging network providers. Evie offers no-cost 50 kW and 350 kW chargers to 'charging partners' operating suitable 24-hour businesses with appropriate amenities.

Evie promotes their chargers as a way to attract new customers, boost revenue streams and prepare a business for a sustainable future. There are currently 2 stations with 2 charging plugs per station in NSW, with 13 additional sites in NSW at various stages of development approval. While there are no charging stations in the Central NSW region, Evie has plans to install chargers in Lithgow, promising an effective, rapid charging service for those travelling West from Sydney.

It is noteworthy that Evie experiences development approval issues¹⁴ with energy networks given the extreme power demands of their 350 kW chargers, especially as sites typically require multiple chargers. Evie has publicly been forced to back away from commitments to sites due to a lack of site serviceability by network providers.

¹³ Source: ChargeFox

¹⁴ <https://www.theleader.com.au/story/6677632/power-shortage-sinks-ev-charging-station-plan/>



Where will “blackspots” be likely to occur

From the analysis in Schedule 1, and overlaid with the existing and planned charging infrastructure, the following is a list of potential “blackspots” where charging infrastructure will not be provided by the private sector, but will be required to ensure adequate regional coverage.

EV network charging blackspots in CNSWJO	
Region	Detail
Bathurst	Blackspots: Hill End, Sofala
	Underserved: Bathurst town (already for peak; from circa 2023 for typical)
Blayney	Blackspots: Blayney (no chargers)
Cabonne	Blackspots: All Cabonne (e.g, twin centres of Canowindra and Molong - no

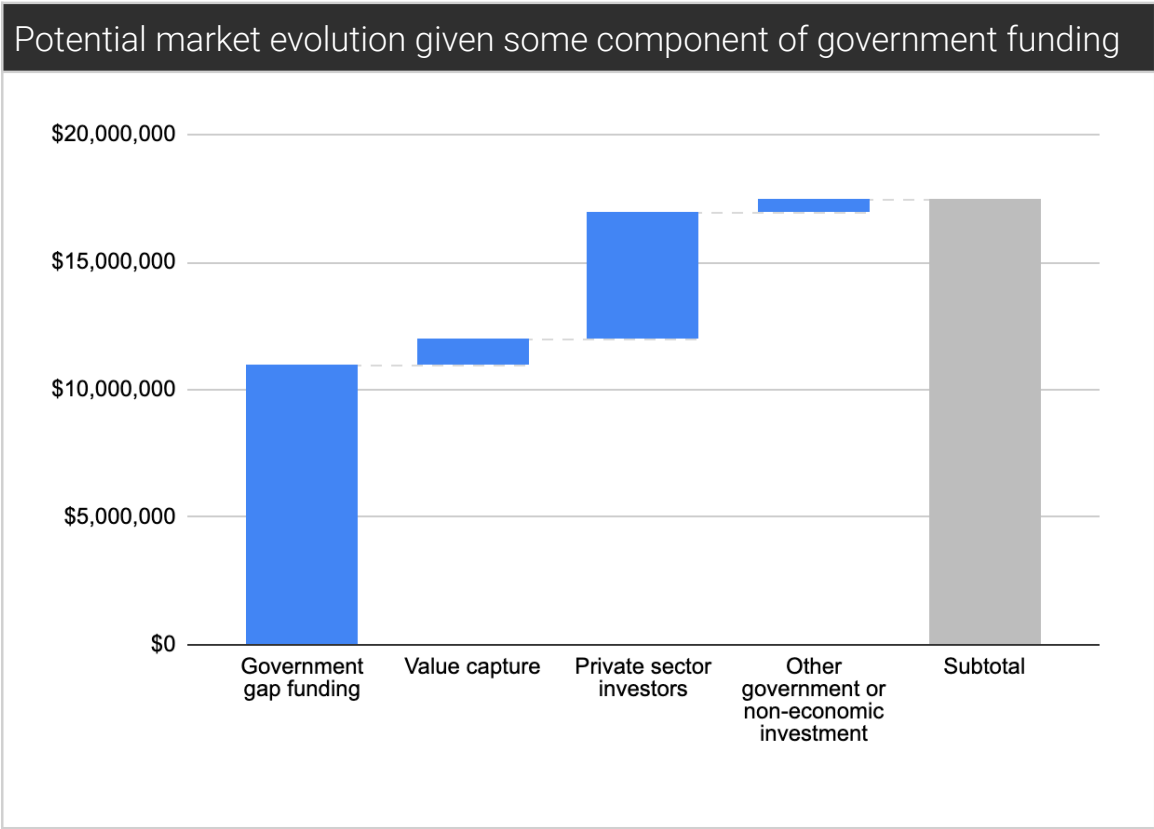
¹⁵ Source: Evie

	chargers)
Cowra	Blackspots: None
	Underserviced: Already. Only one NRMA charger + one 22kW charger for Teslas. In and around town
Forbes	Blackspots: Forbes city - only one Tesla 22kW charger at a motor inn
Lachlan	Blackspots: All of Lachlan shire; e.g Condobolin, Lake Cargelligo, Tottenham
Oberon	Blackspots: Oberon, only on Tesla 22kW charger at visitor centre Underserviced: Jenolan caves (already)
Orange	Blackspots: None
	Underserviced: All of Orange, only one NRMA charger and one 22kW charger for Teslas. In and around town underserviced. Further pressure around food and wine festival peak as well as Bathurst motor racing peak
Parkes	Blackspots: None
	Underserviced: Only one NRMA charger in town and no more
Weddin	Blackspots: Grenfell, main centre of region; no chargers - also Weddin Mountains National Park destination charging

How to ensure that the region achieves an optimal charging network

As outlined above, there is likely to be a significant gap between the optimal network and the network provided by the private sector. The evolution of charging networks internationally has been a combination of private sector infrastructure investment, government grants and provision of charging by businesses who feel they can value-capture through dwelling EV drivers spending money while charging.

The following figure gives an example of how the market may evolve given some component of government funding (note these numbers are for illustrative purposes only).

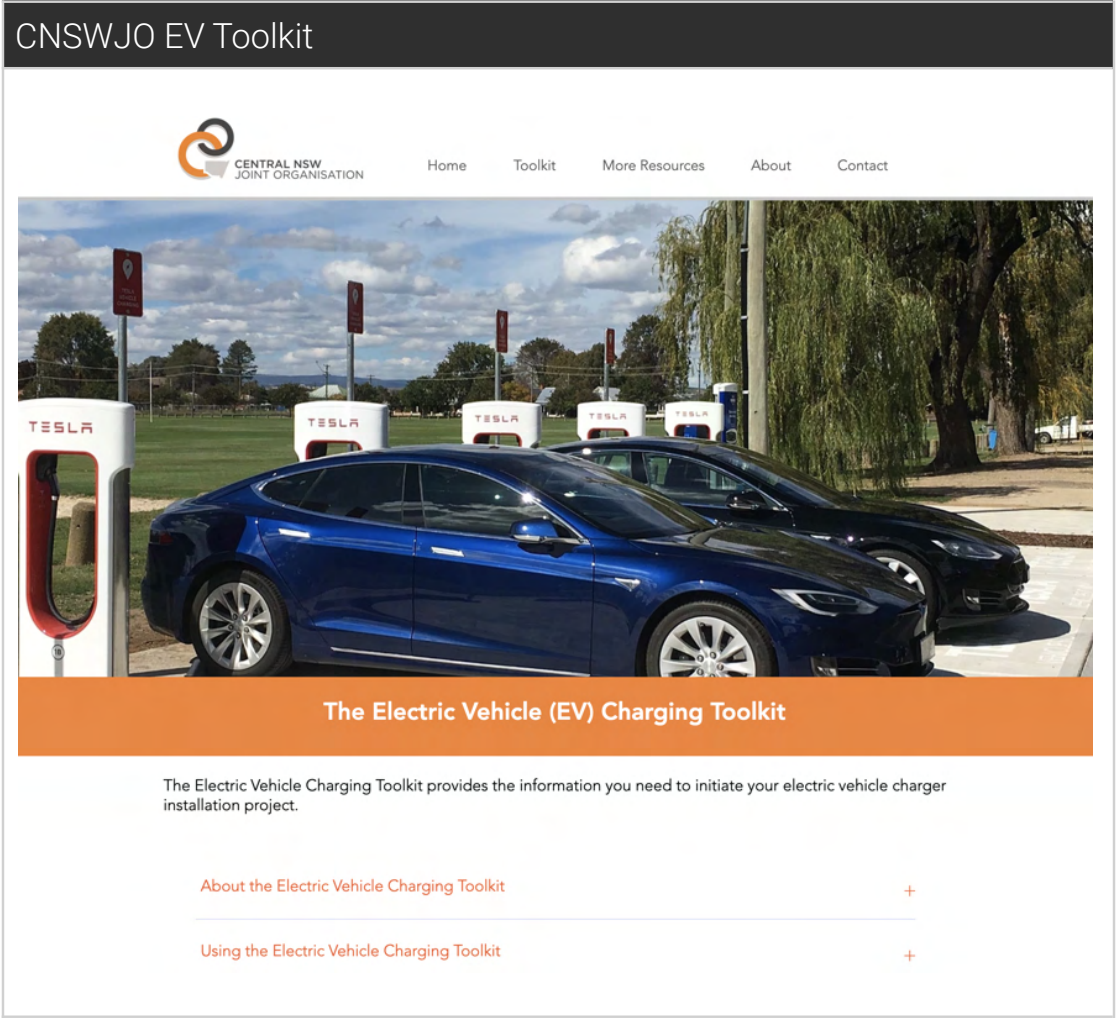


As outlined in the infrastructure map provided above, there will be far more chargers required than the potential grant funding will provide. As such a co-ordinated effort to encourage installations through a range of measures will get the best results. In simple terms, CNSWJO will achieve its objectives through a combination of:

1. Decide how councils want to participate in the value chain

- 2. Encouraging business to install chargers
- 3. Being grant- ready and being in a position where it is possible to take advantage of grant applications and with the capacity to deploy the grant funding in an efficient manner

CNSWJO has already developed the EV-Toolkit to address the first of these goals so the focus of this report is on the second two.



Decide how councils want to participate in the value chain

To ensure that network coverage is provided will require either a private sector operator to be attracted into the region to cover off on these sites through a combination of grants and equity, or the councils will need to be the lead proponent in developing the sites and accessing grants.

Globally councils have played both roles and the decision comes down to strategic and operational considerations.

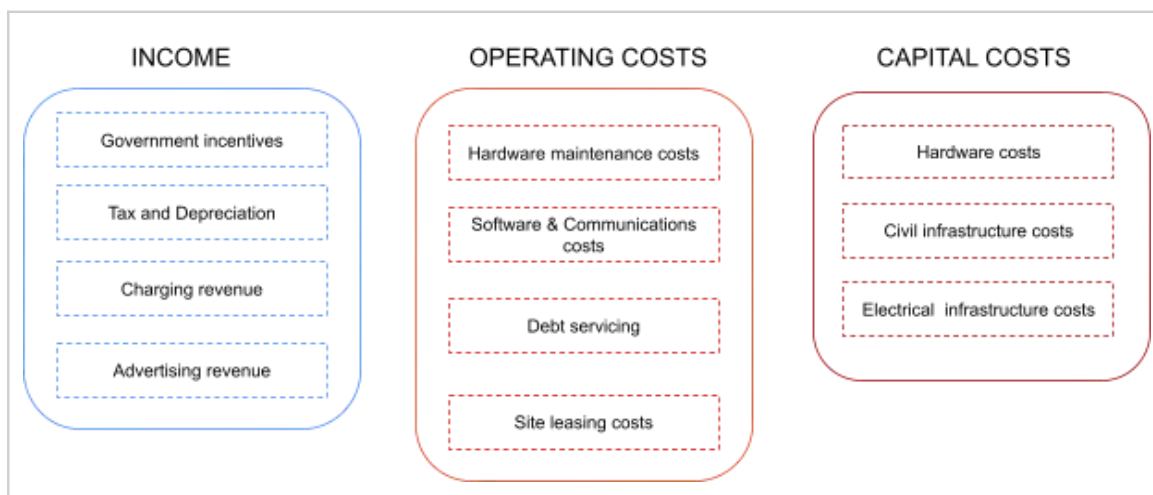
There are four core roles in providing charging infrastructure to consumers and fleets as outlined below¹⁶.

Roles in provision of charging infrastructure			
Role	Description	Capabilities	Procurement approaches
Financier /Owner	Provides project finance. Responsible for ensuring the end to end economics of the project, so is therefore the “client” of the project	<ul style="list-style-type: none"> Developing and evaluating the business case Providing and accessing the lowest cost capital Procurement of third parties 	A financier is generally the procurer of the overall work packages
Installer	An installer will manage the entire process of ensuring that the charging hardware, electrical works and civil works are complete and tested	<ul style="list-style-type: none"> Project management Electrical engineering Civil engineering Charging station installation and testing Communications installation and testing Billing software implementation and testing (if required) Signage and wayfinding Liaison with electrical network company Providing warranties around installation If network augmentation is required a level 2 electrician is required <p>Note that this role may involve several companies</p>	<p>Installers can be procured as a turnkey service or broken down into one or more services.</p> <p>For example the hardware supplier and electrical contractor can be separate entities</p>
EVSE supplier	A hardware providers such as ABB or Tritium produces charging hardware	<ul style="list-style-type: none"> Manufactures hardware Complies with hardware related regulations Delivers to installers 	Procure directly from manufacturer or via installers

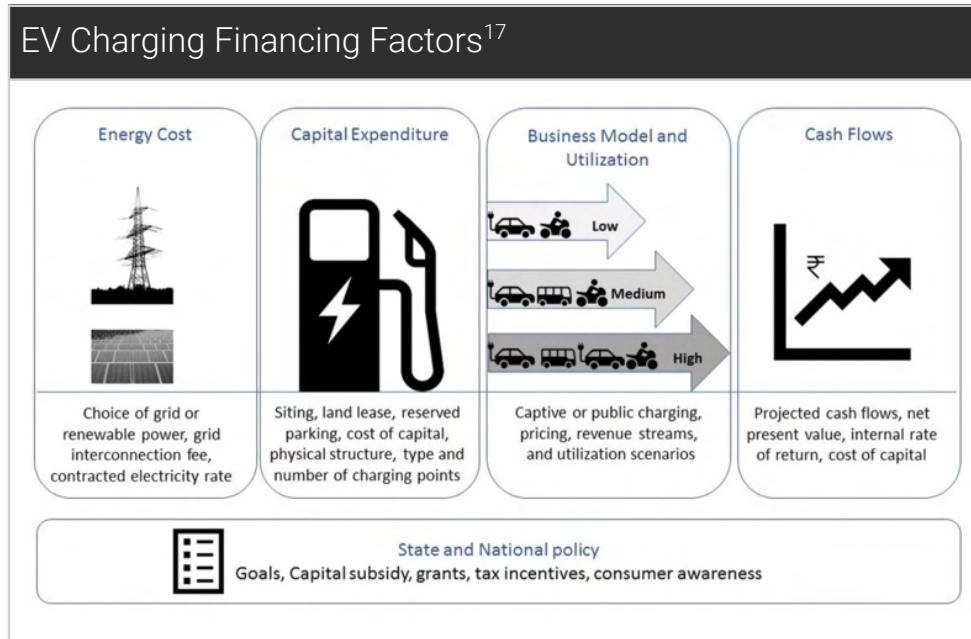
¹⁶ From “Charging Gippsland for Future transport” - Evernergi report for Gippsland Regional Councils

		<ul style="list-style-type: none"> Provides warranties 	
Operator	A charger operator is responsible for mediating the interaction between the driver and the charging station. This role can be performed by the site owner/manager (commonly referred to as the host) or it can be outsourced to a third party service provider.	<ul style="list-style-type: none"> User authentication (including Plug and Charge) Billing services Provision of data where required Local energy management Equipment monitoring and maintenance - hardware and communications primarily (proactive and reactive) 	The billing service and data provision can be a separate package to equipment maintenance and monitoring
Site owner	A site owner provides the physical land that a charging station is located on	<ul style="list-style-type: none"> Provides property for the installation of the charger, the parking of an electric vehicle while charging, and for any wayfinding required 	Site owners may also be the financier/owner (in the case of shopping centres for example), or may be independent entities who provide a lease over the land.

From a purely financial perspective (and how a financier would view the transaction) the business case for a charging installation can be designated by the following diagram:



In reality there are more nuanced factors that impact on the finance-ability of a project as outlined by NRDC below. A key part is the potential for utilization of the asset - something that this document aims to facilitate to some extent.



For a site to get developed, it requires a lead proponent or ultimate owner. The following table adapted from work by the centre for climate and energy solutions¹⁸, outlines where the various values (in green below) and costs (in red) typically fall.

Incentives of various parties to support charging infrastructure finance							
	State Government	Local Government	Charging operator	Energy Network	Energy Retailer	Vehicle OEM	Local business & Tourism operator
Reduced environmental impact	✓	✓					✓
Local economic development from charger use	✓	✓					✓

¹⁷ Source: NRDC

¹⁸ http://leg.wa.gov/JTC/Documents/Studies/EV/FinalReport_EVChargingNetworksWEB.pdf

Increased electricity use			✓	✓	✓		
Increased EV sales		✓				✓	
Increased retail sales					✓ *		✓
Long term economic benefits from lower fuel & operating costs	✓	✓					
Cost of subsidies to general public (including free/peppercorn site leases)		✓					
Negative grid reliability impacts				✓			
Uncertain impact of EV adoption on increased charging infrastructure	✓	✓		✓	✓	✓	
Uncertain impact of charging infrastructure on visitation and expenditure	✓	✓					✓

Ultimately the role that councils play will come down to the amount of time and in kind and cash contributions they will make to any charging infrastructure site development activity. The following table presents benefits and costs/risks associated with a number of options.

Benefits and costs/risks of various investment options		
Option	Benefits	Costs/Risks
Leave to private investors	<ul style="list-style-type: none"> • No risk to councils • Minimise operational involvement 	<ul style="list-style-type: none"> • Lower control over open access • High cost of capital • Few private players willing to build at current risk • If councils do not source and provide sites projects may not be feasible • Only best sites are developed • Customer hostage • Potential for stranded assets in case of private sector insolvency or lost interest
Pure state or federal government delivery and funding	<ul style="list-style-type: none"> • Full control over standards, interoperability • Lowest cost delivery via competitive tendering, low cost of capital • Equitable access and optimal coverage • Certainty in budget requirements 	<ul style="list-style-type: none"> • Not government core business • Impost on government budgets • Private sector complains of governments stepping in
Local government	<ul style="list-style-type: none"> • Will not have stranded assets • Can maximise value-capture from local economic uplift • Potential for local employment and skills development • Lowest cost of capital 	<ul style="list-style-type: none"> • Requires buy-in and coordination of multiple councils • Private sector networks may come into the region in future (once there is enough traffic) and compete with local government provide assets making them less self sustaining

Recommendation : The recommendation of this report, based on an understanding of the capabilities and positioning of CNSWJO is that they should be the lead proponent on behalf of councils for “blackspot sites” and that councils should own the charging assets but outsource installation and operation to a single provider based on a tender process.

The main rationale for this recommendation is that:

1. With grant funding the actual council contribution may be relatively small - if a site costs \$60,000 for a fast charger it may only require in-kind contributions to secure almost full funding
2. CNSWJO has experience with applying for and administering such a grant
3. It is likely that providing coverage for blackspots will require participation from councils as well as some in kind contribution regardless of whether the site are owned by councils or a private operator
4. The long term operations of the sites is a wider social good for the region so the risks of “stranded assets” lies with the councils to a degree in any case
5. There may be synergistic benefits of owning the assets such as use with council fleets if electrified in the future
6. Councils will have access to the lowest cost of capital of any proponent most likely - making projects more feasible
7. There will be a greater degree of control on the economic co-benefits such as new skills and employment opportunities
8. It is also very important to note that the equity value of a charging network is similar to mobile phone networks, in that the sum of the total network can be larger than the individual nodes due to the strategic nature of the asset. Once developed councils may be able to sell the sites back to private sector at a profit

The following table outlines examples of councils' various levels of participation in site development.

Examples of Local Government commitments to EV charging					
Council	Description	User Pays	Business Model	Funding	Arguments used by council for investment
Bathurst Regional Council	6 Tesla Superchargers	Free or 52c/kWh	Host	Tesla	“The electric vehicle charging stations strengthen the city’s reputation as a centre for innovation and is another way of encouraging people to
	1 Tritium 50kW DC NRMA network	Free	Host/Operator	NRMA	

					visit our region" - Mayor Bobby Bourke
Cowra Shire Council	2 22kW Tesla Destination chargers	Free	Host/Operator	Tesla/Council	
	1 Tritium 50kW DC NRMA network	Free	Host/Operator	NRMA	
Parkes Shire Council	1 Tritium 50kW DC NRMA network	Free	Host/Operator	NRMA	"As a member of the Cities Power Partnership, we [Parkes Shire Council] are committed to doing our bit to tackle climate change and these charging stations are another way of encouraging the uptake of clean energy at a local level." - Parkes Shire Mayor, Cr Ken Keith OAM
Orange City Council	1 Tritium 50kW DC NRMA network	Free	Host/Operator	NRMA	"...show(ing) the way forward when it comes to driving." - Councillor Stephen Nugent
Adelaide City, S.A.	40 22kW Schneider EVLink AC 2 Tritium 50kW DC Chargefox Network	AC: 20c/kWh DC: 30c/kWh	Host/Operator	State Gov.	"Adelaide has a goal to become the world's first carbon neutral city by 2025" - Adelaide Lord Mayor Martin Haese, 2016
	4 Tesla Superchargers	Free or 52c/kWh	Host	Tesla	
City of Swan, W.A.	1 Delta DC Fast Charger ChargeStar Network	40c/kWh	Host/Operator	Council	Support council EV fleet

City of Stirling, W.A.	EO Universal 22kW	Free	Host/ Operator	Council	"Sustainable development is a priority for the City" - Stirling Mayor Mark Irwin
City of Cockburn, W.A.	Tritium Veefil	Free	Host/ Operator	EVSE funded by donation. Install funded by council.	"facility for local residents and visitors and helped further advance sustainability practices in the City" - City of Cockburn Manager Infrastructure Services
Goulburn Council, NSW	8 Tesla Superchargers	Free to Tesla Owners	Host	Tesla	"... strengthens the image of this city as a leader in innovative use of alternative technologies" - Goulburn Council General Manager

Review of grant opportunities

Stage 1 of the Net Zero Plan sees the NSW and Commonwealth Governments having committed \$1.07 billion over 10 years under a Bilateral agreement to support Energy Efficiency, Electric Vehicle Infrastructure and Model Availability, Primary Industries Productivity and Abatement, Coal Innovation, Clean Technology and Hydrogen programs.

The NSW Government is known to be developing an Electric Vehicle Infrastructure and Model Availability Program to fast-track the growth of the electric vehicle market in New South Wales, with this program potentially opening this year. The program is identified as a priority program for Bilateral funding. The investment will be targeted by running competitive funding processes that co-fund:

1. The deployment of fast electric vehicle charging infrastructure; or
2. The procurement of electric vehicles by vehicle fleet owners such as car rental companies, car share companies and local councils.

Everergi understands the competitive funding process may be a reverse-auction process which will be finalised and launched during 2021. Depending on the scope and requirements of the final

process put in place by TfNSW, this process offers an opportunity for CNSWJO to prepare in the time available and gather the information required to tender a quality submission to the program.

Through the above analysis of NSW Government and TfNSW commitments, plans and strategies, the following grant opportunities were also identified:

Grant opportunities supporting regional charging infrastructure	
Pathway	Details
Transport for NSW - Electric Vehicle Infrastructure and Model Availability Program	<p>Designed to fast-track the growth of the electric vehicle market in NSW, with this program understood to be opening this year with Bilateral funding. The investment will be targeted by running competitive funding processes that co-fund:</p> <p>Scope of funding is made up of the deployment of fast electric vehicle charging infrastructure and the procurement of electric vehicles by vehicle fleet owners such as car rental companies, car share companies and local councils.</p> <p>The competitive funding process may be a reverse-auction process which is scheduled to be finalised and launched during 2021. Depending on the scope and requirements of the final process put in place by TfNSW, this process offers an opportunity for CNSWJO to prepare in the time available and gather the information required to tender a quality submission to the program.</p>
ARENA - Future Fuels fund ¹⁹	<p>A new \$74.5 million Future Fuels package announced in September will help businesses and regional communities to take advantage of opportunities offered by hydrogen, electric, and bio-fuelled vehicles.</p> <p>Allocated into defined funding pools to support solutions for various technologies and challenges, the Future Fuels fund is set to see the imminent launching of a regional charging infrastructure fund to support projects enabling regional charging, especially targeted at those improving charging 'blackspots'. The fund is set to be managed by ARENA and is understood to be launching in January 2021.</p>
Unsolicited approach to Destination NSW, TfNSW or other areas of the NSW	Unsolicited approach with a strategically aligned, clearly defined plan directly to Destination NSW, TfNSW or other areas of the NSW Government or elected leaders.

¹⁹ <https://arena.gov.au/funding/future-fuels-fund/>

Government or elected leaders	
Country and Outback NSW Destination Network - Regional Tourism Fund	The Country and Outback NSW Destination Network offers a potential pathway to progress requests for funding via their \$4.5 million Regional Tourism Fund. The alignment with a potential \$500,000 funding stream councils in tourism marketing is viable if a project is put together seeking to maximise attraction of EV tourism. The challenge for this program is the requirement for matched funding and large scale projects. A cooperative project with local businesses as partners may be a strong fit.
Regional NSW Services and Infrastructure Plan - Place Based Plans	Designated key hubs including Bathurst, Forbes, Orange and Parkes are set to receive place-based plans through the Regional NSW Services and Infrastructure Plan. Coordination with the development of this plan may assist in prioritising funding streams or providing a platform to establish a requirement and raise requests for funding.
Regional NSW Services and Infrastructure Plan - Central West and Orana region	The Regional NSW Services and Infrastructure Plan calls out that a plan and vision will be prepared for the Central West and Orana region by TfNSW in conjunction with key stakeholders such as the local government and Department of Planning and Environment. This mechanism may be a key pathway for influence. Coordination and lobbying through this process may provide a genuine pathway to influence investment decisions.
ARENA ²⁰	If a novel project that involves grid integration can be developed then ARENA can be a source of funding. This would likely need the involvement of Essential Energy. An example would be trialling off-grid or remote charging applications using solar and storage.
NSW Government Sustainability Advantage ²¹	NSW Government Sustainability Advantage provides assistance and funding for businesses to deliver sustainability related projects - with electric vehicles being a stream of the program.
Environmental Upgrade Agreements ²²	Environmental Upgrade Agreements (EUAs) provide owners or managers with access to loans to upgrade a commercial building to maximise the building's energy efficiency. The EUA mechanism, while not a grant, may be a means of funding charging infrastructure upgrades.

Recommendation : Focus on Transport for NSW Electric Vehicle Infrastructure and Model Availability Program and ARENA processes; however, documentation will be re-usable in multiple grant opportunities

²⁰ <https://arena.gov.au/funding/>

²¹ <https://www.environment.nsw.gov.au/topics/sustainable-business-and-government/sustainability-advantage>

²² <https://www.business.gov.au/Grants-and-Programs/Environmental-Upgrade-Agreements-NSW>

Being “grant ready”

There are several aspects of being grant ready. To do this councils and CNSWJO must decide how they would like to participate in this space - do they want to be a lead proponent, or support a private sector proponent.

In most cases grants will be merit based, and driven by a balanced understanding of :

1. The proponents demonstrated capabilities (note that this can include a partnership team)
2. The proponents cash and in kind contribution to the project
3. The degree to which the project is “grant ready” Grant bodies will typically want a submission that has sites selected, has high level costing and is as “shovel ready” as possible.

Grant readiness considerations	
Action	Details
Advocate within the member councils to adopt a model	CNSWJO should advocate for the benefits of being the network owner with councils
Identify final sites	Work with councils to finalise the list of sites. Site evaluation matrix provided as part of the EV Toolkit should be used finalise sites
Gain a clearer cost for each site	Civil and electrical cost estimates should be sourced for the shortlist of sites

Charging infrastructure - technical overview

To fulfil the vision of developing a regional charging network, CNSWJO councils will need to have a shared understanding of charging infrastructure requirements. If grant funding was to be received and channel via CNSWJO then the group would need to foster its existing skills (particularly in Bathurst and Blaney councils) to help manage the process.

This section covers:

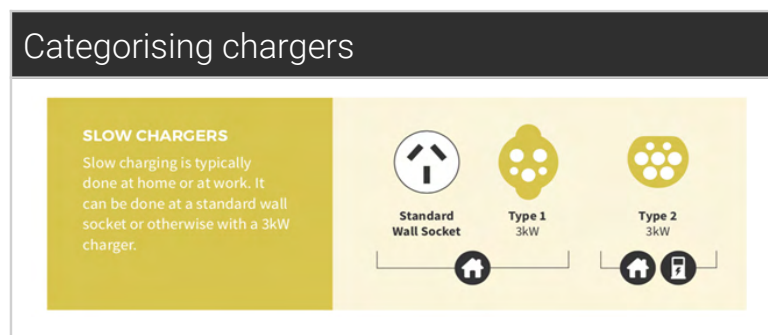
- What sort of charging infrastructure may be needed in a regional network
- How much will it cost to install and manage chargers
- What does it require to operate and maintain chargers
- What standards should be in place to ensure ease of use for consumers

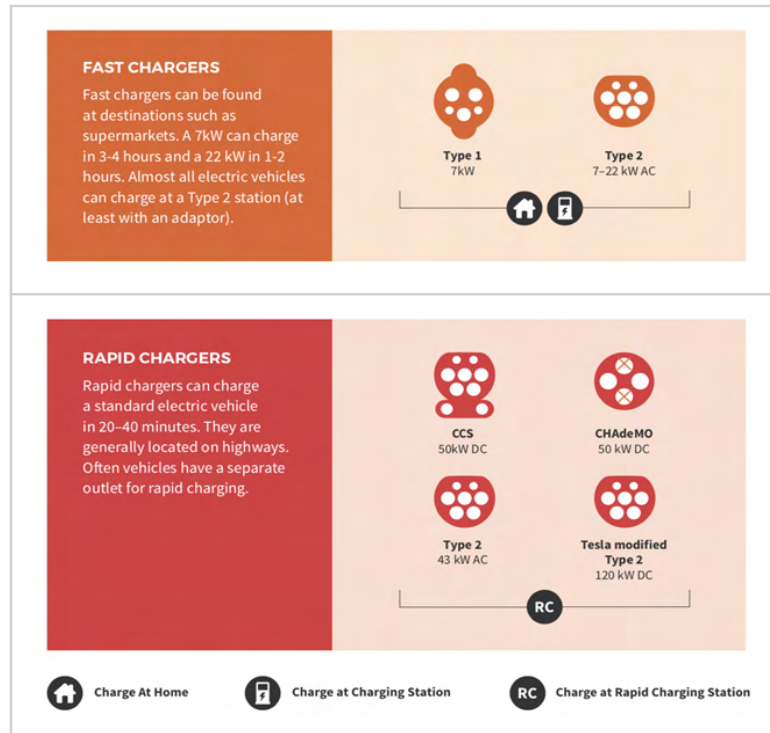
Charging infrastructure is an area that may be unfamiliar to many. Schedule 3 provides an overview of charging infrastructure concepts that may be required by readers who need a more detailed understanding.

An introduction to the the types of charging infrastructure

Electric vehicle charging infrastructure can be a daunting subject for those new to it. In this section we will provide an overview that identifies the types of charging that can be considered and where they are suitable for use in a public charging network.

In the broadest sense, we can classify chargers into 'slow' and 'fast' categories. This is outlined in the following diagram for simplicity:





The key difference between different types of chargers is the charging speed (power; commonly broken down into 'Levels') of the charger. A more powerful charger will deliver energy at a faster rate, and will generally charge an electric vehicle more quickly.

Charging types

Charging infrastructure refers to an arrangement of power supply and charging unit and the optimum design varies depending on the application. At a high level, charging infrastructure can be divided into "journey enablement" and "destination" charging applications. These are explored below.

Journey enablement

Journey enablement is most often used when drivers are moving inter-regionally on mid to long distances and often seeks to emulate the existing petrol station mentality of replenishing as much as possible in as short a period as possible. Journey enablement is also used in applications such as electric taxis or when people do not have charging facilities at home so need faster charging within their local area. Examples of journey enablement charging is provided below.

Inter-regional service station



Service station with multiple ultra-fast chargers. Co-located with restaurants, services and amenities for drivers as they wait to recharge. Services provide alternative revenue streams for the operator.

Located on major routes for trips that exceed electric vehicle range. These are currently made up for the most part of 50 - 100 kW chargers, but in the future chargers rated 150 kW or greater are likely to be sought after by EV users and come to dominate this type of charging service.

High voltage connection with 0.5 to 5 MW power requirement. Suitable for large battery installation to reduce load peaks and provide grid services.



Integrated solar charging station - remote location



Service station that is not supplied by high voltage network connection. Co-located with convenience stores and amenities that provide additional revenue for the operator.

Located on regional main roads.

Fast DC chargers (greater than 50 kW).

Low voltage grid connection with solar and battery to provide short bursts of high power required for fast chargers.

Urban service station or "hub"

Urban service stations with ultra-fast chargers greater than 50 kW in power. They may supplant existing petrol stations, utilising existing convenience stores and amenities that provide additional revenue for the



operator. The location of urban charging hubs is heavily dependent on power supply.

Located in urban areas with high thoroughfare of ex-urban traffic or low levels of off-street parking. Can support commercial applications of EVs that are in continuous use, such as taxis and delivery vehicles.

Destination charging

Destination charging is where drivers have arrived at a location and plan to stay for a longer duration. This could be at home, or work or when visiting a shopping centre or tourist attraction. Unlike the current paradigm of petrol stations, destination charging often involves a “top up” mentality where drivers will take opportunities to add charge whenever a charger is available. Examples of types of destination charging are provided below.

Multi-storey car park



Multi-storey car parks are suitable for multiple slow chargers that can provide charging services while drivers are engaged in medium-stay (1 to 8 hour) activities such as shopping or working.

Overhead cable routing and wall mounting enable low cost installation of EVSE.

Wall mounted AC chargers (3.7 - 7.4 kW)
Car parks are generally located at high capacity venues such as large workplaces, shopping centres and stadiums. These sites often have high voltage network connections that can be shared by the EV charging system.

Home charger



The home charger is the most ubiquitous form of charging. Smart chargers can integrate into the home energy system, shifting charge sessions to off-peak or utilising rooftop solar. EV owners with a home charger are unlikely to require local public chargers.

Non-commercial slow AC chargers (wall socket, 3.7 kW, 7.4 kW).

A fast charger (32 A) may require an upgrade to the switchboard.

Business charger



Many businesses will gain indirect revenue from the provision of EV charging services. Key markets include hospitality, tourism, retail and trade centres. Hospitality businesses are well placed to provide overnight charging services for tourists visiting the region. This will likely provide the bulk of charging services for visitors.

Commercial chargers, AC and DC (3.7-25 kW).

Power requirements are largely dependent on the number of chargers and their utilisation. Businesses with high power capacity are suitable candidates for charging systems, particularly large retailers and hotels. A load management system.

Public car park "hub"

Similar to an urban service station, the hub is situated within a retail precinct or town centre. However, there is no accompanying service station owned by the hub operator. The car park itself is typically public land.



The “hub” is implemented for the benefit of all user groups.

AC and DC fast 7.4 - 50 kW.

A public car park hub is likely to be a standalone load, requiring a dedicated electrical system.

Public kerbside destination charger - Urban centre, on public asset



These chargers are designed to fit seamlessly into light posts or bollards where on-street parking is most common. Street lighting is a council responsibility, but is complicated by the typically unmetered energy supply.

Due to the slow speed of these chargers, long charge sessions are necessary. This may cause congestion of prime parking spaces on main streets.

Typical charger types : 3.7 - 7.4 k

Integrated solar charging station - Urban location



Solar canopies can reduce the peak load of a charging station, while exporting emission free electricity to the grid when the chargers are not in use.

Key factors in selecting charging infrastructure in the region

Typical driver behaviour is likely to strike a balance between a number of considerations. These may include:

- The duration a driver is willing to take a necessary break;
- The minimum boost to driving range a driver is comfortable to take on;
- The value placed on ancillary amenities in the vicinity of the site;
- The cost of the charging service; and
- Whether faster charging opportunities exist on an alternative route or at their destination.

While it would be ideal to have a fast charger at every location, the reality is that this will not be affordable or necessary. The following table provides a high level overview of which infrastructure will be appropriate for different contexts.

Applying levels of EV chargers to types of sites ²³				
Level	Type	Where	kW (up to)	Time to add 100km of range*
1	Household power point and adapter	Anywhere there is a normal powerpoint	2.3	8.7 hours
2	Wall charger	Homes, hotels, workplaces	7.4	2.7 hours
	Wall charger	Shopping centres, public car parks, on-street parking	22	55 minutes
3	Fast charger	Intercity travel, petrol stations	50	24 minutes
	Fast charger	Faster capacity charging for intercity travel and petrol stations	120	10 minutes
	Ultra-rapid charger	Highways and long-distance travel	350	3-4 minutes

The focus for the region needs to be on coverage and lowest cost to the end user while maximising the user experience. Some key recommendations to achieve this are outlined below.

²³ Based on a vehicle with energy efficiency of 20kWh/100km

Leverage existing power supply when practical

20% of visitors staying overnight in the Central NSW region are staying with friends or relatives²⁴. Overnight vehicle charging in these instances can be accommodated by plugging the EV into a domestic power socket. Slow charging is likely to satisfy the demands of this cohort of regional visitors.

Minimise spend where possible

Extended (8+ hour) parking available to users of overnight accommodation services means that a lower charging speed, lower cost charger is suitable for overnight charging. Charging speeds as low as 3.6 kW are not uncommon, though as charger prices continue to rapidly decrease, 7.2 kW and higher speed 11 kW and 16 kW chargers are becoming the norm for this purpose. This is accentuated by Tesla's popular offering of 16.5 and 22kW chargers at no cost to such businesses. Higher rate chargers can double-up as opportunity chargers for day-time visitors and may attract a new type of visitor to overnight accommodation facilities.

Future proof wherever possible

There are many examples of stranded charging assets. Standards are emerging that reduce this risk, but being mindful of interoperability requirements can mitigate this risk. The automotive peak body, Federal Chamber of Automotive Industries, recently announced²⁵ that FCAI member companies agreed to provide vehicles and Electric Vehicle Supply Equipment (EVSE) capable of operating with infrastructure which adopts the standards for EV charging from the following table on all new models introduced from 1st January 2020.

General IEC 61851-1	Electric Vehicle Conductive Charging System, General Requirements		
AC Charging AS IEC 62196-2	Plugs, socket-outlets, vehicle connectors and vehicle inlets Configuration Type 2		
DC Charging IEC 62196-3	Configuration AA Configuration FF	CHAdeMO CCS Type 2	or

²⁴ <https://www.destinationnsw.com.au/wp-content/uploads/2020/08/central-nsw-fact-sheet-ye-mar-20.pdf>

²⁵ <https://www.fcai.com.au/news/codes-of-practice/view/publication/99>

Despite the FCAI including CHAdeMO in their list of standards, CCS2 has emerged as the leading DC plug type, with Tesla (uniquely not an FCAI member) moving new models to CCS2 and Nissan recently announcing they will abandon the CHAdeMO standard and move to CCS2.

Be mindful of both the charger speed and the ability of the vehicle

Most current electric vehicles provide only around 7kW maximum AC charging speed, so from that perspective investing in higher power 11, 16 or 22 kW AC fast chargers does not increase the rate of charging for the driver.

The future is likely to be faster DC charging

The clear trend by automotive manufacturers is to increase battery size and the capacity to recharge the bigger batteries via ever-faster DC charging capacities. Some vehicles reaching the market have DC charging rates around 50x faster than those available to the same car through AC charging.

When providing journey enablement, faster is better

For those that need to charge quickly, the experience of petrol stations is the benchmark. The quality of surrounding amenities is likely to determine a driver's willingness to remain charging and their general charging experience.

Sites that are high traffic will be more likely to be profitable

When planning a network it is important to note that there will be some highly strategic sites where charging will be closer to economic and will therefore be able to support faster charging and provide opportunities for a return on investment.

Most charging sites will not be profitable

Beyond these strategic sites, most sites will be funded through adjacent revenue streams such as increased traffic.

What does it cost to install and manage chargers?

Installation costs

To understand the potential for a charging network to be available in the region, it is important to have a sense of the costs associated with each type of charger. The table below outlines the different charger speeds (power), their applications and potential costs.

Charger speeds, types, applications and potential costs				
Power Level	Common name	Power	Application	Cost per charge point
Level 1 (Wall socket)	Slow charging	2.3 kW	Home charging or emergency charging	-
Level 2 (AC)	AC fast charging	3.6 kW	Overnight destination charging	\$2,000 - \$10,000
		7.2 kW 11 kW 16 kW	Destination charging or scheduled duration charging	
		22 kW	Destination or opportunity charging	\$8,000 - \$20,000
Level 3 (DC)	DC fast charging or Rapid charging	25 kW	Public journey enablement or Heavy duty opportunity charging	\$40,000 - \$100,000+
		50 kW		
		100 kW		
	Tesla Super-charging	120 kW		
	Ultra fast charging	< 350 kW		
*For vehicle with driving energy efficiency of 20 kWh/100 km				

An in depth insight into the cost components and drivers of overall costs for design, procurement, construction, installation and commissioning of chargers can be found in Schedule 1.

Ongoing running costs

Ongoing running costs for charging infrastructure is an important consideration, and especially impactful in early years where charging infrastructure is not expected to have high rates of usage. The following table presents details of components of ongoing costs related to operating charging infrastructure.

Ongoing cost components of managing charging infrastructure	
Cost component	Component detail
Property Lease costs	Where land is not owned by the charging infrastructure owner a lease will usually be required. It is currently common for state or local governments to offer a peppercorn lease arrangement to facilitate private investment in charging infrastructure on public land.
Energy supply	<p>Energy costs are composed of fixed and variable costs that are dependent on the energy supply and charger typology.</p> <p>Operators typically pay retail rates for electricity, with the charges broken down into fixed and variable charges and subcomponents thereof. Higher powered chargers can incur especially significant fixed supply charges. provides a detailed breakdown of considerations of running cost, including typical rates through Essential Energy for two connection sizes and use profiles.</p>
Operational costs	Operational costs such as subscription to a broader network (such as ChargeFox) that facilitates status monitoring and automated billing needs to be considered. Schedule 3 provides a detailed breakdown of billing software costs. Other optional costs such as dedicated area lighting, cleaning and security are also considerations that need to be made.
Maintenance costs	Equipment maintenance requirements are ongoing and require the attention of a qualified and experienced electrician. Annual functionality and safety inspections are often recommended, while maintenance for graffiti and malicious cable-damage are known issues for charging stations.

Ongoing operations of charging equipment

For councils that chose to install their own charging infrastructure it is important to understand the key requirements for managing the equipment on-going. Generally in Australia third party operators provide services on behalf of charging system owners, where this type of service is desirable - generally with faster chargers.

Charger operator is responsible for mediating the interaction between the driver and the charging system, and may perform the following functions:

- User authentication via access card or cloud
- Local energy management

- Time of use controls
- Monitor charger status (in use/available)
- Monitor performance
- Report and aggregate usage data
- Update firmware
- Option: Handle billing for paid services

This role can be performed by the fleet or site manager (referred to as the host of the charging system) using standalone software, outsourced to a third party service provider, or wrapped together with other billed services such as general parking or access fees. Publicly accessible chargers can also be operated as part of a broader network.

A handful of charging management service providers (standalone or networked) are available in Australia and are usually associated with the major charger hardware distributors/installers. Listed below are a number of popular charging management service providers operating in Australia.

Examples of charging management service providers operating in Australia		
Hardware Distributor/Installer	Software	Network
Jetcharge	Jetcharge	ChargeFox
Everty	Everty	Everty
E-Station	Charge Star	Charge Star
Tesla	Tesla	Tesla
EVSE Aus.	eo System	Third Party
NHP	NHP	Third Party

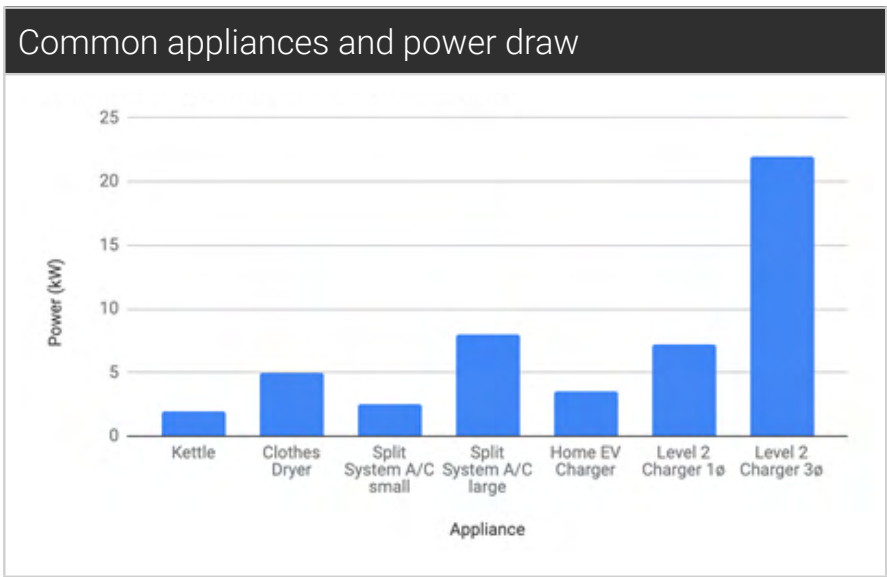
Many public chargers are offered as free services. This is because the management software services can cost more than the revenue that they generate in the context of irregular use. This may change as EVs increase in number and chargers become more viable. The big winners from a free service are the EV drivers, who might be attracted to an area otherwise overlooked, so local businesses could benefit too.

Integrating charging infrastructure into the Essential Energy Network

All the councils within CNSWJO region fall within the Essential Energy network. Electric vehicle charging places significant demand on the grid. Essential Energy will be very focused on the increased demand on their network and how they can work to manage this demand.

If we compare EV chargers to common household appliances, we can see that a single phase AC charger is on par with a split system air conditioner, while a 3 phase AC charger has a larger power draw than a typical household with all its appliances on.

The following table demonstrates the relative power draw between a number of common household appliances and Level 2 charging.



When multiple chargers are installed on a single site, or even more powerful DC Fast Chargers are installed, the site may require a special connection to the grid. Furthermore, the connection may trigger distribution network upgrades.

Insights from Essential Energy

The installation of EV charging equipment may require a new or upgraded connection to the grid. New connections greater than 4.6 kVA (~4.6 kW) must be negotiated with Essential Energy by the applicant.

Even small (7 kW) connections may trigger an upstream upgrade, especially in remote areas. However, major towns have sufficient network infrastructure to handle Level 2 AC charger installations. Placement of DC fast chargers can be guided by location of high voltage transformers.

In remote areas the installation of charging infrastructure may require expensive network augmentation, paid for by the entity requesting a new or upgraded connection.

Battery and solar integrated charger systems can be employed in remote areas to reduce the need for network upgrade/augmentation (e.g. Euroa Chargefox Ultra Rapid DC charge station). While these designs are more complicated than typical connections they may also provide a mutual benefit between the operator and the grid, and so a specialist team will manage these connections.

The current process for new or upgraded connections

The current process required by Essential Energy for new or upgraded connections is initiated via the Supply Proposal Request Form (on website).

- There are three categories of connection, managed by different teams:
 - a. Connections up to 300 kW
 - b. Connections over 300 kW
 - c. Embedded network connections with on-site generation and/or storage
- Site-by-site estimates
 - a. Preliminary site inspection is free
 - b. If upgrade necessary, \$550 fee for estimate
- Timeframes²⁶
 - a. 2 months for firm offer
 - b. 3 month lead time for construction
 - c. 6 month lead time for substation delivery, where required
- If no upgrade required
 - a. Pole-to-pit connection takes 4 weeks
 - b. Fee is negotiated

Implications for charger operators

- The most important consideration when planning the installation of EV chargers is ensuring that there is sufficient time in the project plan dedicated to the above process, which is often more drawn-out than applicants expect. It is important to initiate the process as soon as possible and to establish a working relationship with Essential Energy. This is especially true if a continuing roll-out of infrastructure is anticipated.
- If expensive network upgrades are necessary, solar-battery integrated systems may become cost effective, however, this requires a site specific feasibility study.

²⁶ Timing based upon the design being approved at first submission. Further iterations of design may delay firm offer

Sub-Transmission and Distribution Network

AREMI Map of Zone Substations

The Australian Renewable Energy Mapping Infrastructure tool does not give us definitive answers on the technical feasibility of charging infrastructure; however, map data layers provide some insights into the capacity of the grid to service electric vehicle charging infrastructure. An edited AREMI map in Schedule 6 provides details of the total and available capacity at key Zone Substations in Central NSW for 2020. This information is also provided in table-form below:

AREMI-sourced details of Zone Substations in Central NSW		
Zone Substation name	Total capacity (MVA)	Available capacity (MVA)
Bathurst	66	47.6
Blayney	22	12.8
Condobolin	4.4	0.1
Cowra	33	11.6
Forbes	33	18
Grenfell	5.5	0.1
Molong	4.4	0.1
Oberon	49.5	22.1
Orange Industrial	11	0
Orange North	0	0
Orange South	33	14.1
Orange West	33	17.7
Parkes	33	11.9

The interplay between project developer and DNSP is complex. Investment in managing long-term trends of increases in demand at a distribution substation and zone substation level is the responsibility of the DNSP, who engages in long-term load planning and budgeting exercises to fund infrastructure augmentation. DNSPs can in limited circumstances claim that a project is the cause of a requirement for augmentation and shift the burden of investment to a project

proponent, requiring the proponent to pay for such upgrades prior to receiving a connection agreement.

It can be seen in the table above that the Molong, Orange Industrial, Orange North and Grenfell Zone Substations have little remaining capacity at the Zone Substation level. While there is a chance Essential Energy would seek to offset these costs by on-charging a proponent that seeks to increase EV charging equipment within these Zone Substations, the fact they are projecting demand to exceed Zone Substation capacity over the next 5 years means they are responsible to upgrade this equipment through natural growth of demand.

Due to the complexity of differentiating between the load impact of a project and overall substation load variation caused for example by behind-the-meter solar installations, it is recommended to engage openly and consistently as a region with Essential Energy to seek fair and equitable attribution of EV charger impacts on the broader network.

AREMI Map of distribution transformers

The new Electric Vehicles component of the Australian Renewable Energy Mapping Infrastructure Project (AREMI)²⁷ shows the installed capacity and location for distribution transformers operated by Essential Energy in Central NSW. Analysis of data available through this map layer, in conjunction with the upstream Zone Substation data above, provides the best possible understanding of what technical limits there are to installing chargers.

Managing the impact of EV charging on the Essential Energy network

The electrification of transport will increase demand for energy and increase loads on the grid. The seasonality of tourism already contributes to coincidental demand, increasing the risk of overload. If poorly integrated, EV charging may increase incidences of load transfer or shedding. Also, home and depot charging is different to public charging when it comes to demand management or response to price signals. Performing demand management on public chargers (i.e. turning chargers down, or off during peak periods) results in EV drivers arriving and expecting to charge, but either not being able to charge at all or receiving a very slow rate of charge.

Fortunately, there are a suite of solutions to managing the impact of public chargers on the network:

- Careful planning and strategic placement of chargers at locations without grid constraints.
- Distributing charging infrastructure geographically across the distribution network and in doing so providing redundancy.
- Dynamic pricing incentivises customers to where or when they charge.
- Market-managed shaping of charging rates to facilitate network stability.

²⁷ <https://www.nationalmap.gov.au/renewables/>

- Future services EV users will be able to provide to the market such as opt-in shaping of charging demands or bidirectional grid connection to support the grid in return for commercial reward²⁸.
- Supplementing with solar or battery storage.

For overnight or longer duration charging such as hotels:

- Using smart chargers that can be scheduled to start charging at a set time outside of network peak periods.
- Connecting the chargers to a controlled load circuit²⁹.
- Vehicles capable of vehicle to grid (V2G) can discharge energy from their batteries into the network and actually provide support during high load periods.

Mitigating options can be so effective in fact that EVs and smart EV charging systems can present a net positive impact on grid reliability³⁰.

²⁸ <https://arena.gov.au/knowledge-innovation/distributed-energy-integration-program/ev-grid-integration-workstream/>

²⁹ Controlled loads are operated by the distribution network and will turn on/off based on their needs, therefore charging may be disrupted unexpectedly.

³⁰ ["Managing the impacts of renewably powered electric vehicles on electricity distribution networks". Evenergi. 2019.](#)

Schedule 1- Quantitative analysis of charging requirements

Aim of infrastructure analysis

The minimum electric vehicle charging infrastructure required to facilitate uninhibited access to Central NSW by tourists, transport through the region supporting critical industries, and for local residents and businesses requires the ability to understand both where and to what degree charging demand will occur.

This section seeks to present an understanding of the number, type and location of an optimised minimum charging infrastructure across the ten council regions that make up the CNSWJO member councils.

Data Availability

In order to come to the final methodology outlined below, the availability of data by councils and external agencies was an active consideration. The following table presents the data sources used in the development of the placement recommendations.

Data availability	
Category	Datasets
Regional geography	<ul style="list-style-type: none"> • NSW Tourism data and self-drive road trip maps • Google API for topography • Town data (ABS) • Regional tourism websites
Travel	<ul style="list-style-type: none"> • Road network map (Google) • Traffic volume - RMS traffic data • Peak road traffic (NSW RMS and member Councils around specific event data)
User stories	<ul style="list-style-type: none"> • Regional tourism market data (visitation, stop-overs and stay overs) • Journey to work data (ABS) • Localised EV model (adapted Energeia): Population, demographics, % of home ownership, vehicle type data
Electric vehicles (Evensi supplied)	<ul style="list-style-type: none"> • EV performance data • EV uptake forecast • Plugshare locations of existing infrastructure

Electricity distribution network data	<ul style="list-style-type: none"> • Essential Energy partnership • AREMI map 'Electric Vehicles' update
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Methodology

The following methodology has been used to provide insights and recommendations around key areas and site candidates for charging infrastructure. The approach was applied to each of the ten separate council areas individually. While the methodology below shows consideration of specific items, in general the following issues were considered:

- Regional tourism (Attractions, market, seasonality)
- Travel corridors (Ex-Sydney, inter-regional, intra-regional)
- Different types of road users (Tourists, commuters, local residents)
- Energy demand model for each EV user (Number of users by type, journey length)
- Geography (Population number and type of vehicles, retail and services, places of interest)
- Electricity network constraints (zone substation and distribution substations level)

Step-by-step methodology of analysis	
Step description	Step detail
STEP 1: Establish the key routes	Tourist personas were developed that informed the types of journeys being taken through Central NSW. Traffic volume data, tourism data, local commuting insights and council supplied local knowledge were analysed to identify routes through each council region that can be considered key routes.
STEP 2: Analyse key "journey enablement" sites for fast charging	<p>To establish what demand there will be for journey enablement charging through a region, identified tourist personas were used, mapping distances from the most likely key departure points against the likely travel range of electric vehicles under various conditions. This was considered through the lens of traffic volume.</p> <p>Simulated journeys were completed for low, mid and high level EVs along key routes, determining the vehicle's state of charge and likely charge required to complete the journey. This data was used in combination with assumptions around driver charging behaviour, including insights provided by Bathurst Regional Council, to estimate the charge duration for different level chargers.</p> <p>With this information, existing and committed charger installations were mapped, such as the Tesla and NRMA networks, to determine the current service levels for current and future demand scenarios</p>

	and identified any gaps.
STEP 3: Feedback from each council with potential points of interest and council land available for charging synthesised	Each of the ten participating councils was invited to provide insights into popular tourism locations within their respective regions, as well as points of interest that may be viable charging locations. These locations were supplemented by research using points of interest maps and a review of tourism information provided by each council's existing websites to form a cluster of potential sites.
STEP 4: Create a map of highway, opportunity, destination and stay-over charging to allay range anxiety for drivers	<p>Taking the results from Step 2 and Step 3, the final cluster of potential sites for each council region was considered through the lens of the identified tourist personas to rank site suitability. This analysis takes a demand-side approach irrespective of existing chargers and committed future chargers before overlaying the results with existing and committed locations.</p> <p>To determine opportunity charging locations a classification matrix was developed that enabled selection of sites based on a weighting factor. Groupings were based on relative attractiveness as a standalone charging location and as a location's contribution to the broader charging network design.</p>
STEP 5: Consider peak travel flows to understand the potential density of charging infrastructure placement	Using daily and hourly peak traffic flow data it was possible to understand the proportion of these flows that are predicted to be electric vehicles currently and out to 2030. This was synthesized with the types of trips that drivers were likely to be undertaking, their origins and destinations, to provide insight into the potential peak demand for charging infrastructure by 2030.
STEP 6: Create shortlist of sites and their optimised charger characteristics	With the quantity of chargers understood from the demand for chargers, and key potential sites known through the steps above, these were combined to create a shortlist of sites, their optimised charger characteristics, and key details of upstream infrastructure were made available.
STEP 7: Determine feasible charger ratings and quantities based on network capacity	Sites were individually analysed with respect to the available electrical infrastructure capacity upstream of the site. This determined the maximum theoretical ratings of chargers and enabled recommendations based on apparent upstream network constraints.

Important notes on methodology and assumptions for Step 7

It is important to first understand the charging mechanisms for network upgrades or augmentation. Distribution network service providers (DNSPs) such as Essential Energy, must plan and forecast natural load growth and publish this in annual planning reports. Any resultant network upgrade costs are borne by the DNSP. However, any unplanned or large increases in load are categorised as contestable works and are funded by the project developer.

The load on major infrastructure such as zone substations and power lines is monitored and data around installed and available capacities is obtainable. However, when looking at street level, the local distribution transformers that supply power to local homes and businesses are not monitored in any way and only the rated or installed capacity of assets is known.

What this means is that DNSPs can not immediately provide insights or determine if additional demand at street level will drive a need for street level transformer or distribution line upgrades. Depending on the scale of the new connection request, or if a site connection upgrade is required, the DNSP may need to undertake specific investigations of street level infrastructure, which takes in significant time to the connection process.

The methodology to determine available capacity was a risk weighted approach based on available information through Essential Energy and the likelihood and magnitude of costly upgrades. For example, even connecting a small load in an area where forecasts are showing a zone substation constraint could trigger unplanned upgrades to that zone substation which can run into hundreds of thousands to millions of dollars.

At distribution level, the cost impact even in the worst-case scenario where upgrades are required is comparatively much lower. The assets at this level are designed with diversity factor buffers which allow for the fact that not every appliance connected behind that asset will be on at once.

The approach taken in determining the suitability of a site for charging infrastructure was as follows:

1. Check zone substation installed capacity and forecasts. Where there are constraints emerging, avoid adding large loads as the risk of triggering upstream upgrades is high.
2. Analyse installed capacities of street level distribution assets adjacent to identified sites. Assume that due to diversity of load 40% of installed capacity is available.
3. Recommend charger ratings and quantities within determined constraints.

Assumptions and constraints to model

Details of the core assumptions and constraints of the model used to undertake strategic placement of charging infrastructure can be found in Schedule 1.

Assumptions of charger use by user segment

1. While we have been provided with a large set of data and insights, the placement of charging infrastructure will be determined on the basis of two qualitative factors: Journey Enablement Charging infrastructure and Destination Charging infrastructure. Our analysis is organised around these primary functions:
 - a. Journey Enablement infrastructure is the backbone of fast chargers that make inter-regional travel possible for electric vehicles. These are typically located within major towns, providing convenient charging services to the local population.
 - b. Destination Charging infrastructure is the network of chargers located at places of interest, where charging typically occurs while the driver is engaged in activities such as tourism or shopping. Destination chargers are slower by design, however, they may still provide journey enablement services in many applications.
2. While it is possible to outline the best sites for journey enablement, the number of chargers of particular types on each site will be determined over time by the operator/owner of the infrastructure. It is likely that in line with best practice, core infrastructure would be in place for multiple chargers, with only one or two per site installed until volume demonstrates a requirement for additional chargers.
3. An ideal network of journey enablement chargers would provide adequate coverage for every user type. The user type with the greatest need for journey enablement charging is a day visitor who does not have access to charging at their accommodation. Journey enablement charging along the key routes should be located at intervals of 70 km to allay range anxiety and give flexibility to drivers. Providing these services at locations with the highest volume of traffic will provide the largest benefit to society and present the best business case to charging station operators.
4. Four levels of charger capacities are considered in estimating the number of charging plugs required based on the respective energy needs, potential locations and EV uptake, and these are presented below.
5. It is assumed that every 2.3 visitors will use one car.
6. It is assumed that 20% of the local EVs for each council will use the public chargers, while fulfilling 80% of their charging needs at the dedicated chargers installed at home or work.
7. It is assumed that 80% of the domestic and international night stay visitors will use the public chargers as they will spend most of their day away from the hotels/motels driving.

Charger types		
Capacity	Potential types of locations	Typical user-determined charging time
7.2 kW	hotels, motels, B&Bs, camping sites	6 hrs
22 kW	shopping centers, amusement parks, tourist attractions, museums	1.5 hrs
50 kW	shopping centers, amusement parks, tourist attractions, museums, journey enablement (short-term)	1 hr
150 kW	highways	0.5 hr

8. The passenger and light commercial vehicles data from ABS statistical area (SA2) is used to account for the proportion of local vehicles.
9. Based on the statistics from [Central NSW visitor profiles](#):
 - a. 36% of the domestic and 22% of the international night stay visitors, stay at their friends or relatives accommodations.
 - b. 22% of the domestic and 11% of the international night stay visitors stay at hotels/motels.
10. 2% annual growth rate is assumed for the number of visitors, where the latest dataset was unavailable.
11. For route energy estimations, it is assumed that EVs will top-up charge up to a maximum of around 80% state-of-charge (depending on the charging need and battery capacity).
12. Route energy estimations are made for 50kWh, 75kWh and 100kWh battery capacities. Battery capacity can be interpreted in two ways:
 - a. Short, medium and long range models; or
 - b. What range does the average EV have today, in 2025 and in 2030?

Charging infrastructure meet the needs of different users, segmented as follows:

Segmented user group profiles	
Segment	Profile
Day Visitor	<ul style="list-style-type: none"> • A day visitor may have driven from Sydney and may have a low battery state of charge • These drivers may have a time constraint and prefer faster chargers • They must complete their round-trip using public chargers since they are not staying overnight • They will prefer tourist spots with charging facilities • They are most likely to experience range anxiety • They are most likely to be frustrated by poor service
Overnight Visitor	<ul style="list-style-type: none"> • An overnight visitor can rely on charging at their accommodation, therefore they may only require a top up charge • They are less dependent on public chargers • They may have more time to spend at rest stops or minor attractions
Locals	<ul style="list-style-type: none"> • They have similar use patterns to EV drivers in urban settings • They will incorporate charging into a weekly routine • They are least dependent on publicly accessible chargers
Commuters	<ul style="list-style-type: none"> • They have a daily routine • They are likely to charge at home or work

Electric vehicle energy efficiency and range assumptions

Electric vehicle range is improving all the time, with regular vehicle updates and new models and variants bringing solutions to market with better and more cost-effective performance. The range of an electric vehicle is impacted by speed, loads, driving patterns and extreme temperatures (and related use of cabin heating and cooling).

Charging is a relatively slow process, and this model assumes drivers will seek out appropriate charging opportunities once battery state of charge reaches 40%. In reality, this means charging stops would not be expected to be made before the battery has only 40% of charge remaining except in limited circumstances. Beyond 40% charge remaining, the next convenient charging location with suitable amenities would be sought out on-route until the battery reaches 20% state of charge. At this point, route-alterations and slower chargers would be considered to ensure sufficient driving range was available to successfully complete the journey.

Driver behaviour is considered to include taking rest-breaks around every 2 hours. This model assumes drivers will limit driving legs to a maximum of 200km, with existing charging infrastructure from the region to most capital cities shown to be already effectively placed geographically.

Vehicle range is an important consideration when determining the coverage of the charger network. When we forecast forward we have to make assumptions around the range of vehicles as it can determine the spatial allocation of infrastructure. Vehicle energy efficiency is also important - by understanding the amount of energy consumed between charges, we can determine the energy demand at each charger. We can then use this data to predict top up or full charge duration, and even estimate queue times at chargers during periods of high demand.

When we consider the placement of journey enablement chargers, we consider a typical mid-level EV taking the trip in extreme weather (under -6°C or over 35°C). This represents the expected range of EVs travelling along the route in current market conditions. We further consider the impacts of the changing market out to 2030, with the expected range of mid-level electric vehicles increasing by 100% over the period.

Results of analysis by region

The following sections detail findings for each council region from going through the above process.

Determining the “Key Routes”

For each region, determining ‘key routes’ involved consideration of the types of trips undertaken by the three identified key tourist personas; those being the retired couple, the active family and the young professionals. Trip origins identified include short day trips from within the region and from greater NSW, key cities such as Canberra and Sydney and travel from interstate. Analysis also considers more relaxed-pace exploring through the region.

Analysing key “journey enablement” sites for fast charging

Depending on the origin and direction of travel, those arriving into each region will arrive with differing charge levels remaining, having most recently recharged at locations that are driven by amenities, their driving needs, and their remaining levels of charge. Journey routes have been determined by the routes private/public charging station investors have chosen as priority routes.

To understand where drivers may seek to recharge and therefore where key journey enablement sites for fast charging exist, we considered travellers driving to each region from major centres of Adelaide, Melbourne, Canberra, Sydney and Brisbane. The results are presented by region below.

Creating a map of highway, opportunity, destination and stay-over charging

The information provided by each council was combined with locations identified through Point of Interest tools and regional tourism websites. A list of suitable sites was identified, with ideal

charger sizes for each site determined according to expected demand. This was further refined through an analysis of upstream constraints and a final recommended charger size/type for each site is presented by region below.

Considering peak travel flows to understand charging infrastructure density

Peak traffic flows and modelled inbound vehicle state of charge and related charging needs provide insight into the number of vehicles expected to seek charging within the region and the time spent charging. This informs the total number of charging plugs required to satisfy the demand for the various types of charging services.

Analysis of inbound traffic origins and existing and likely future charging locations results in an expected average amount of charging demanded by vehicles in each region. The results are presented in the following table and inform analysis of each region presented below.

Average charging required upon arrival in the region			
Region	Average (kWh)	Region	Average (kWh)
Bathurst	23	Lachlan	33
Blayney	27	Oberon	29
Cabonne	27	Orange	27
Cowra	26	Parkes	25
Forbes	25	Weddin	26

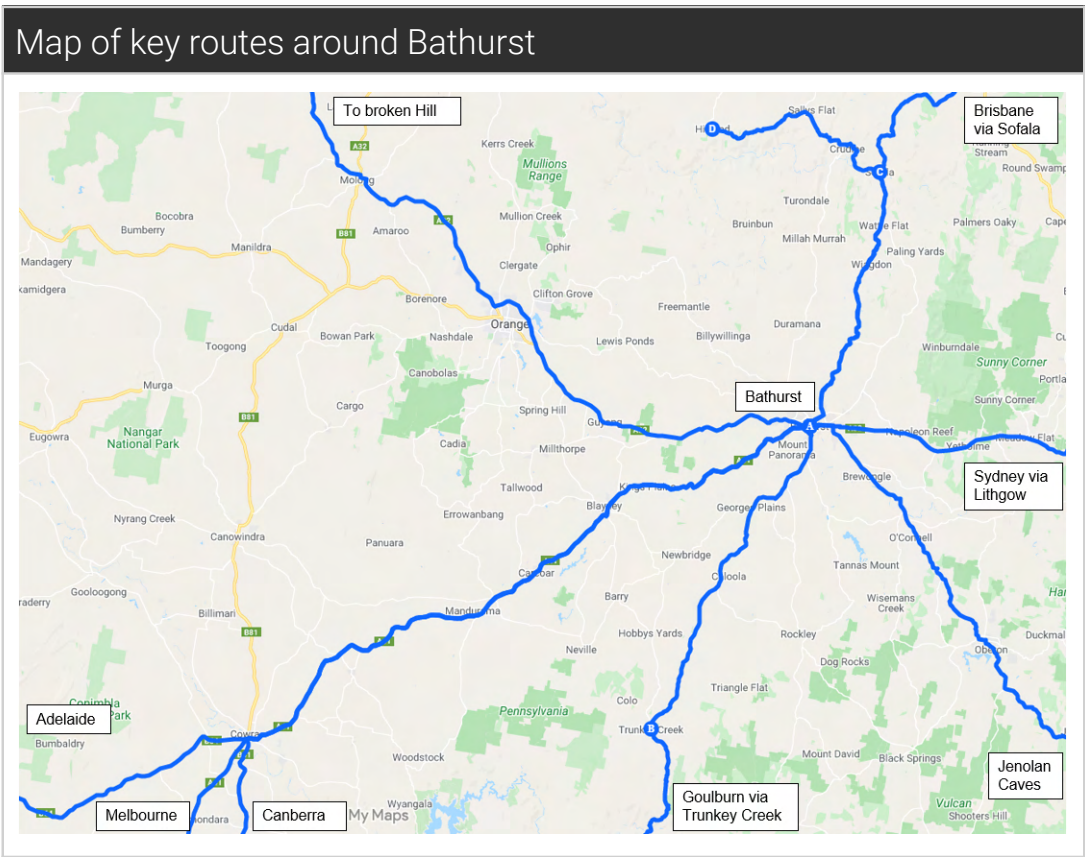
It is assumed that local usage of chargers is limited to an average of 3 kWh due to the typical duration of parking and their ability to charge in the convenience of their nearby home.

Bathurst

Identified key routes

The Sydney to Bathurst route via Lithgow is a popular tourist drive and a vital travel corridor across the Great Dividing Range for the Central NSW region. The Mid-Western Highway to Orange and beyond to Broken Hill, and Mitchell Highway to Cowra are important regional interconnectors for those travelling through Central NSW. Cowra is a key city connecting the region to Canberra, Melbourne and Adelaide.

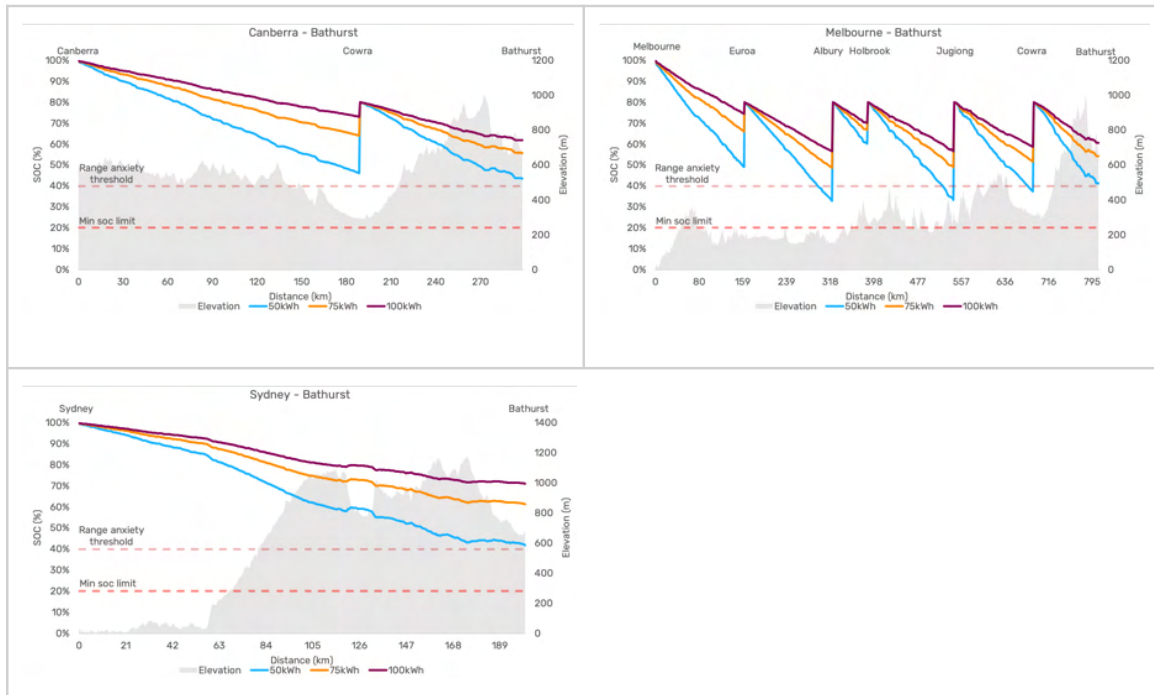
Sofala Road is also a key regional connector to the North of the region and via Sofala to Queensland, while to the South key regional connectors include Rockley Road via Vale Road to Goulburn and O'Connell Road to Oberon. These routes are mapped below:



Key “journey enablement” sites for fast charging

The results of analysis through Everergi’s modelling software can be found below. Note that journey routes have been determined by the routes private/public charging station investors have chosen as priority routes.





Key takeaways from this analysis include:

- Lithgow is likely an important location for drivers seeking to break up the journey West from Sydney over the Great Dividing Range and into Central NSW. For these drivers, a brief top up charge is likely before continuing the journey West.
- Top-up charging at Cowra is a key enabler of electric vehicles travelling into Bathurst from the South.
- Top-up charging at West Wyalong is a key enabler of electric vehicles travelling into Bathurst from the West.
- Travelling to Bathurst from the North in all but the highest range electric vehicles requires journey enabling charging in a smaller city such as Mudgee, Scone or another similar location to the North.
- There are many key charging locations along major routes from major Australian centres that require additional charging infrastructure to support effective journey enablement into the region going forwards.
- Crookwell or Trunkey Creek are enablers of the journey South to Goulburn from Bathurst.
- Jenolan is a key location for destination charging and facilitation of the return journey through Central NSW.
- Sofala may be an ideal location for journey enablement charging, facilitating travel North of Bathurst and West to Hill End.

Shortlist of highway, opportunity, destination and stay-over charging in the region

The following table presents the identified charger locations, strategic charger sizes and types, upstream constraints identified, recommended charger sizes in consideration of identified constraints, and finally notes about why the site is proposed for shortlisting.

Shortlist for highway, opportunity, destination and stay-over charging					
Location	Site ownership [#]	Unconstrained charger specifications	Substation constraints ³¹	Constrained charger specifications	Notes
Sofala Memorial Hall/Pioneer Park	Council	11-22kW 50-100kW	DS capacity available: ~ 40kVA ZS capacity available: 47.6 MVA	11-22kW	Warning: Chargers rated at 50kW and above are not economically viable for the site due to DS capacity constraints that would trigger payment of a DS upgrade. Site notes: Street light at the address.
Rail Museum	Council	11-22kW 50-100kW	DS capacity available: ~ 120kVA ZS capacity available: 47.6 MVA	11-22kW 50-100kW	Site notes: Open 6 days per week, closes 4:30pm. Nearby facilities include a large parking space, town centre, parks, cafes and eateries, toilets, museum and train station.
Lions Club / Berry Park	Council	11-22kW	DS capacity available: 1x80kVA ZS capacity available: 47.6 MVA	11-22kW	Site notes: Nearby facilities include public toilets, public BBQ, shelter, lighting, skate park, playground, parks, and a showground.
National Motor Racing Museum	Council	11-22kW 50-100kW	DS capacity available: ~ 120kVA ZS capacity available: 47.6 MVA	11-22kW 50-100kW Facility assessed as able to install up to 22kW without significant upgrade	Warning: 50kW and above chargers may not be economically viable for the site due to DS capacity constraints. Requires formal request from site owner to firm up. Site notes: Open 6 days, closes at 4.30PM. Nearby facilities include motel lodging, public toilets, Mount Panorama Motor Racing Circuit and cafes.

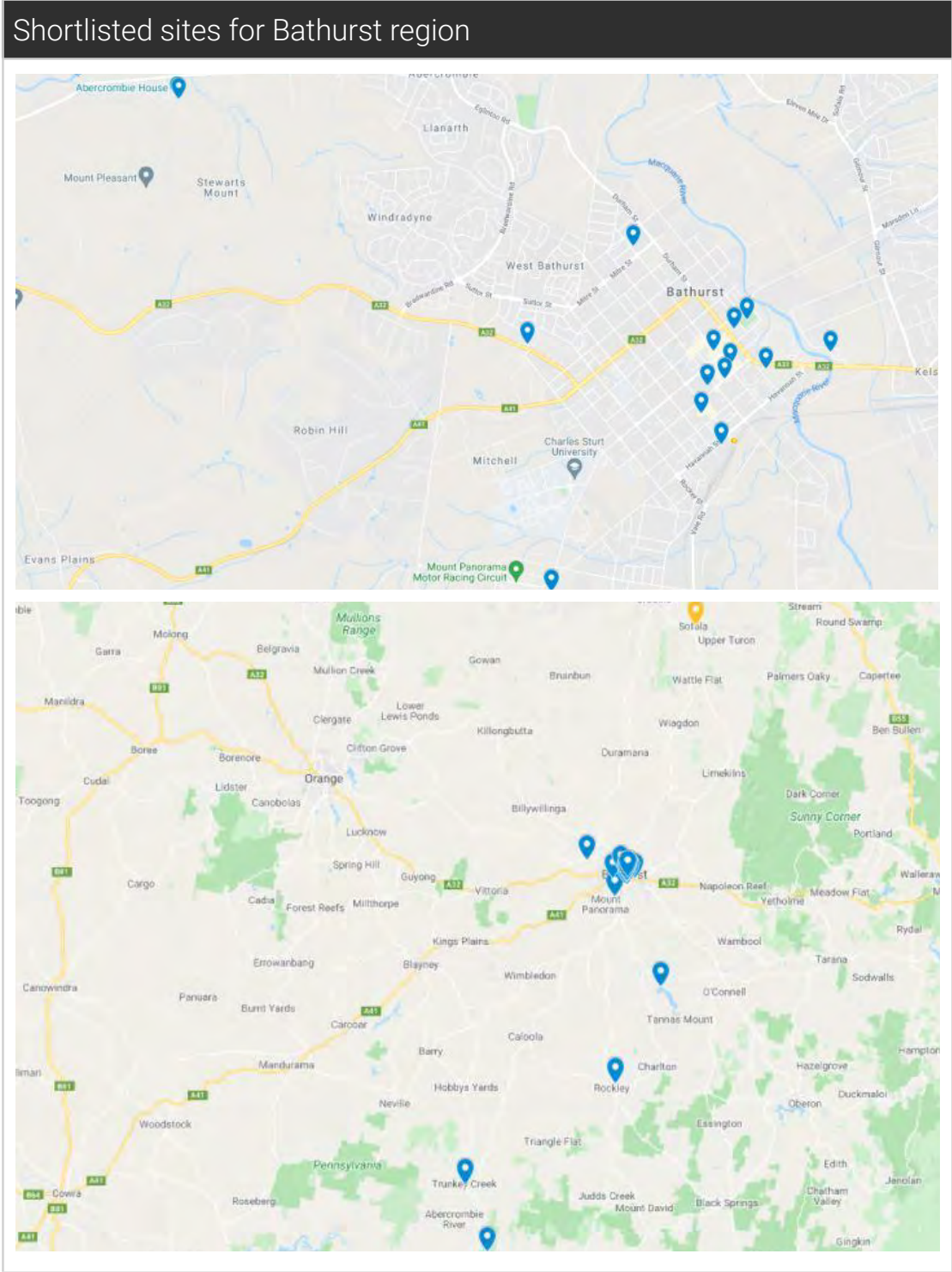
³¹ Distribution substation constraints are best-practice estimates. Advice should be sought from local distribution network service provider, Essential Energy, via their connection request mechanisms prior to connecting EV chargers.

Bathurst Regional Art Gallery	Council	11-22kW 50-100kW	DS capacity available: ~ 240kVA ZS capacity available: 47.6 MVA	11-22kW 50-100kW	Site notes: Open 6 days, variable hours. Nearby facilities include parking space, town centre, parks, cafes and eateries.
Bathurst Visitor Information Centre	Council	50-100kW Highway 150kW+ DC	DS capacity available: ~ 120kVA ZS capacity available: 47.6 MVA	50-100kW	Site notes: Nearby facilities include parking, cafe, EV fast charging, visitor information resources, and night lighting.
Bathurst Information Bay	Council	50-100kW	DS capacity available: ~ 60kVA ZS capacity available: 47.6 MVA	50-100kW	Site notes: Nearby facilities include flood lighting, parking, public toilets, playground and a park.
Australian Fossil and Mineral Museum	Council	11-22kW 50-100kW	DS capacity available: ~ 400kVA ZS capacity available: 47.6 MVA	11-22kW 50-100kW	Site notes: Open 6 days. Nearby facilities include parking space, town centre, parks, cafes and eateries.
Trunkey Creek rest area	Council	11-22kW 50-100kW	DS capacity available: 1x40kVA ZS capacity available: 0.25 MVA	11-22kW 50-100kW	Warning: 50kW and above chargers may not be economically viable for the site due to DS capacity constraints. Requires formal request from site owner to firm up. Site notes: Nearby facilities include shelter, public toilets and a hotel.
Abercrombie Caves	NPWS	11-22kW	DS capacity available: 1x6kVA ZS capacity available: 0.25 MVA	11-22kW	Warning: 50kW and above chargers may not be economically viable for the site due to DS capacity constraints. Requires formal request from site owner to firm up. Site notes: Nearby facilities include shelter, public toilets, a cafe, caves, public BBQs and showers.

Steven's Park, Rockley	Council	11-22kW	DS capacity available: 1x40kVA ZS capacity available: 0.25 MVA	11-22kW	Warning: 50kW and above chargers may not be economically viable for the site due to DS capacity constraints. Requires formal request from site owner to firm up. Site notes: Nearby facilities include a park, pub/accom.
McDonald's Council car park	Council	11-22kW 50-100kW	DS capacity available: 1x300kVA ZS capacity available: 47.6 MVA	11-22kW 50-100kW	Site notes: Nearby facilities include a restaurant, aquatic centre, park and accommodation.
Bathurst Town Square	Council	11-22kW 50-100kW	DS capacity available: 1x600kVA ZS capacity available: 47.6 MVA	11-22kW 50-100kW	Site notes: Nearby facilities include shopping, cafe, restaurants, service stations and a park.
Chifley Dam	Council	11-22kW	DS capacity available: 1x80kVA ZS capacity available: 47.6 MVA	11-22kW	Warning: 50kW and above chargers may not be economically viable for the site due to DS capacity constraints. Requires formal request from site owner to firm up. Site notes: Nearby facilities include Bathurst Aqua Park, camping and a tourism destination.
Manning Aquatic Centre	Council	11-22kW	DS capacity available: 1x200kVA ZS capacity available: 47.6 MVA	11-22kW	Site notes: Open 7 days (6AM - 8PM). Nearby facilities include parking space, town centre, public toilets, parks, cafes and eateries.
Armada Bathurst Shopping Centre	Private	11-22kW 50-100kW	DS capacity available: 3x300kVA and 1x600kVA ZS capacity available: 47.6 MVA	11-22kW 50-100kW	Site notes: Open 7 days, variable hours. Nearby facilities include parking space, town centre, shopping precinct, parks, cafes and eateries.

Bathurst Hotel / Motel x 19	Private	<11kW	DS capacity: Site by site variability ZS capacity available: 47.6 MVA	<11kW	Warning: Capacity varies across the numerous sites, but low power overnight chargers are recommended.
Bathurst bed and breakfast, apartments, camping etc	Private	<11kW	DS/ZS capacity: Site by site variability	<11kW	Warning: Capacity varies across the numerous sites, but low power overnight chargers are recommended.
Bathurst Hospital	Private	11-22kW	DS capacity available: 2x600kVA & 1x126kVA ZS capacity available: 47.6 MVA	11-22kW	Site notes: Open 24 hours. Nearby facilities include parking, entertainment precinct, parks and a playground. Caution: Highly contested parking spaces.
ALDI Bathurst	Private	11-22kW 50-100kW	DS capacity available: 1x300kVA ZS capacity available: 47.6 MVA	11-22kW 50-100kW	Site notes: Open 7 days (8.30AM - 8 PM). Nearby facilities include parking space, town centre, shopping precinct, parks, cafes and eateries. Caution: Highly contested parking spaces.
Existing service stations	Private	50-100kW Highway 150kW+ DC	DS capacity and ZS capacity: Site by site variability ZS capacity available: 47.6 MVA		Site notes: Open 7 days. Nearby facilities include established amenities for vehicular visitation.
Historic tourist sites e.g. at Hill End	Private	11-22kW	ZS capacity: Site by site variability ZS capacity available: 47.6 MVA	11-22kW	Capacity varies across the numerous sites, but low power overnight chargers are recommended
Abercrombie House	Private	11-22kW 50-100kW	DS capacity available: ~ 6kVA ZS capacity available: 47.6 MVA	<11kW	Site notes: Closed Mon & Tues and has variable hours (9AM - 5PM). Nearby facilities include garden grounds.

Site ownership is per the best estimate of Evernergi and may not in all cases reflect actual site ownership.
Note: DS refers to Distribution Substation and ZS refers to Zone Substation.



Peak traffic flows and resultant charging infrastructure density

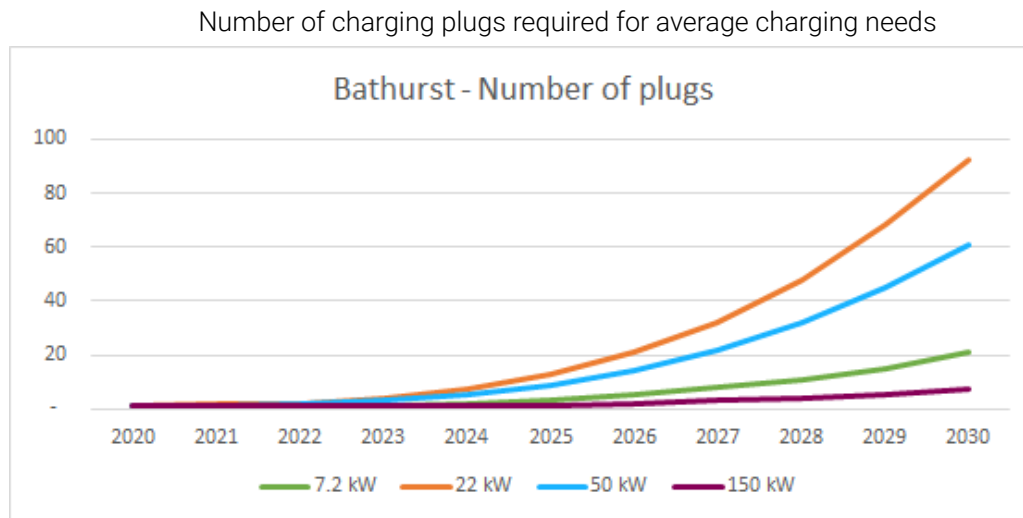
The traffic flows for tourist vehicles and for local vehicles determine the demand for charging services in the region. The following table presents the peak traffic during an average day vs the peak traffic in peak season for Bathurst as well as its breakdown into its local and tourist components.

Peak traffic for Bathurst	
Traffic component	Peak hourly traffic
Estimated tourist vehicles	1,348
Estimated local vehicles	869
Total peak vehicles	2,217

The following table presents the number of individual charging plugs (whereas a charging station may include more than one plug that can function simultaneously) required during peak traffic times to optimally satisfy demand for charging of electric vehicles and avoid long waiting times. The analysis assumes electric vehicle penetration according to CSIRO's model in the year 2030. These numbers do not represent the minimum number of charging sites required, as sites will in many cases have more than one charging plug. Schedule 1 provides details of assumptions that underlie this model.

Demand-driven number of required charging plugs for Bathurst in 2030					
Year	7.2 kW	22 kW	50 kW	150 kW	Total
2020	1	1	1	1	4
2021	1	2	1	1	5
2022	1	2	2	1	6
2023	1	4	3	1	9
2024	2	7	5	1	15
2025	3	13	9	1	26
2026	5	21	14	2	42
2027	8	32	22	3	65
2028	11	48	32	4	95
2029	15	68	45	5	133
2030	21	92	61	7	181

As this model is based on an optimisation algorithm that assumes at the peak in demand all electric vehicle drivers will be able to find and connect to an available charger, the actual number of charging plugs required may be higher. Appropriate signage, parking rules, and ease of operation are important considerations. The growth of various charger types in terms of the number of charging plugs required for average energy consumption can be more clearly seen in the following graphs.



This approach takes a demand-side view and does not account for chargers that may be installed to attract clients, such as those installed by hotels, B&Bs and other overnight accommodation providers. It is expected that supply of these lower powered AC chargers will continue to far exceed demand, at least as far as overnight accommodation is concerned.

Peak tourism events and impact on demand for charging

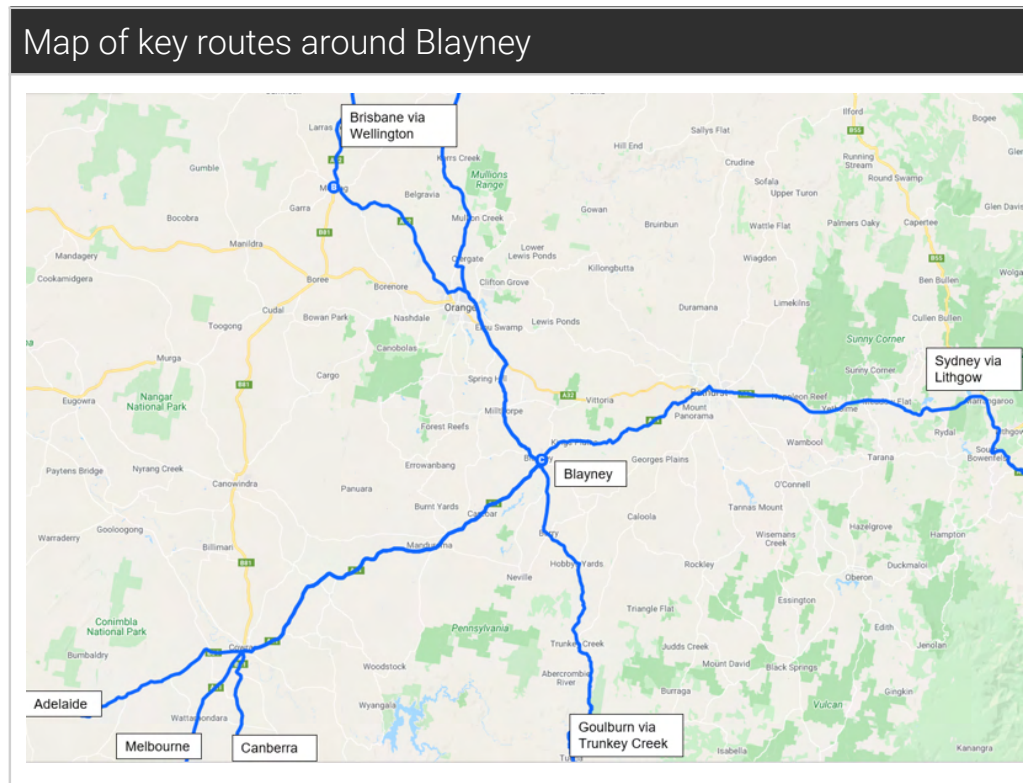
Mount Panorama attracts more than 200,000 visitors for the Bathurst 1000 annually, with the event attracting a peak of over 20,000 vehicles per day, more than 16 times higher than the peak number of visitors during other times of the year. This increase in the number of visiting vehicles will raise the demand for charging in the region. Based on the charging demand during the peak seasons it is estimated that there will be at least 2 times more charging plugs needed in total by 2030 to optimally satisfy demand for charging of electric vehicles and avoid long waiting times.

Blayney

Identified key routes

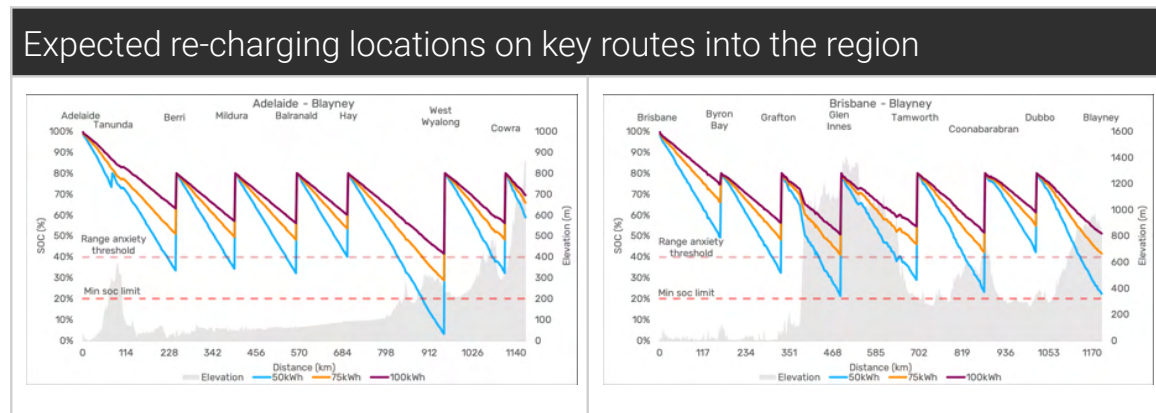
Blayney sits on the Mid Western Highway and is connected to all the major routes North, South, East and West via this link. The Mid Western Highway also connects Blayney to Sydney in the

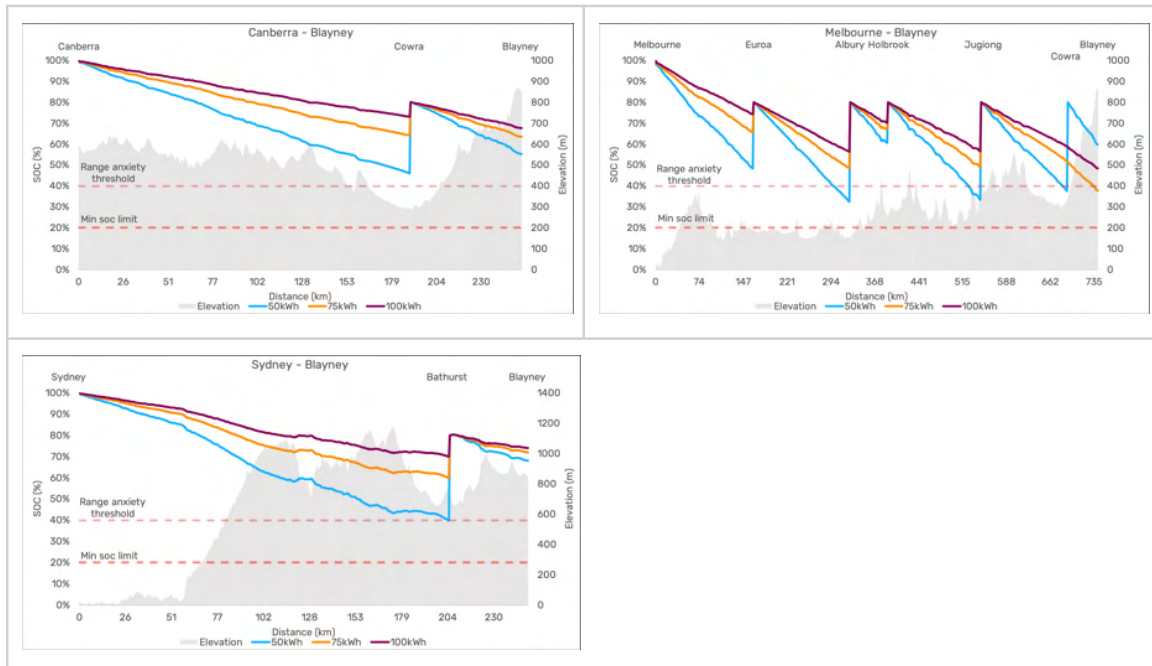
East via Bathurst, to Melbourne, Adelaide and Canberra via Cowra to the South. Key inter-regional routes include Hobbys Yards Road South to Goulburn and Milthorpe Road to Orange via Milthorpe. These routes are mapped below:



Key “journey enablement” sites for fast charging

The results of analysis through Everergi’s modelling software can be found below. Note that journey routes have been determined by the routes private/public charging station investors have chosen as priority routes.





Key takeaways from this analysis include:

- The modest range EVs such as the currently popular Hyundai Ioniq and Nissan Leaf will be able to reach Blayney from Sydney or Canberra without needing to recharge, but are likely to take a rest-stop in Bathurst or Cowra respectively on the journey through.
- Electric vehicles approaching from the West will need to recharge at West Wyalong. While EVs from Melbourne will need top-up charging either at Cowra or Young (depending on the battery capacities).
- Travelling to Blayney from the North requires journey enabling charging stations at Dubbo and in smaller centres such as Coonabarabran or Tamworth.
- There are many key charging locations along major routes from major Australian centres that require additional charging infrastructure to support effective journey enablement into the region going forwards.

Shortlist of highway, opportunity, destination and stay-over charging in the region

The following table presents the identified charger locations, strategic charger sizes and types, upstream constraints identified, recommended charger sizes in consideration of identified constraints, and finally notes about why the site is proposed for shortlisting.

Shortlist for highway, opportunity, destination and stay-over charging					
Location	Site ownership [#]	Unconstrained charger specifications	Substation constraints ³²	Constrained charger specifications	Notes
Blayney Visitor Information Centre	Council	11-22kW 50-100kW	DS capacity available: 1x120kVA ZS capacity available: 12.8 MVA	11-22kW 50-100kW	Warning: 50kW and above chargers may not be economically viable for the site due to DS capacity constraints. Requires formal request from site owner to firm up. Site notes: Nearby facilities include shopping, bakery, cafe, accommodation and pharmacy.
Millthorpe Main Street	Council	11-22kW 50-100kW	DS capacity available: 1x80kVA ZS capacity available: 12.8 MVA	11-22kW 50-100kW	Warning: 50kW and above chargers may not be economically viable for the site due to DS capacity constraints. Requires formal request from site owner to firm up. Site notes: Nearby facilities include accommodation, cafes, accommodation, post office and a library.
Kurt Fearnley Park, Carcoar	Council	11-22kW	DS capacity available: 1x40kVA ZS capacity available: 12.8 MVA	11-22kW	Site notes: Nearby facilities include shopping, accommodation, restaurant and accommodation.
Carcoar Recreation Ground	Council	11-22kW	DS capacity available: 1x80kVA ZS capacity available: 12.8 MVA	11-22kW	Warning: 50kW and above chargers may not be economically viable for the site due to DS capacity constraints. Requires formal request from site owner to firm up. Site notes: Nearby facilities at the site are minimal.
Blayney Train Station	Council	11-22kW	DS capacity available: 1x125kVA ZS capacity	11-22kW	Warning: 50kW and above chargers may not be economically viable for the site due to DS capacity constraints. Requires formal

³² Distribution substation constraints are best-practise estimates. Advice should be sought from local distribution network service provider, Essential Energy, prior to connecting EV chargers.

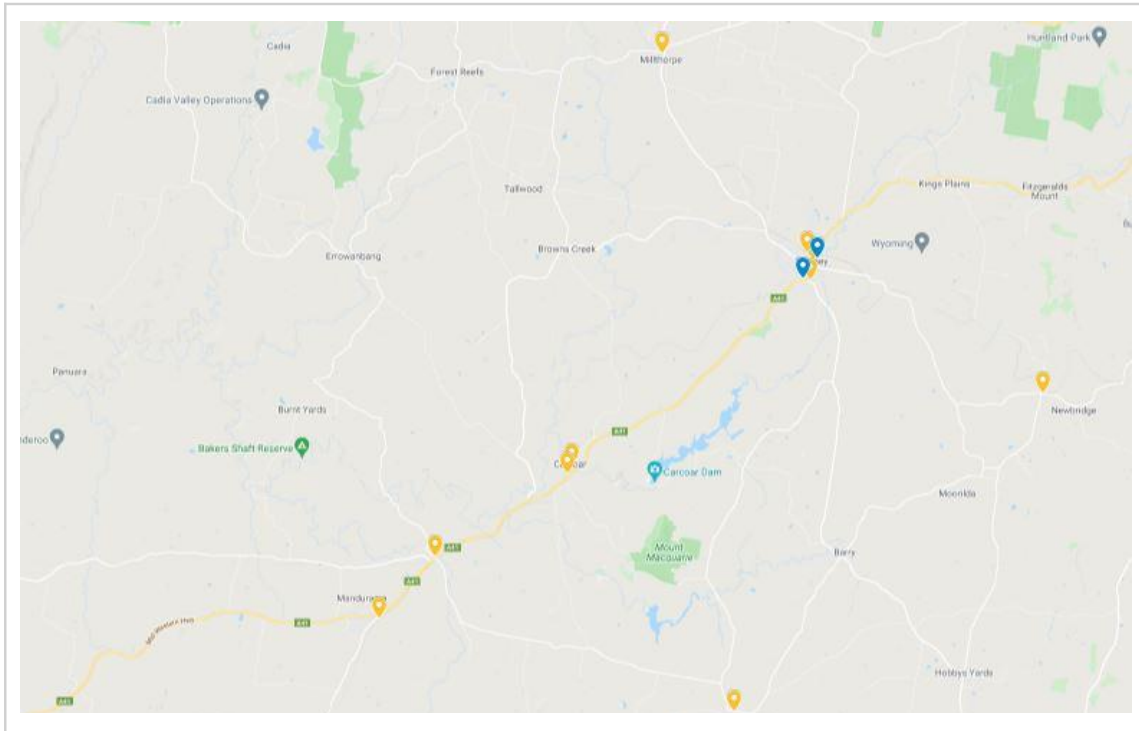
			available: 12.8 MVA		request from site owner to firm up. Site notes: Nearby facilities include a service station, train station and food and drink options.
Heritage Park	Council	11-22kW 50-100kW	DS capacity available: 1x40kVA ZS capacity available: 12.8 MVA	11-22kW	Warning: Chargers above 22kW may not be economically viable due to DS capacity constraints and likely requirement to upgrade. Site notes: Open 24hrs. Nearby facilities include street lights, public toilets, playground, BBQ and police station.
Neville Siding	Council	11-22kW	DS capacity available: 1x40kVA ZS capacity available: 12.8 MVA	11-22kW	Site notes: Nearby facilities include a park, accommodation and tourist attraction.
Royal Hotel Mandurama	Private	<11kW	DS capacity available: 1x80kVA ZS capacity available: 12.8 MVA	<11kW	Site notes: Nearby facilities include a post office and accommodation.
Gladstone Hotel Newbridge	Private	<11kW	DS capacity available: 1x40kVA ZS capacity available: 12.8 MVA	<11kW	Site notes: Nearby facilities include a train station, art gallery and accommodation.
Royal Hotel Lyndhurst	Private	<11kW	DS capacity available: 1x40kVA ZS capacity available: 12.8 MVA	<11kW	Site notes: Nearby facilities include a park, food options and accommodation.
Blayney Hospital and Health Services	Private	11-22kW	DS capacity available: 1x126kVA ZS capacity available: 12.8 MVA	11-22kW	Site notes: Open 7 days, 9am-8pm. Nearby facilities include shelter, public toilets, food and cafe options.

Bernardi's Super IGA	Private	11-22kW 50-100kW	DS capacity available: 1x200kVA ZS capacity available: 12.8 MVA	11-22kW 50-100kW	Site notes: Open 7 days, 7am-8pm. Nearby facilities include a large parking area, sufficient network facilities, pharmacy, post office, service station.
Blayney Hotel / Motel x3	Private	<11kW	DS capacity and ZS capacity: Site by site variability ZS capacity available: 12.8 MVA	<11kW	Warning: Capacity varies across the numerous sites, but low power overnight chargers are recommended.

Site ownership is per the best estimate of Everergi and may not in all cases reflect actual site ownership.

Note: DS refers to Distribution Substation and ZS refers to Zone Substation.

Shortlisted sites for Blayney region



Note: Shortlisted sites in blue, orange for preferred sites³³

Peak traffic flows and resultant charging infrastructure density

Overall peak traffic flows for tourist vehicles and for local vehicles determine demand for charging services in the region. The following table presents peak traffic for the region as well as its breakdown into its local and tourist components.

Peak traffic for Blayney	
Traffic component	Peak hourly traffic
Peak tourist vehicles	56
Peak local vehicle	139
Total peak vehicles	195

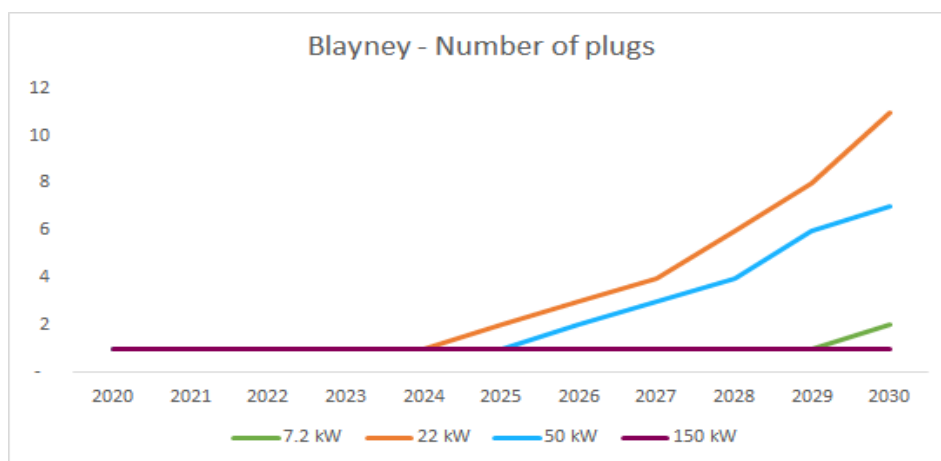
The following table presents the number of individual charging plugs (whereas a charging station may include more than one plug that can function simultaneously) required during peak traffic times to optimally satisfy demand for charging of electric vehicles and avoid long waiting times. The analysis assumes electric vehicle penetration according to CSIRO's model in the year 2030. These numbers do not represent the minimum number of charging sites required, as sites will in

³³ The sites for Blayney Hotel/Motels are not reflected as they are too numerous.

many cases have more than one charging plug. Schedule 1 provides details of assumptions that underlie this model.

Demand-driven number of required charging plugs for Blayney in 2030					
Year	7.2 kW	22 kW	50 kW	150 kW	Total
2020	1	1	1	1	4
2021	1	1	1	1	4
2022	1	1	1	1	4
2023	1	1	1	1	4
2024	1	1	1	1	4
2025	1	2	1	1	5
2026	1	3	2	1	7
2027	1	4	3	1	9
2028	1	6	4	1	12
2029	1	8	6	1	16
2030	2	11	7	1	21

As this model is based on an optimisation algorithm that assumes at the peak in demand all electric vehicle drivers will be able to find and connect to an available charger, the actual number of charging plugs required may be higher. Appropriate signage, parking rules, and ease of operation are important considerations. The growth in the number of required charging plugs can be more clearly seen in the following graph.



This approach takes a demand-side view and does not account for chargers that may be installed to attract clients, such as those installed by hotels, B&Bs and other overnight accommodation

providers. It is expected that supply of these lower powered AC chargers will continue to far exceed demand, at least as far as overnight accommodation is concerned.

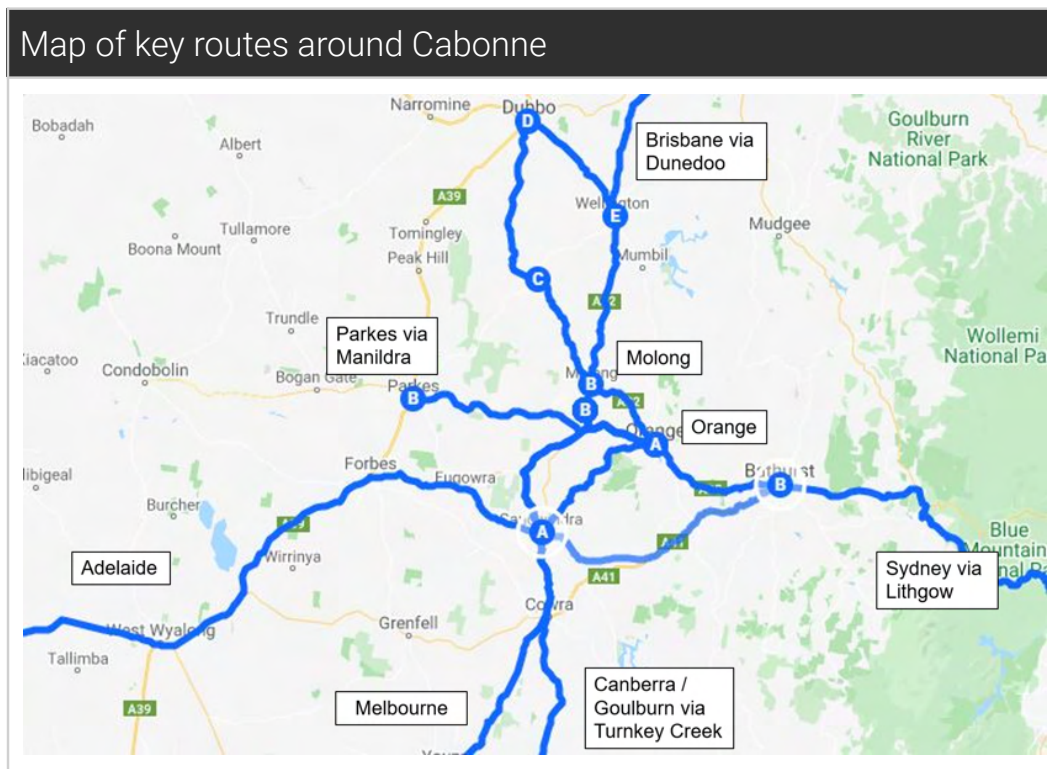
Peak tourism events and impact on demand for charging

Peak relative to non-event driven travel through the region was presented. No further data was available for this region relating to specific peak travel/tourism events. However, traffic in the region will increase due to large events in the neighbouring regions like Bathurst and Orange. This increase in traffic volumes will require some additional charging plugs to be installed to facilitate inter-regional travel and to optimally satisfy the charging demand of electric vehicles and avoid long waiting times.

Cabonne

Identified key routes

Key cities Molong and Canowindra within Cabonne are connected North, South and East via Peabody Road. Peabody Road connects with the Escort Way in the South and Mitchell Highway in the North. It also provides a link to connect inter-regional travel between Molong (North) and Cowra (South). These routes are mapped below:



Key “journey enablement” sites for fast charging

The results of analysis through Evenergi’s modelling software can be found below. Note that journey routes have been determined by the routes private/public charging station investors have chosen as priority routes.



Key takeaways from this analysis include:

- Cabonne from Sydney will be a challenge for vehicles with less than 50kWh batteries such as the currently popular Hyundai Ioniq and Nissan Leaf. It is likely those travelling from the East will opt for a rest-stop in Bathurst and take a charge-level boost.

- Lithgow and Orange are also likely journey enabling sites for travellers from the East heading into the West of Central NSW.
- While electric vehicle drivers will be able to reach Cabonne from Canberra without needing to recharge on the way, it is likely that most will stop at Cowra for a rest-stop and top up with charge.
- Drivers coming from the West to Cabonne will need to recharge at West Wyalong and those coming from South Eastern Australia are likely to take a rest-stop and recharge at Cowra on their way to Cabonne.
- Travelling to Cabonne from the North requires journey enabling charging stations at Dubbo and in smaller centres such as Coonabarabran.
- There are many key charging locations along major routes from major Australian centres that require additional charging infrastructure to support effective journey enablement into the region going forwards.

Shortlist of highway, opportunity, destination and stay-over charging in the region

The following table presents the identified charger locations, strategic charger sizes and types, upstream constraints identified, recommended charger sizes in consideration of identified constraints, and finally notes about why the site is proposed for shortlisting.

Shortlist for highway, opportunity, destination and stay-over charging					
Location	Site ownership [#]	Unconstrained charger specifications	Substation constraints ³⁴	Constrained charger specifications	Notes
Molong Village Green	Council	11-22kW 50-100kW	DS capacity available: 1x100kVA ZS capacity available: 0.1MVA	11-22kW	Warning: ZS capacity constrained. Site capacity upgrades may trigger ZS upgrades. Warning: Chargers with rated power above 22kW may not be economically viable due to DS constraints. The likelihood of being required to upgrade the DS increases the expected project costs. Site notes: Nearby facilities include cafes, restaurants, a bakery and a park.
Canowindra Memorial Park	Council	11-22kW	DS capacity available: 1x126kVA	11-22kW	Warning: 50kW and above chargers may not be economically viable for the

³⁴ Distribution substation constraints are best-practise estimates. Advice should be sought from local distribution network service provider, Essential Energy, prior to connecting EV chargers.

			ZS capacity available: 14.1MVA		site due to DS capacity constraints. Requires formal request from site owner to firm up. Site notes: Nearby facilities include a park, museum and playground.
Lions Park, Canowindra	Council	11-22kW	DS capacity available: 1x125kVA ZS capacity available: 14.1MVA	11-22kW	Warning: 50kW and above chargers may not be economically viable for the site due to DS capacity constraints. Requires formal request from site owner to firm up. Site notes: Nearby facilities include a park and playground.
Age of Fishes Museum / Canowindra Historical Society & Museum / Canowindra Memorial Park	Council	11-22kW 50-100kW	DS capacity available: 1x80kVA* and 1x126kVA ZS capacity available: 15.6MVA	11-22kW 50-100kW	Warning: Chargers with rated power above 50kW may not be economically viable due to DS constraints. The likelihood of being required to upgrade the DS increases the expected project costs. Site notes: Open 7 days, 10am-4pm. Nearby facilities include street lights, electrical services at the site, public toilets, park, Services & Citizens Club, pharmacy, bottle shop and a supermarket.
Molong Railway Train Station	Council	11-22kW	DS capacity available: 1x200kVA ZS capacity available: 14.1MVA	11-22kW	Site notes: Nearby facilities include shopping, roadside parking.
Cabonne Food & Wine Cultural Centre, Molong	Council	11-22kW	DS capacity available: 1x80kVA ZS capacity available: 14.1MVA	11-22kW	Warning: 50kW and above chargers may not be economically viable for the site due to DS capacity constraints. Requires formal request from site owner to firm up. Site notes: Nearby facilities include a park, accommodation and a Community Centre.

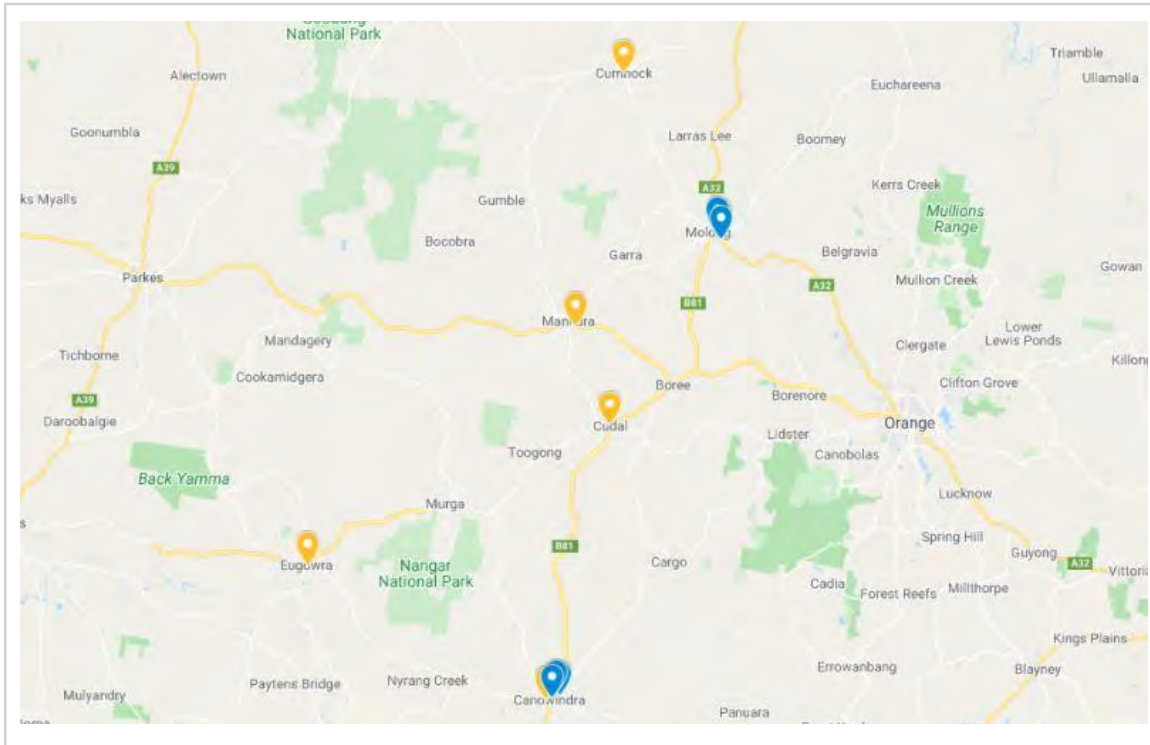
Cumnock War Memorial Park	Council	11-22kW	DS capacity available: 1x100kVA ZS capacity available: 0.75MVA	11-22kW	Warning: ZS capacity constrained. Site capacity upgrades may trigger ZS upgrades. Site notes: Nearby facilities include accommodation, Cumnock Bowling Club and a park.
Grevillea Avenue Park, Eugowra	Council	11-22kW	DS capacity available: Data unavailable ZS capacity available: 15.6MVA	11-22kW	Site notes: Nearby facilities include a park.
Molong Museum and Historical Society	Council	11-22kW 50-100kW	DS capacity available: 1x100kVA ZS capacity available: 0.1MVA	11-22kW	Warning: ZS capacity constrained. Site capacity upgrades may trigger ZS upgrades. Warning: Chargers with rated power above 22kW may not be economically viable due to DS constraints. The likelihood of being required to upgrade the DS increases the expected project costs. Site notes: Open on Tues and Thurs 11AM-4PM. Nearby facilities include a trade centre, public toilets, food and drink options.
Dr. Ross Memorial Recreation Ground, Molong	Council	11-22kW 50-100kW	DS capacity available: 1x80kVA ZS capacity available: 0.1MVA	11-22kW	Warning: ZS capacity constrained. Site capacity upgrades may trigger ZS upgrades. ³⁵ Warning: Chargers with rated power above 22kW may not be economically viable due to DS constraints. The likelihood of being required to upgrade the DS increases the expected project costs. Site notes: Nearby facilities include public

³⁵ Essential energy predicts capacity investment in the Annual Planning Report so this should be used as a mitigating argument by project proponents.

					toilets, a skate park, a bakery and a service station.
Rotary Park, Molong	Council	11-22kW 50-100kW	DS capacity available: 1x40kVA ZS capacity available: 0.1MVA	11-22kW	Warning: ZS capacity constrained. Site capacity upgrades may trigger ZS upgrades. Warning: Chargers with rated power above 22kW may not be economically viable due to DS constraints. The likelihood of being required to upgrade the DS increases the expected project costs. Site notes: Nearby facilities include street lights, public toilet and electrical services at site.
Canowindra Soldiers memorial Hospital	Council	11-22kW	DS capacity available: 1x80kVA ZS capacity available: 15.6MVA	11-22kW	Warning: ZS capacity constrained. Site notes: Open 24hrs. Public toilet, shelter, but minimal other amenities.
Canowindra International Balloons Challenge	Council	11-22kW 50-100kW	DS capacity available: 2x200kVA ZS capacity available: 15.6MVA	11-22kW 50-100kW	Site notes: Nearby facilities include a tourist attraction, but minimal other facilities available.
Morris Park, Canowindra	Council	11-22kW 50-100kW	DS capacity available: 1x80kVA ZS capacity available: 15.6MVA	11-22kW	Warning: Chargers with rated power above 22kW may not be economically viable due to DS constraints. The likelihood of being required to upgrade the DS increases the expected project costs. Site notes: Open 24hrs. Nearby facilities include public toilets, a park, car parking and public BBQs.

Site ownership is per the best estimate of Evenergi and may not in all cases reflect actual site ownership.

Shortlisted sites for Cabonne region



Note: Shortlisted sites in blue, orange for preferred sites

Note: DS refers to Distribution Substation and ZS refers to Zone Substation.

Peak traffic flows and resultant charging infrastructure density

Overall peak traffic flows for tourist vehicles and for local vehicles determine demand for charging services in the region. The following table presents peak traffic for the region as well as its breakdown into its local and tourist components.

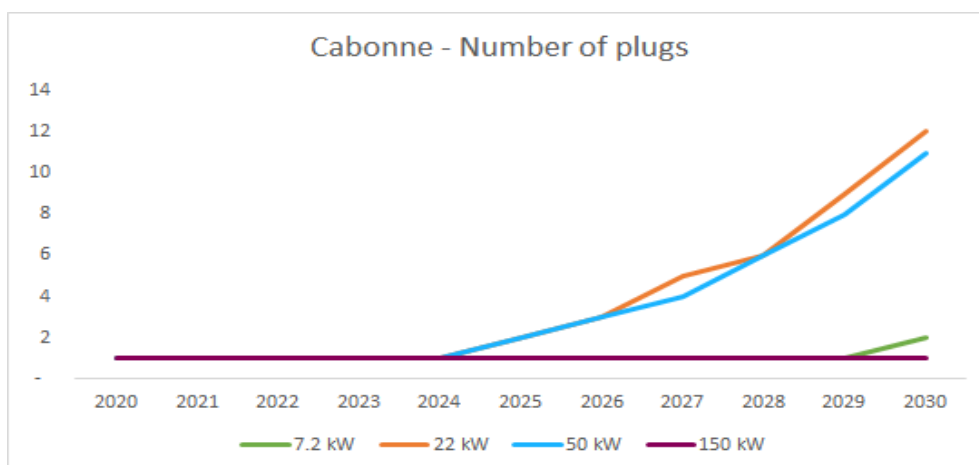
Peak traffic for Cabonne	
Traffic component	Peak hourly traffic
Peak tourist vehicles	69
Peak local vehicle	213
Total peak vehicles	282

The following table presents the number of individual charging plugs (whereas a charging station may include more than one plug that can function simultaneously) required during peak traffic times to optimally satisfy demand for charging of electric vehicles and avoid long waiting times. The analysis assumes electric vehicle penetration according to CSIRO's model in the year 2030. These numbers do not represent the minimum number of charging sites required, as sites will in

many cases have more than one charging plug. Schedule 1 provides details of assumptions that underlie this model.

Demand-driven number of required charging plugs for Cabonne in 2030					
Year	7.2 kW	22 kW	50 kW	150 kW	Total
2020	1	1	1	1	4
2021	1	1	1	1	4
2022	1	1	1	1	4
2023	1	1	1	1	4
2024	1	1	1	1	4
2025	1	2	2	1	6
2026	1	3	3	1	8
2027	1	5	4	1	11
2028	1	6	6	1	14
2029	1	9	8	1	19
2030	2	12	11	1	26

As this model is based on an optimisation algorithm that assumes at the peak in demand all electric vehicle drivers will be able to find and connect to an available charger, the actual number of charging plugs required may be higher. Appropriate signage, parking rules, and ease of operation are important considerations. The growth in the number of required charging plugs can be more clearly seen in the following graph.



This approach takes a demand-side view and does not account for chargers that may be installed to attract clients, such as those installed by hotels, B&Bs and other overnight accommodation

providers. It is expected that supply of these lower powered AC chargers will continue to far exceed demand, at least as far as overnight accommodation is concerned.

Peak tourism events and impact on demand for charging

Peak relative to non-event driven travel through the region was presented. No further data was available for this region relating to specific peak travel/tourism events. However, traffic in the region will increase due to large events in the neighbouring regions like Orange and Bathurst. This increase in traffic volumes will require some additional charging plugs to be installed to facilitate inter-regional travel and to optimally satisfy the charging demand of electric vehicles and avoid long waiting times.

Cowra

Identified key routes

The Sydney to Cowra route via Lithgow, Bathurst and Blayney is a popular tourist drive and a vital travel corridor across the Great Dividing Range for the Central NSW region, while Cowra is the connection point for travellers heading South towards Adelaide, Canberra and Melbourne.

The Mid Wester Highway East towards Sydney and West towards Adelaide is a major cross-country route and pathway across Central NSW, Lachlan Valley Way connects South to Canberra and North to Parkes, and the Olympic highway connects travellers heading South towards Melbourne or North towards Sydney. Cowra is a critical hub for travellers in the South of Central NSW.



Key “journey enablement” sites for fast charging

The results of analysis through Evenergi’s modelling software can be found below. Note that journey routes have been determined by the routes private/public charging station investors have chosen as priority routes.



Key takeaways from this analysis include:

- Cowra from Sydney will be a challenge for vehicles with less than 50kWh batteries, which represents most electric vehicles on the market in 2020. Lithgow and Bathurst are likely important recharging locations for travellers heading West into Central NSW, especially those seeking to take a rest-stop.

- Travellers driving to Cowra from Canberra in electric vehicles are unlikely to need to recharge along the journey; however, Boorowa and Young are common rest-stop destinations for drivers making the journey.
- Electric vehicles travelling North-East from West of Central NSW to Cowra are likely to stop for a break and boost to battery charge at West Wyalong, with this city becoming an electric vehicle gateway to the region from the West.
- Travellers from Melbourne heading North to Cowra require journey-enabling charging at Wagga Wagga, and it is likely drivers will choose to take a rest-stop at Young, taking advantage of the opportunity to top up on charge.
- Travelling to Cowra from the North requires journey enabling charging stations at Dubbo and in smaller centres such as Coonabarabran.
- There are many key charging locations along major routes from major Australian centres that require additional charging infrastructure to support effective journey enablement into the region going forwards.

Shortlist of highway, opportunity, destination and stay-over charging in the region

The following table presents the identified charger locations, strategic charger sizes and types, upstream constraints identified, recommended charger sizes in consideration of identified constraints, and finally notes about why the site is proposed for shortlisting.

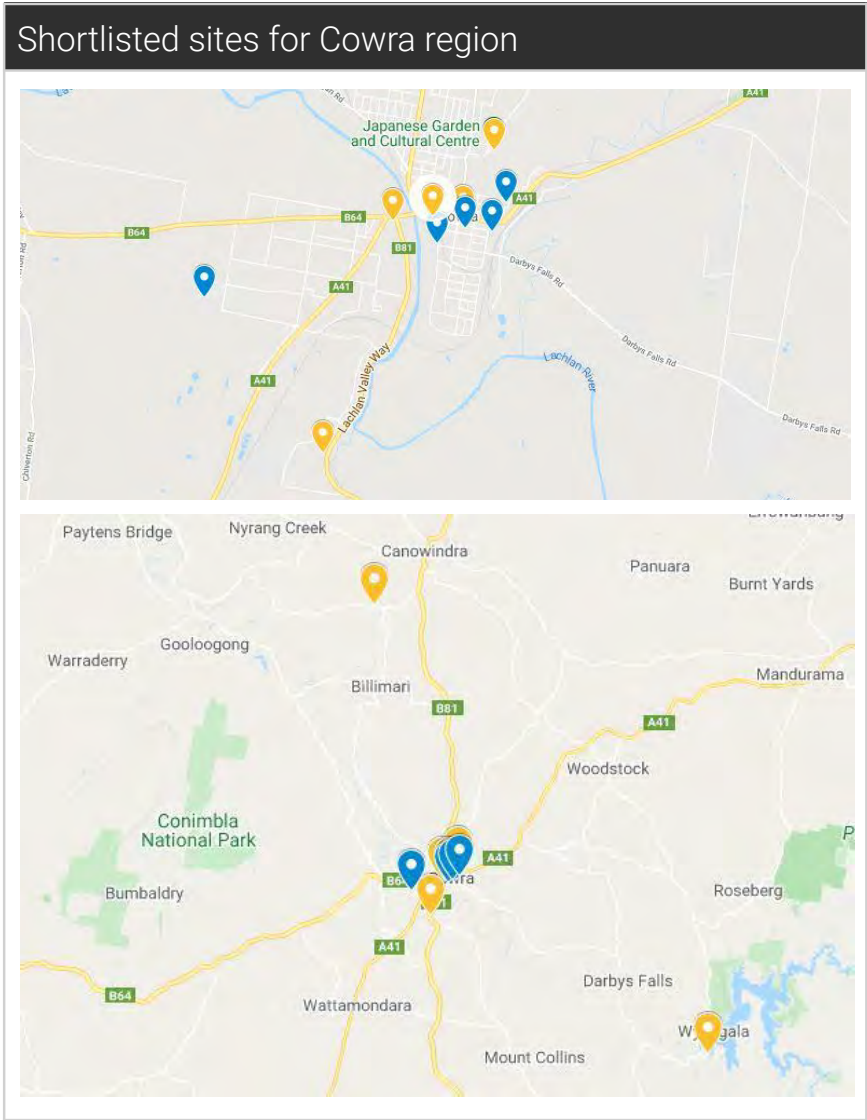
Shortlist for highway, opportunity, destination and stay-over charging					
Location	Site ownership [#]	Unconstrained charger specifications	Substation constraints ³⁶	Constrained charger specifications	Notes
Cowra Japanese Garden & Cultural Centre	Council	11-22kW 50-100kW	DS capacity available: 1x40kVA ZS capacity available: 14.1MVA	11-22kW	Site notes: Nearby facilities include shopping, accommodation, cafes and food and drink options.
Wyangala Dam	Council	11-22kW	DS capacity available: 1x80kVA ZS capacity available: 14.1MVA	11-22kW	Warning: 50kW and above chargers may not be economically viable for the site due to DS capacity constraints. Requires formal request from site owner to firm up. Site notes: Nearby facilities are limited.
Cowra Visitor Information	Council	50-100kW	DS capacity available:	50-100kW	Site notes: Open 7 days 9am-5pm. Nearby

³⁶Distribution substation constraints are best-practise estimates. Advice should be sought from local distribution network service provider, Essential Energy, prior to connecting EV chargers.

Centre			1x126kVA ZS capacity available: 11.6MVA		facilities include a service station, eateries and a Tesla Destination Charger.
Cowra Aquatic Centre	Council	11-22kW 50-100kW	DS capacity available: 1x120kVA ZS capacity available: 11.6MVA	11-22kW 50-100kW	Site notes: Open 7 days, close at 8pm (except on Tuesdays). Nearby facilities include a large parking space, a park and public toilets.
Cowra Japanese Garden	Council	11-22kW 50-100kW	DS capacity available: 1x20kVA & 1x40kVA ZS capacity available: 11.6MVA	11-22kW	Warning: Chargers with rated power above 22kW may not be economically viable due to DS capacity constraints that might lead to a requirement to pay for DS upgrades. Site notes: Nearby facilities include a car park, garden tourist attraction, cafe, public toilets and a park.
Rosnay Organic Farm	Private	11-22kW	DS capacity available: 1x4 kVA ZS capacity available: 14.1MVA	11-22kW	Warning: EV charger installation may not be viable for the site due to DS capacity constraints. Site notes: Nearby facilities include a wine cellar and accommodation.
Cowra Hotel / Motel x16	Private	<11kW	DS capacity and ZS capacity: Site by site variability. ZS capacity available: 11.6MVA	<11kW	Warning: Capacity varies across the numerous sites, but low power overnight chargers are recommended.
The Quarry Restaurant & Cellar Door	Private	11-22kW	DS capacity available: 1x80 kVA ZS capacity available: 14.1MVA	11-22kW	Warning: 50kW and above chargers may not be economically viable for the site due to DS capacity constraints. Requires formal request from site owner to firm up. Site notes: Nearby facilities include a restaurant and cellar door.

Kendal Street	Private	11-22kW	DS capacity available: 2x400 kVA ZS capacity available: 14.1MVA	11-22kW	Warning: 50kW and above chargers may not be economically viable for the site due to DS capacity constraints. Requires formal request from site owner to firm up. Site notes: Nearby facilities include shopping, accommodation, cafes and food and drink options.
Cowra camping sites	Private	<11kW	DS capacity: Site by site variability ZS capacity available: 11.6MVA	<11kW	Warning: Capacity varies across the numerous sites, but low power overnight chargers are recommended.
ALDI (Fitzroy Street)	Private	11-22kW 50-100kW	DS capacity available: 1x200kVA ZS capacity available: 11.6MVA	11-22kW 50-100kW	Site notes: Nearby facilities include a large parking space, accommodation, shops and a service station.
Woolworths (Vaux Street)	Private	11-22kW 50-100kW	DS capacity available: 1x300kVA ZS capacity available: 11.6MVA	11-22kW 50-100kW	Site notes: Nearby facilities include a large parking space, Service NSW, pharmacy, post office, restaurants, accommodation, Cowra Bowling and Recreation Club, Cowra Information & Neighbourhood Centre.
Cowra Airport	Private	11-22kW 50-100kW	DS capacity available: 1x200kVA ZS capacity available: 11.6MVA	11-22kW 50-100kW	Nearby facilities include a large parking space and a Rural Fire Service.
TAFE Carpark	Private	11-22kW 50-100kW	DS capacity available: 1x80kVA ZS capacity available: 11.6MVA	11-22kW 50-100kW	Site notes: Open 5days, 8:30am to 6pm. Nearby facilities include a large parking space and Cowra Men's Shed.

Site ownership is per the best estimate of Everergi and may not in all cases reflect actual site ownership.



Peak traffic flows and resultant charging infrastructure density

Overall peak traffic flows for tourist vehicles and for local vehicles determine demand for charging services in the region. The following table presents peak traffic for the region as well as its breakdown into its local and tourist components.

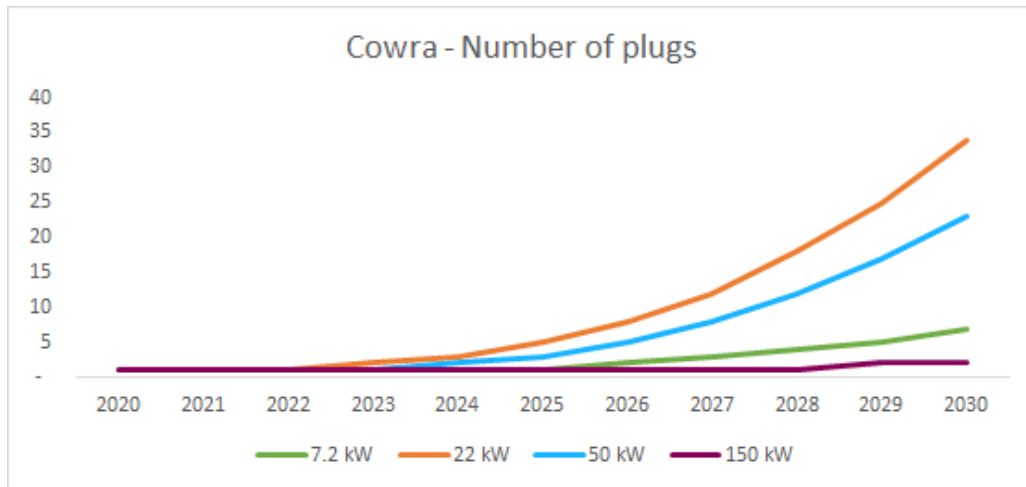
³⁷ The sites for Hotel/Motels, and Camping sites are not reflected as they are too numerous.

Peak traffic for Cowra	
Traffic component	Peak hourly traffic
Peak tourist vehicles	376
Peak local vehicle	283
Total peak vehicles	659

The following table presents the number of individual charging plugs (whereas a charging station may include more than one plug that can function simultaneously) required during peak traffic times to optimally satisfy demand for charging of electric vehicles and avoid long waiting times. The analysis assumes electric vehicle penetration according to CSIRO's model in the year 2030. These numbers do not represent the minimum number of charging sites required, as sites will in many cases have more than one charging plug. Schedule 1 provides details of assumptions that underlie this model.

Demand-driven number of required charging plugs for Cowra in 2030					
Year	7.2 kW	22 kW	50 kW	150 kW	Total
2020	1	1	1	1	4
2021	1	1	1	1	4
2022	1	1	1	1	4
2023	1	2	1	1	5
2024	1	3	2	1	7
2025	1	5	3	1	10
2026	2	7	5	1	15
2027	3	11	8	1	23
2028	4	17	11	1	33
2029	5	24	16	2	47
2030	7	32	21	2	62

As this model is based on an optimisation algorithm that assumes at the peak in demand all electric vehicle drivers will be able to find and connect to an available charger, the actual number of charging plugs required may be higher. Appropriate signage, parking rules, and ease of operation are important considerations. The growth in the number of required charging plugs can be more clearly seen in the following graph.



This approach takes a demand-side view and does not account for chargers that may be installed to attract clients, such as those installed by hotels, B&Bs and other overnight accommodation providers. It is expected that supply of these lower powered AC chargers will continue to far exceed demand, at least as far as overnight accommodation is concerned.

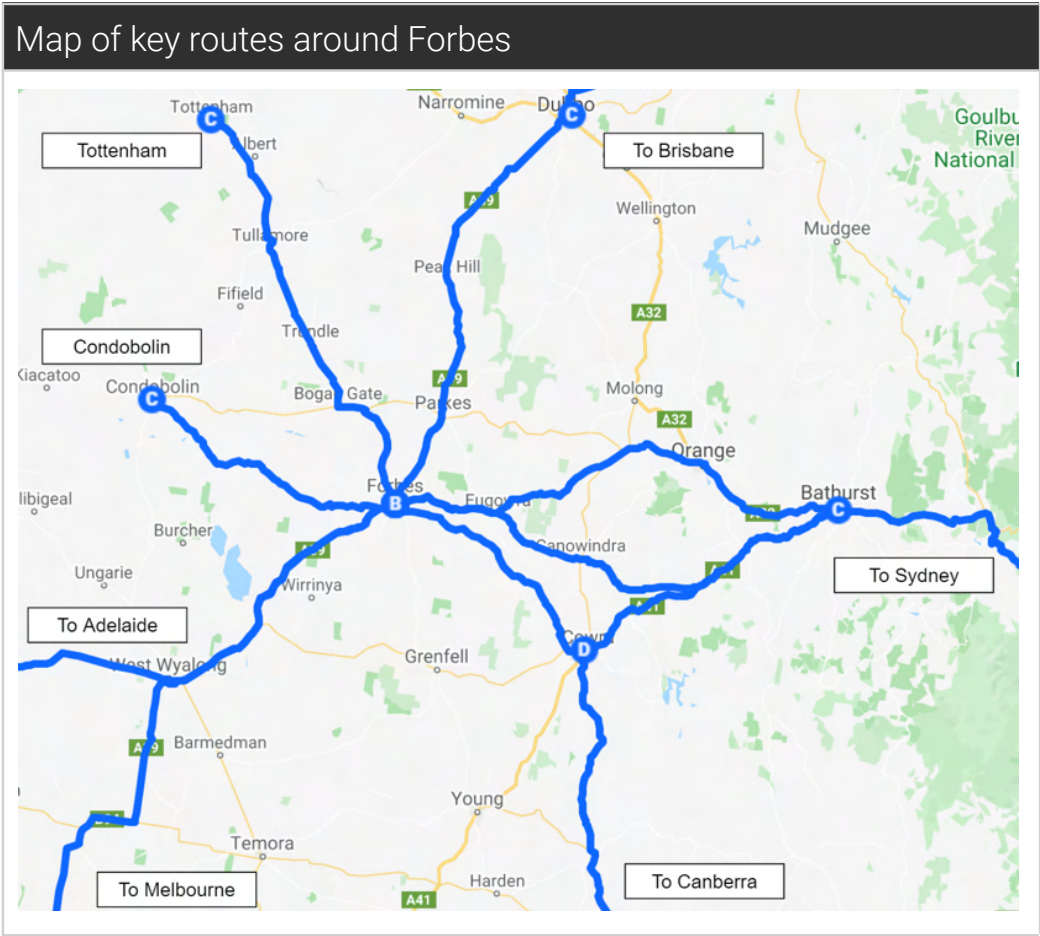
Peak tourism events and impact on demand for charging

Peak relative to non-event driven travel through the region was presented. No further data was available for this region relating to specific peak travel/tourism events. However, the Sydney to Cowra route via Lithgow, Bathurst and Blayney is a popular tourist route, while Cowra is the connection point for travellers coming from South towards Orange and Bathurst. The traffic in the region will increase due to large events in Orange and Bathurst. This increase in traffic volumes will require some additional charging plugs to be installed to facilitate inter-regional travel and to optimally satisfy the charging demand of electric vehicles and avoid long waiting times.

Forbes

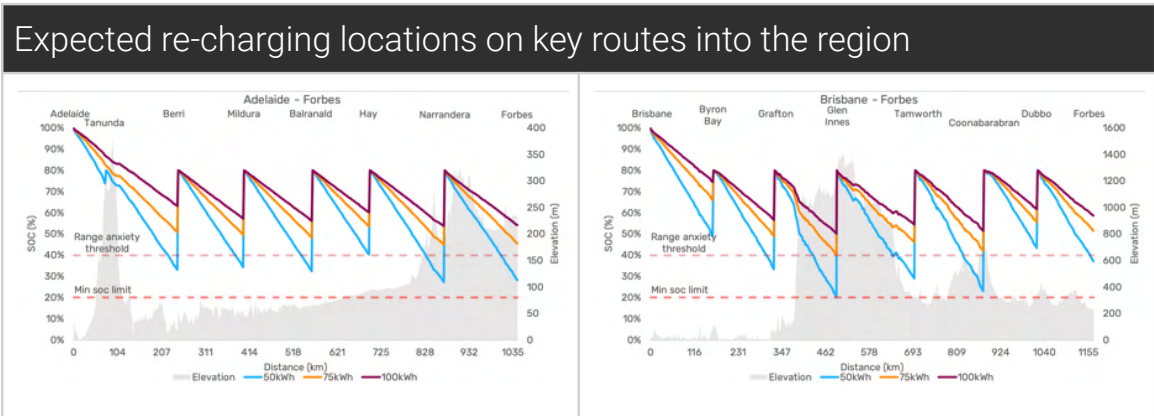
Identified key routes

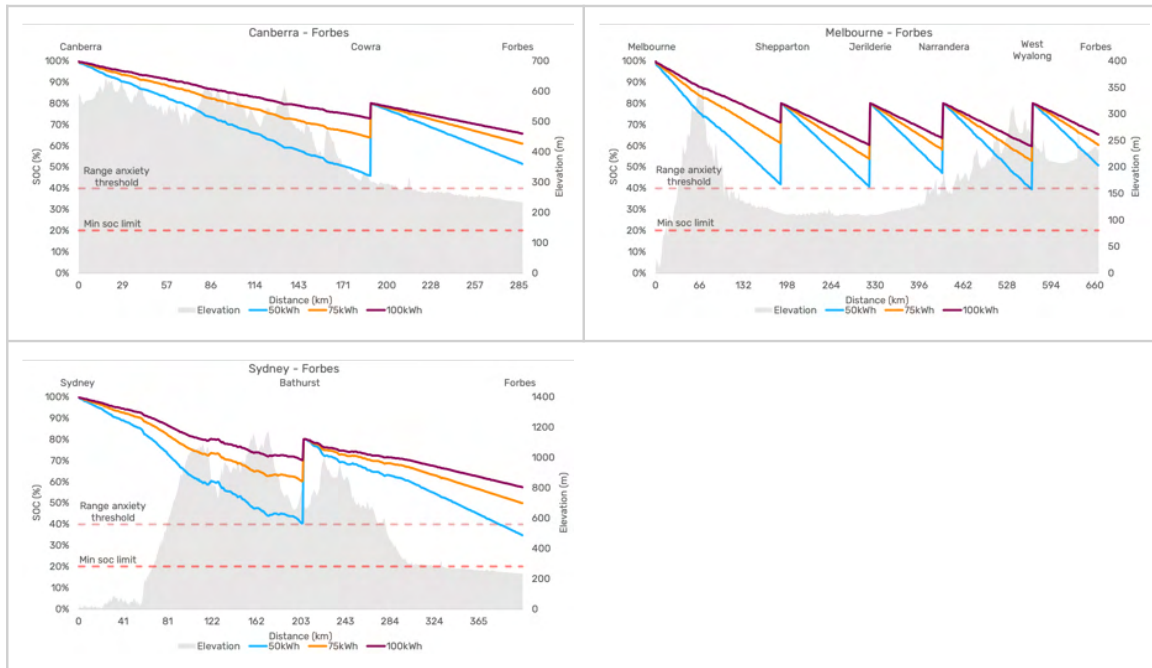
Forbes is a major junction between North/South and East/West traffic given its location on the Newell Highway, Escort Way and Lachlan Valley Way. The Newell Highway provides a link to connect inter-regional travel between Parkes and West Wyalong. Vehicles from the North and East approach Forbes through Parkes and from the South through West Wyalong. Identified key routes are mapped below:



Key “journey enablement” sites for fast charging

The results of analysis through Everergi’s modelling software can be found below. Note that journey routes have been determined by the routes private/public charging station investors have chosen as priority routes.





Key takeaways from this analysis include:

- Forbes is a major junction between North/South and East/West traffic given its location on the Newell Highway, Escort Way and Lachlan Valley Way and as such may be considered an important location to consider installing EV charging infrastructure.
- Forbes from Sydney will be a challenge for vehicles with less than 75kWh batteries. The vast majority of vehicles currently on the market will need to recharge at Bathurst.
- Bathurst is the most likely rest-stop for drivers heading West from Sydney to the West of Central NSW, though Orange and Blayney are also candidates for drivers taking the trip.
- Electric vehicles with less than 50 kWh such as the currently popular Hyundai Ioniq and Nissan Leaf will find it difficult to reach Forbes without stopping. For this reason, and for the sake of stopping for a rest-stop, Cowra is a very likely location travellers will recharge.
- Electric vehicles travelling North-East from Adelaide to Forbes are likely to stop for a break and boost to battery state of charge at Narrandera, as well as at Forbes if travelling through. Currently popular vehicles with less than 50 kWh are likely to also stop at West Wyalong to top up charge levels.
- Travelling to Forbes from the North requires journey enabling charging at Dubbo and in a smaller city such as Coonabarabran.
- There are many key charging locations along major routes from major Australian centres that require additional charging infrastructure to support effective journey enablement into the region going forwards.

Shortlist of highway, opportunity, destination and stay-over charging in the region

The following table presents the identified charger locations, strategic charger sizes and types, upstream constraints identified, recommended charger sizes in consideration of identified constraints, and finally notes about why the site is proposed for shortlisting.

Shortlist for highway, opportunity, destination and stay-over charging					
Location	Site ownership [#]	Unconstrained charger specifications	Substation constraints ³⁸	Constrained charger specifications	Notes
Centre parking on Spring Street	Council	11-22kW	DS capacity available: 1x200kVA ZS capacity available: 18MVA	11-22kW	Warning: 50kW and above chargers may not be economically viable for the site due to DS capacity constraints. Requires formal request from site owner to firm up. Site notes: Nearby facilities include shopping, accommodation, cafes and food and drink options.
Junction Street free overnight camping area**	Council	<11kW	DS capacity available: 1x80kVA ZS capacity available: 18MVA	<11kW	Warning: 50kW and above chargers may not be economically viable for the site due to DS capacity constraints. Requires formal request from site owner to firm up. Site notes: Nearby facilities include a park.
Large car park on the Western side of Forbes CBD**	Council	11-22kW	DS capacity available: 1x126kVA ZS capacity available: 18MVA	11-22kW	Warning: 50kW and above chargers may not be economically viable for the site due to DS capacity constraints. Requires formal request from site owner to firm up. Site notes: Nearby facilities include shopping, bakery, car park, a park and cafes.
Stephan Field (park)	Council	11-22kW 50-100kW	DS capacity available: 2x200kVA	11-22kW 50-100kW	Site notes: Open 24hrs. Nearby facilities include street lights, skate park, netball fields, Woolworths,

³⁸Distribution substation constraints are best-practise estimates. Advice should be sought from local distribution network service provider, Essential Energy, prior to connecting EV chargers.

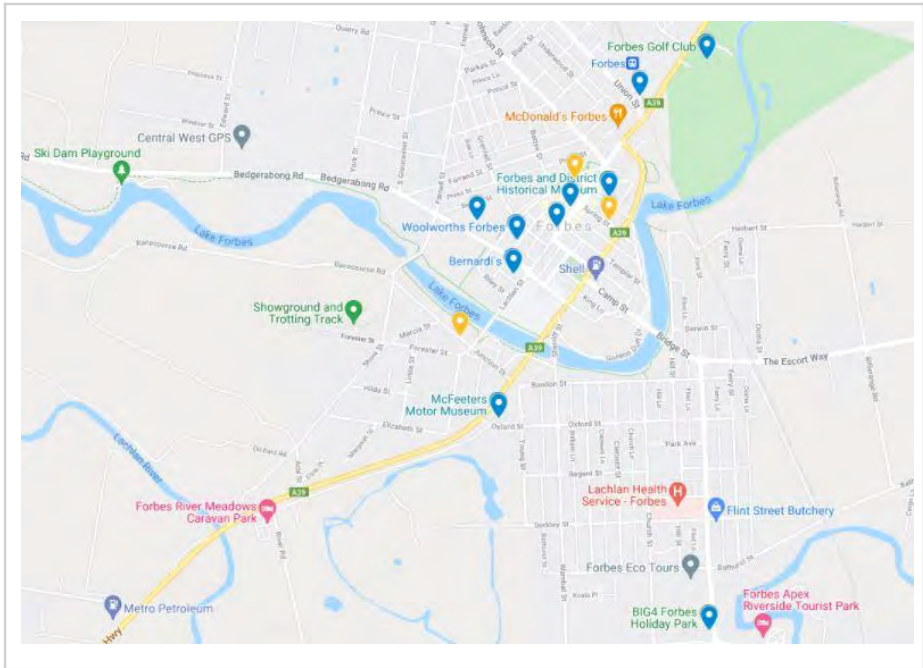
			ZS capacity available: 18MVA		shops, gym and a pharmacy.
Forbes Tourist Information Centre	Council	50-100kW	DS capacity available: 1x120kVA ZS capacity available: 18MVA	50-100kW	Site notes: Open 7 days per week. Nearby facilities include a McDonalds, truckstop, and accommodation.
Forbes and District Historical Museum	Council	11-22kW 50-100kW	DS capacity available: 1x100kVA ZS capacity available: 18MVA	11-22kW 50-100kW	Site notes: Open 7 days, 2pm- 4pm. Nearby facilities include accommodation, shops, and restaurants.
Bernardi's (shopping)	Private	11-22kW 50-100kW	DS capacity available: 2x126kVA and 1x200kVA ZS capacity available: 18MVA	11-22kW 50-100kW	Site notes: Open 7 days, 7am-9pm. Nearby facilities include shops, Forbes Sports and Recreation Club, library, Forbes Public School, and Woolworths.
Big4 Forbes Holiday Park	Private	11-22kW 50-100kW	DS capacity available: 1x20kVA and 1x80kVA ZS capacity available: 18MVA	11-22kW 50-100kW	Site notes: Nearby facilities beyond the holiday park itself are limited.
Woolworths Forbes	Private	11-22kW 50-100kW	DS capacity available: 1x200kVA ZS capacity available: 18MVA	11-22kW 50-100kW	Site notes: Open 7 days, 7am-9pm. Nearby facilities include a large parking space, shops, Stephan Field, a gym, pharmacy, and Bernardi's supermarket.
McFeeters Motor Museum	Private	11-22kW 50-100kW	DS capacity available: 1x80kVA ZS capacity available: 18MVA	11-22kW 50-100kW	Site notes: Open 7 days, 9am-5pm. Nearby facilities include a hardware store.
Forbes Golf Club	Private	11-22kW	DS capacity available: 1x80kVA, 1x2kVA and 1x25kVA ZS capacity	11-22kW	Site notes: Open 7 days, 7am-6pm. Nearby facilities include accommodation.

			available: 18MVA		
Platypus Gallery	Private	11-22kW 50-100kW	DS capacity available: 1x200kVA ZS capacity available: 18MVA	11-22kW 50-100kW	Site notes: Open 6 days. Nearby facilities include shops, hotels and restaurants.
Forbes Handicraft Centre & Art Gallery	Private	11-22kW 50-100kW	DS capacity available: 1x200kVA ZS capacity available: 18MVA	11-22kW 50-100kW	Site notes: Open 5 days, 9am-4pm. Nearby facilities include shops, a restaurant and accommodation. Parking is an issue.
Forbes Hotel / Motel x4	Private	<11kW	DS capacity: Site by site variability ZS capacity available: 18MVA	<11kW	Warning: Capacity varies across the numerous sites, but low power overnight chargers are recommended
Forbes bed and breakfast, camping etc**	Private	<11kW	DS capacity: Site by site variability ZS capacity available: 18MVA	<11kW	Warning: Capacity varies across the numerous sites, but low power overnight chargers are recommended

Site ownership is per the best estimate of Everergi and may not in all cases reflect actual site ownership.

** The main form of protection from flooding of EVSE is elevation. Chargers should be installed above design flood levels using plinths or elevated platforms. Ideally if there are areas of the car park that are higher this should be the preferred location. Ordering the equipment with an IP rating of IP67 or greater. However this would be a custom order and may incur additional cost.

Shortlisted sites for Forbes region



Note: Shortlisted sites in blue, orange for preferred sites³⁹

Peak traffic flows and resultant charging infrastructure density

Overall peak traffic flows for tourist vehicles and for local vehicles determine demand for charging services in the region. The following table presents peak traffic for the region as well as its breakdown into its local and tourist components.

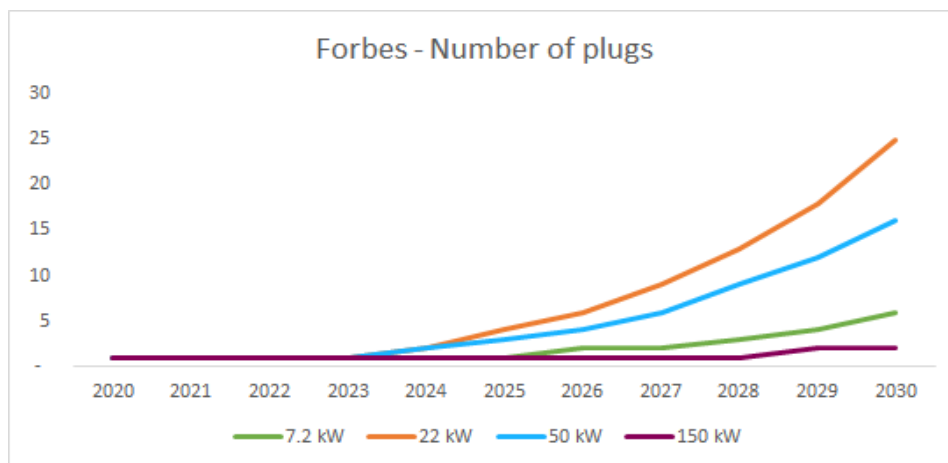
Peak traffic for Forbes	
Traffic component	Peak hourly traffic
Peak tourist vehicles	335
Peak local vehicle	200
Total peak vehicles	535

The following table presents the number of individual charging plugs (whereas a charging station may include more than one plug that can function simultaneously) required during peak traffic times to optimally satisfy demand for charging of electric vehicles and avoid long waiting times. The analysis assumes electric vehicle penetration according to CSIRO’s model in the year 2030. These numbers do not represent the minimum number of charging sites required, as sites will in many cases have more than one charging plug. Schedule 1 provides details of assumptions that underlie this model.

³⁹ The sites for Hotel/Motels, Bed and Breakfast, and Camping are not reflected as they are too numerous.

Demand-driven number of required charging plugs for Forbes in 2030					
Year	7.2 kW	22 kW	50 kW	150 kW	Total
2020	1	1	1	1	4
2021	1	1	1	1	4
2022	1	1	1	1	4
2023	1	1	1	1	4
2024	1	2	2	1	6
2025	1	4	3	1	9
2026	2	6	4	1	13
2027	2	9	6	1	18
2028	3	13	9	1	26
2029	4	18	12	2	36
2030	6	25	16	2	49

As this model is based on an optimisation algorithm that assumes at the peak in demand all electric vehicle drivers will be able to find and connect to an available charger, the actual number of charging plugs required may be higher. Appropriate signage, parking rules, and ease of operation are important considerations. The growth in the number of required charging plugs can be more clearly seen in the following graph.



This approach takes a demand-side view and does not account for chargers that may be installed to attract clients, such as those installed by hotels, B&Bs and other overnight accommodation

providers. It is expected that supply of these lower powered AC chargers will continue to far exceed demand, at least as far as overnight accommodation is concerned.

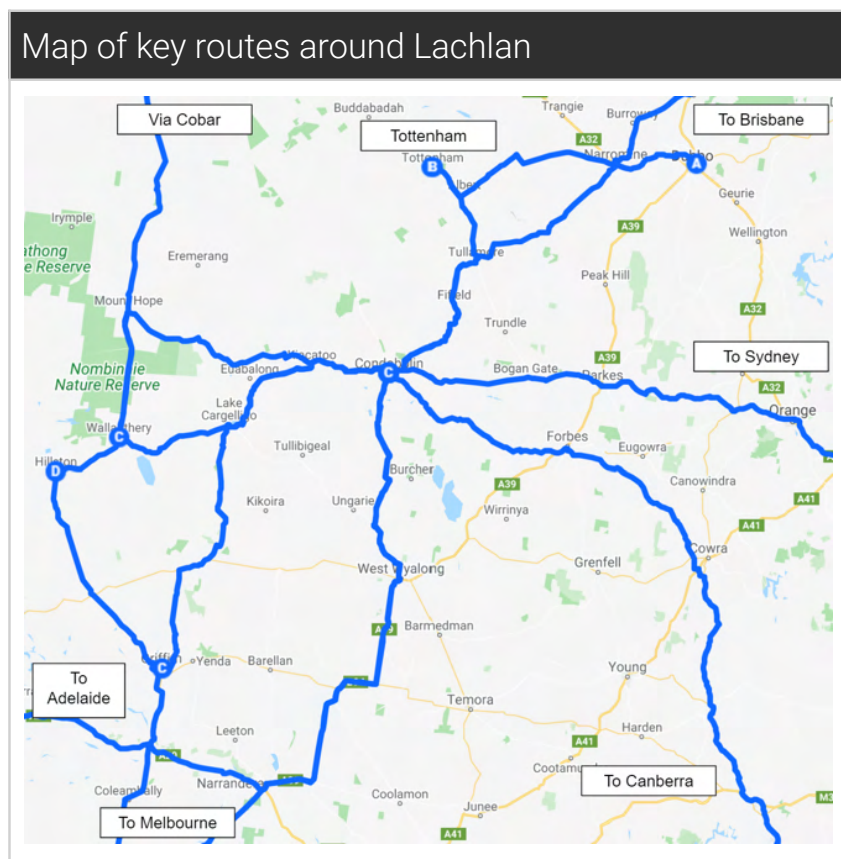
Peak tourism events and impact on demand for charging

Peak relative to non-event driven travel through the region was presented. No further data was available for this region relating to specific peak travel/tourism events.

Lachlan

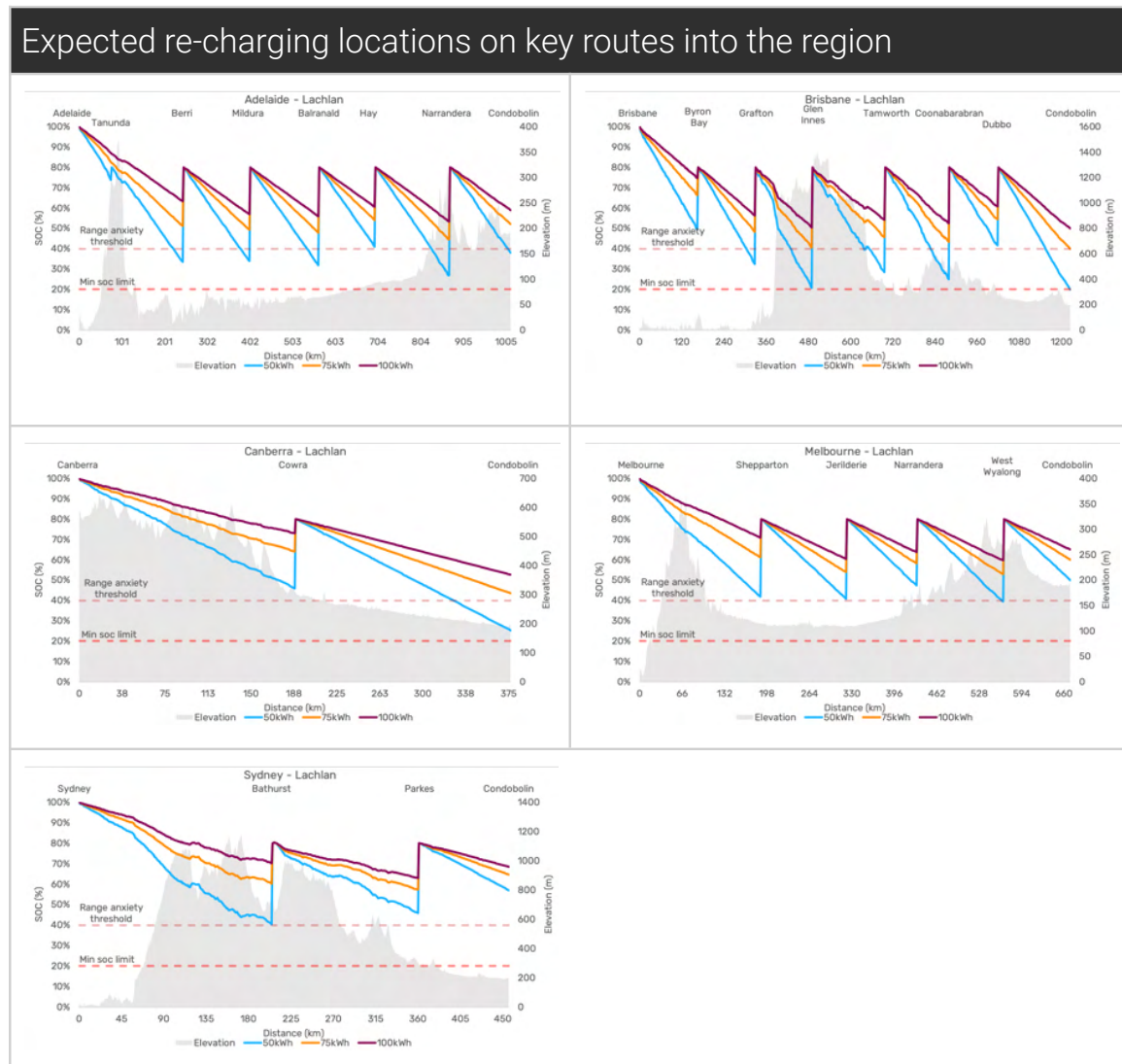
Identified key routes

Lachlan is the council region most North-West amongst CNSWJO member councils. The major city within Lachlan is Condobolin, with the key routes around Lachlan being Henry Parkes Way East towards Parkes, The Gipps Way South towards West Wyalong and The Lachlan Valley Way towards Forbes. The trip from Lake Cargelligo to/from Griffith and the trip from Tottenham to/from Dubbo are also higher volume traffic routes through the region. These routes are mapped below:



Key “journey enablement” sites for fast charging

The results of analysis through Everergi’s modelling software can be found below. Note that journey routes have been determined by the routes private/public charging station investors have chosen as priority routes.



Key takeaways from this analysis include:

- Reaching the region of Lachlan from Sydney requires rest-stops in Bathurst and Parkes, with vehicles having less than 50 kWh batteries unable to complete the journey without stopping. Lithgow and Orange are alternative rest-stops where recharging may occur on the trip West from Sydney towards Condobolin.

- The currently popular Hyundai Ioniq and Nissan Leaf will need to recharge at Cowra and Forbes (or in Young and Forbes) in order to reach the region of Lachlan from Canberra. Those vehicles with 50 kWh or more are likely to stop in Cowra only. The alternate route via Young is viable currently only if drivers top up in Boorowa (Northbound) or Young (Southbound).
- Electric vehicles travelling North-East from Adelaide to Forbes are likely to stop for a break and boost to battery state of charge at Narrandera. Currently popular vehicles with less than 50 kWh may also stop at West Wyalong to top up charge levels.
- For many drivers heading East from Sydney towards the region of Lachlan Shire, Parkes will become a common location for seeking a boost to charge levels. It is likely this effect will be more substantial in earlier years and with vehicles that have lower driving range.
- Travelling to the Lachlan region from the North requires journey enabling charging stations at Dubbo and in a smaller city such as Coonabarabran.
- There are many key charging locations along major routes from major Australian centres that require additional charging infrastructure to support effective journey enablement into the region going forwards.

Shortlist of highway, opportunity, destination and stay-over charging in the region

The following table presents the identified charger locations, strategic charger sizes and types, upstream constraints identified, recommended charger sizes in consideration of identified constraints, and finally notes about why the site is proposed for shortlisting.

Shortlist for highway, opportunity, destination and stay-over charging					
Location	Site ownership [#]	Unconstrained charger specifications	Substation constraints ⁴⁰	Constrained charger specifications	Notes
Tourism Precinct, The Gipps Way, Condobolin	Council	11-22kW	DS capacity available: DS capacity has not been mapped by the DNSP. ZS capacity available: 3.2MVA	11-22kW	Warning: 50kW and above chargers may not be economically viable for the site due to DS capacity constraints. Requires formal request from site owner to firm up. Site notes: Nearby facilities are limited.
Boating Club	Council	11-22kW	DS capacity available: DS capacity has not been mapped by the DNSP.	11-22kW	Warning: 50kW and above chargers may not be economically viable for the site due to DS capacity constraints. Requires formal request

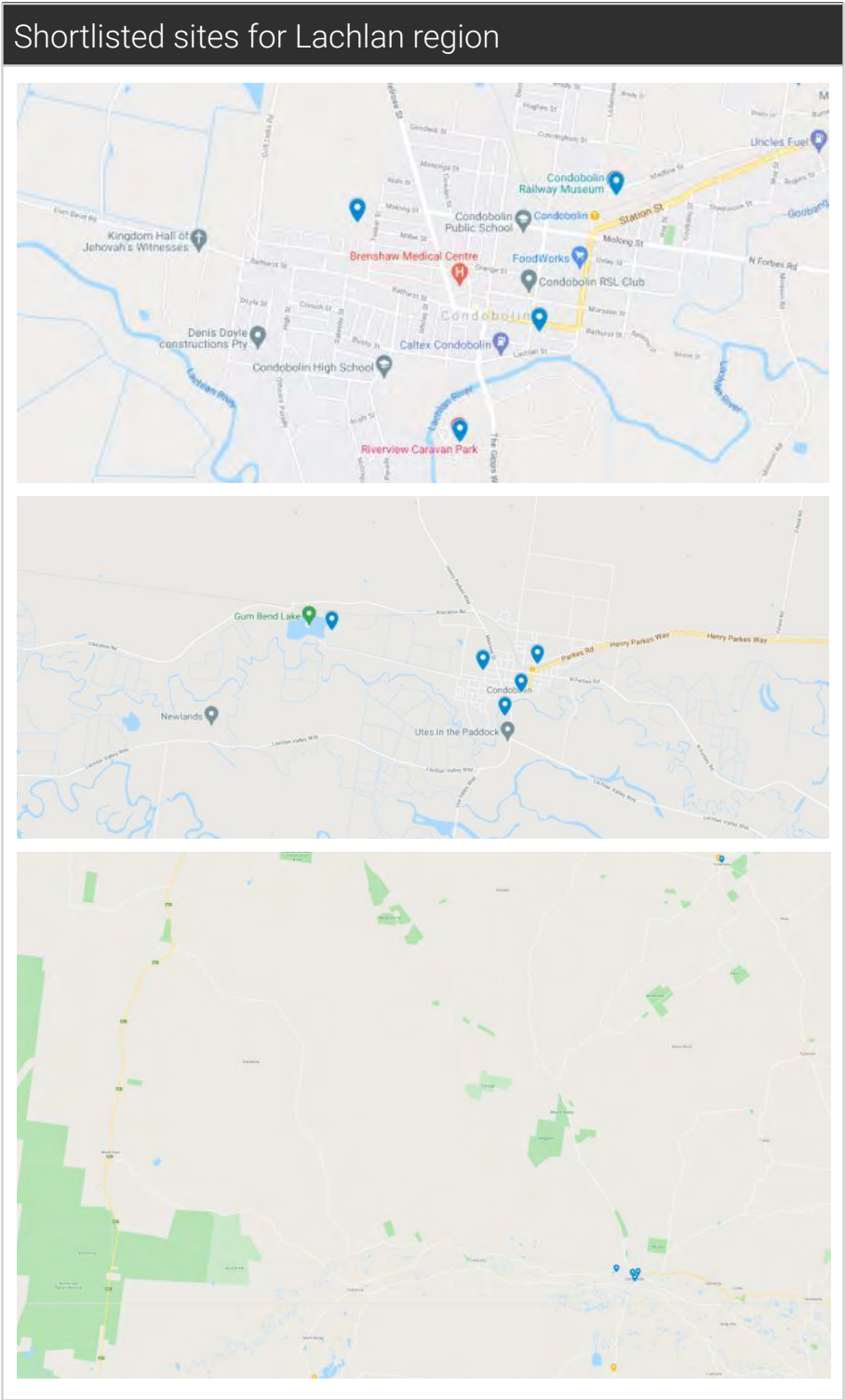
⁴⁰ Distribution substation constraints are best-practice estimates. Advice should be sought from local distribution network service provider, Essential Energy, prior to connecting EV chargers.

					<p>from site owner to firm up.</p> <p>Site notes: Nearby facilities include a lake, recreational club and shopping centre, with public toilets a short walk away.</p>
Tottenham War Memorial Hall	Council	11-22kW 50-100kW	<p>DS capacity available: DS capacity has not been mapped by the DNSP.</p> <p>ZS capacity available: 3.2MVA</p>	11-22kW 50-100kW	<p>Warning: 50kW and above chargers may not be economically viable for the site due to DS capacity constraints. Requires formal request from site owner to firm up.</p> <p>Site notes: Nearby facilities include a supermarket, accommodation and a park.</p>
Condobolin Railway Museum	Council	11-22kW 50-100kW	<p>DS capacity available: DS capacity has not been mapped by the DNSP.</p> <p>ZS capacity available: 3.2MVA</p>	11-22kW 50-100kW	<p>Warning: Electrical capacity unable to be confirmed at DS level as the information remains unmapped by Essential Energy.</p> <p>Site notes: Nearby facilities include Condobolin Hospital</p>
Freedom camping site – Gum Bend Lake	Council	11-22kW	<p>DS capacity available: DS capacity has not been mapped by the DNSP.</p> <p>ZS capacity available: 3.2MVA</p>	11-22kW	<p>Warning: Electrical capacity unable to be confirmed at DS level as the information remains unmapped by Essential Energy.</p> <p>Site notes: Nearby facilities include picnic tables, Gum Bend Picnic Area, free BBQ's, kid's playground, toilet & shower facilities and free hot water, boat ramp, dedicated swimming area, free campground/caravan park, walking / cycle track into town</p>
Lake Cargelligo Sports Club	Council	11-22kW	<p>DS capacity available: DS capacity has not been mapped by the DNSP.</p>	11-22kW	<p>Warning: Electrical capacity unable to be confirmed at DS level as the information remains unmapped by Essential Energy.</p>

			ZS capacity available: 3.2MVA		Site notes: Nearby facilities include sports club facilities, oval.
Condobolin Golf Club	Private	11-22kW	DS capacity available: DS capacity has not been mapped by the DNSP. ZS capacity available: 3.2MVA	11-22kW	Warning: Electrical capacity unable to be confirmed at DS level as the information remains unmapped by Essential Energy. Site notes: Nearby facilities beyond the golf course are limited.
IGA Condobolin	Private	11-22kW 50-100kW	DS capacity available: DS capacity has not been mapped by the DNSP. ZS capacity available: 3.2MVA	11-22kW 50-100kW	Warning: Electrical capacity unable to be confirmed at DS level as the information remains unmapped by Essential Energy. Site notes: Nearby facilities include shops and a museum.
Condobolin Hotel / Motel x2	Private	<11kW	DS capacity and ZS capacity: Site by site variability ZS capacity available: 3.2MVA	<11kW	Warning: Capacity varies across the numerous sites, but low power overnight chargers are recommended
Condobolin camping sites (River View Caravan Park)	Private	<11kW	DS capacity and ZS capacity: Site by site variability ZS capacity available: 3.2MVA	<11kW	Warning: Capacity varies across the numerous sites, but low power overnight chargers are recommended
Sporting Club	Private	11-22kW	DS capacity available: DS capacity has not been mapped by the DNSP. ZS capacity available: 3.2MVA	11-22kW	Warning: Electrical capacity unable to be confirmed at DS level as the information remains unmapped by Essential Energy.

Note: Distribution Substation data is not mapped by the DNSP for the region.

Site ownership is per the best estimate of Everengi and may not in all cases reflect actual site ownership.



Note: Shortlisted sites in blue, orange for preferred sites⁴¹

⁴¹ The sites for Hotel/Motels are not reflected as they are too numerous.

Peak traffic flows and resultant charging infrastructure density

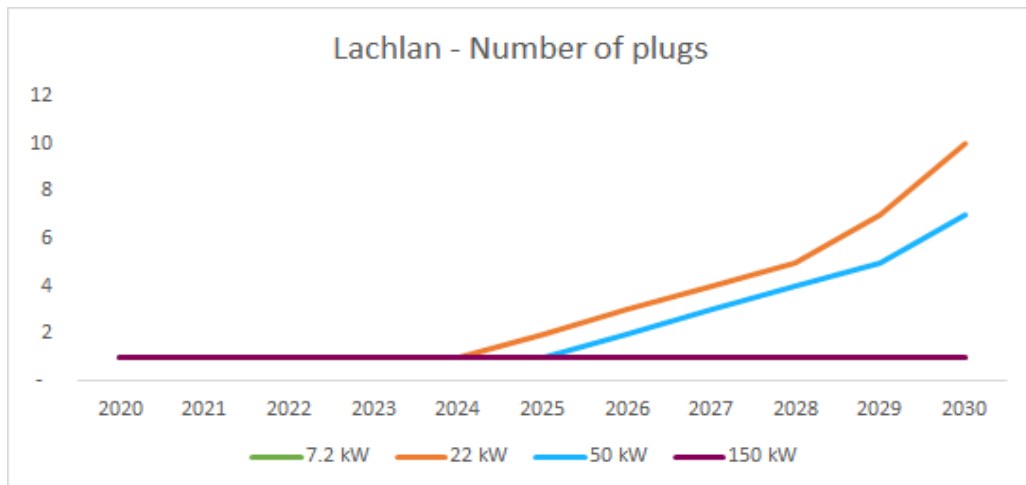
Overall peak traffic flows for tourist vehicles and for local vehicles determine demand for charging services in the region. The following table presents peak traffic for the region as well as its breakdown into its local and tourist components.

Peak traffic for Lachlan	
Traffic component	Peak hourly traffic
Peak tourist vehicles	47
Peak local vehicle	99
Total peak vehicles	146

The following table presents the number of individual charging plugs (whereas a charging station may include more than one plug that can function simultaneously) required during peak traffic times to optimally satisfy demand for charging of electric vehicles and avoid long waiting times. The analysis assumes electric vehicle penetration according to CSIRO's model in the year 2030. These numbers do not represent the minimum number of charging sites required, as sites will in many cases have more than one charging plug. Schedule 1 provides details of assumptions that underlie this model.

Demand-driven number of required charging plugs for Lachlan in 2030					
Year	7.2 kW	22 kW	50 kW	150 kW	Total
2020	1	1	1	1	4
2021	1	1	1	1	4
2022	1	1	1	1	4
2023	1	1	1	1	4
2024	1	1	1	1	4
2025	1	2	1	1	5
2026	1	3	2	1	7
2027	1	4	3	1	9
2028	1	5	4	1	11
2029	1	7	5	1	14
2030	1	10	7	1	19

As this model is based on an optimisation algorithm that assumes at the peak in demand all electric vehicle drivers will be able to find and connect to an available charger, the actual number of charging plugs required may be higher. Appropriate signage, parking rules, and ease of operation are important considerations. The growth in the number of required charging plugs can be more clearly seen in the following graph.



This approach takes a demand-side view and does not account for chargers that may be installed to attract clients, such as those installed by hotels, B&Bs and other overnight accommodation providers. It is expected that supply of these lower powered AC chargers will continue to far exceed demand, at least as far as overnight accommodation is concerned.

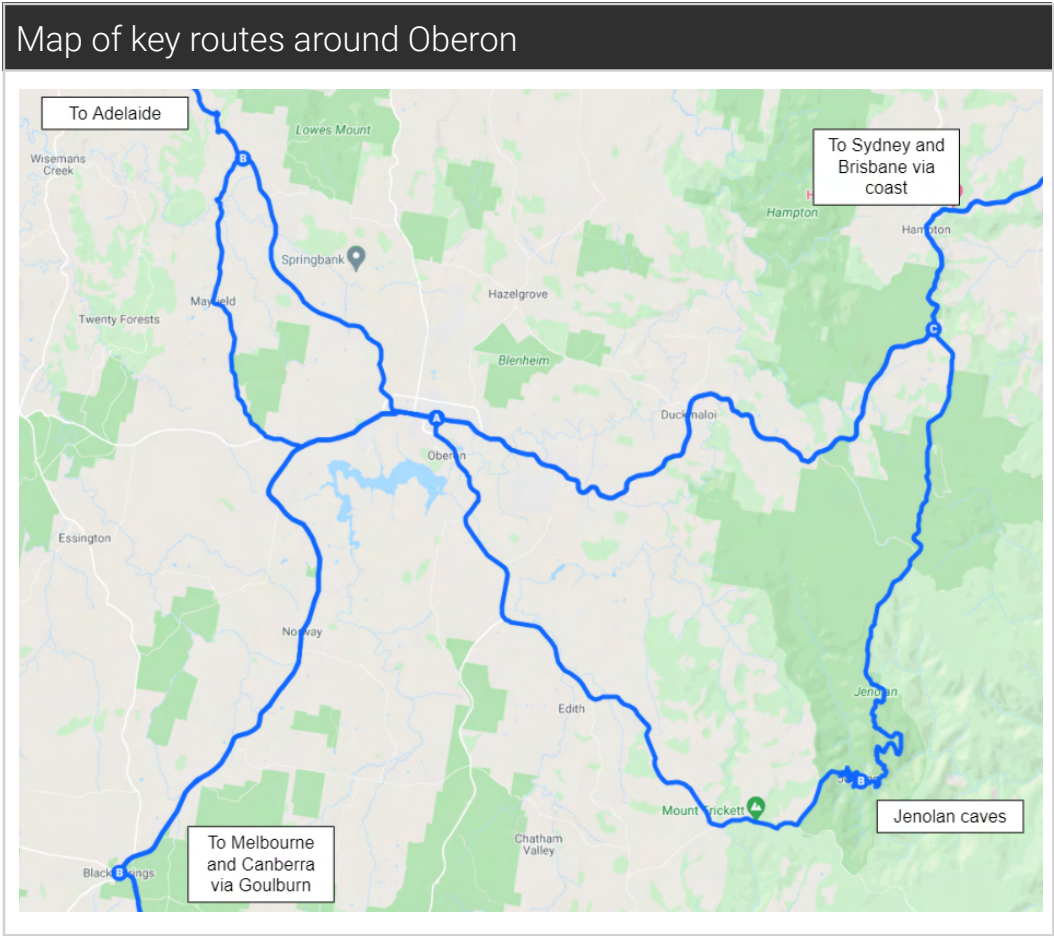
Peak tourism events and impact on demand for charging

Peak relative to non-event driven travel through the region was presented. No further data was available for this region relating to specific peak travel/tourism events.

Oberon

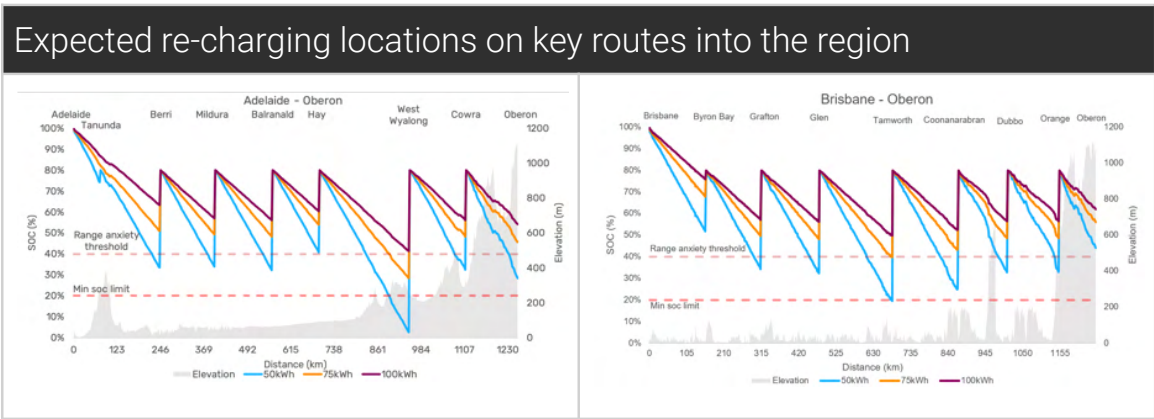
Identified key routes

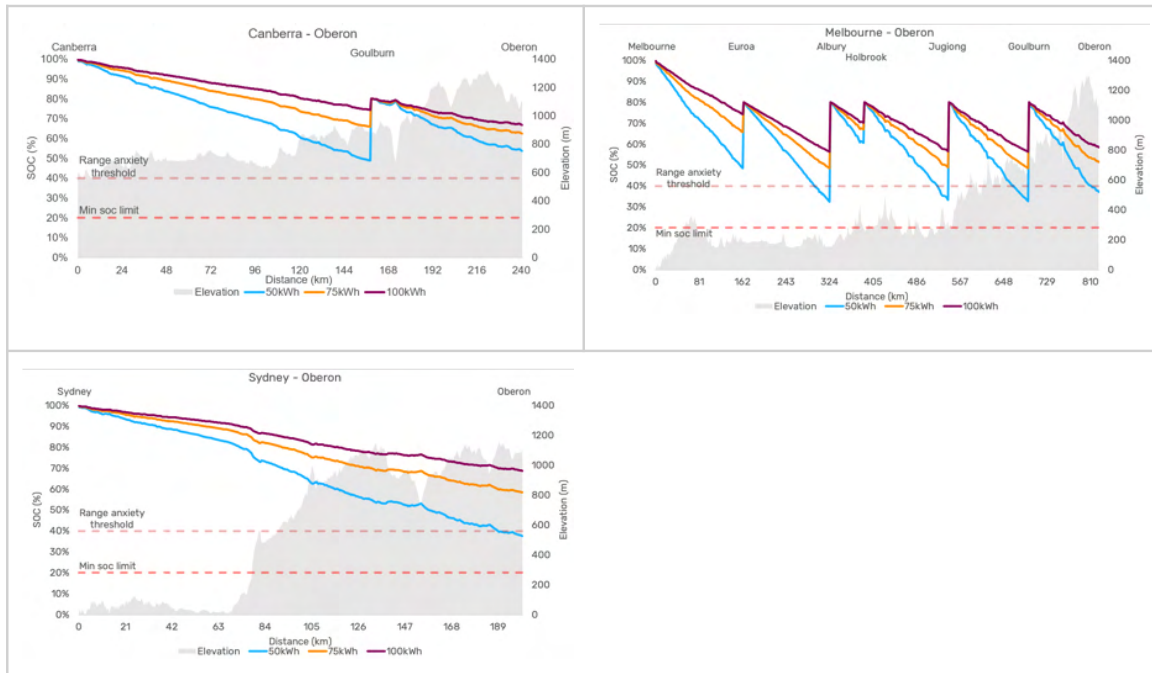
The Duckmaloi Road connects Oberon with Lithgow in the North East, the O'Connell Road connects with Bathurst in the North West and Abercrombie Road connects with Goulburn in the South. Oberon is connected to the major cities via these routes. These routes are mapped below:



Key “journey enablement” sites for fast charging

The results of analysis through Everergi’s modelling software can be found below. Note that journey routes have been determined by the routes private/public charging station investors have chosen as priority routes.





Key takeaways from this analysis include:

- Katoomba is likely an important location for drivers seeking to break up the journey West from Sydney over the Great Dividing Range and into Central NSW via the Great Western Highway. For these drivers, a brief top up charge is likely before continuing the journey West, with drivers approaching from further North via Lithgow potentially stopping at high powered chargers located in Lithgow.
- Top-up charging at Goulburn is a key enabler of electric vehicles travelling into Oberon from the South.
- Top-up charging at West Wyalong and Cowra is a key enabler of electric vehicles travelling into Oberon from the West, though as vehicle battery capacity increases over time it is viable that travellers will stop at Bathurst as an alternative option.
- Travelling to Oberon from the North via Mudgee or North-West via Dubbo in all but the highest range electric vehicles requires journey enabling charging en-route to facilitate arrival.
- There are many key charging locations along major routes from major Australian centres that require additional charging infrastructure to support effective journey enablement into the region going forwards.
- Jenolan Caves and Mayfield Gardens are key locations for destination charging and facilitation of the return journey through Central NSW.

Shortlist of highway, opportunity, destination and stay-over charging in the region

The following table presents the identified charger locations, strategic charger sizes and types, upstream constraints identified, recommended charger sizes in consideration of identified constraints, and finally notes about why the site is proposed for shortlisting.

Shortlist for highway, opportunity, destination and stay-over charging					
Location	Site ownership [#]	Unconstrained charger specifications	Substation constraints ⁴²	Constrained charger specifications	Notes
The Oberon Common	Council	11-22kW	DS capacity available: 1x126kVA ZS capacity available: 22.1MVA	11-22kW	Warning: 50kW and above chargers may not be economically viable for the site due to DS capacity constraints. Requires formal request from site owner to firm up. Site notes: Nearby facilities include a park and Visitor Information Centre.
The Oberon Common	Council	11-22kW 50-100kW	DS capacity available: 1x126kVA ZS capacity available: 22.1MVA	11-22kW 50-100kW	Site notes: Open 24hrs. Nearby facilities include a tourist attraction, public toilets, a public BBQ and a playground.
Oberon Visitors Information Centre	Council	50-100kW	DS capacity available: 1x120kVA ZS capacity available: 22.1MVA	50-100kW	Site notes: Open 7 days, 9:30am-5pm. Nearby facilities are limited.
Tallys Lane behind the Library	Council	11-22kW	DS capacity available: 1x120kVA ZS capacity available: 22.1MVA	11-22kW	Warning: 50kW and above chargers may not be economically viable for the site due to DS capacity constraints. Requires formal request from site owner to firm up. Site notes: Nearby facilities include shopping, cafes, library and food and drink options.

⁴² Distribution substation constraints are best-practise estimates. Advice should be sought from local distribution network service provider, Essential Energy, prior to connecting EV chargers.

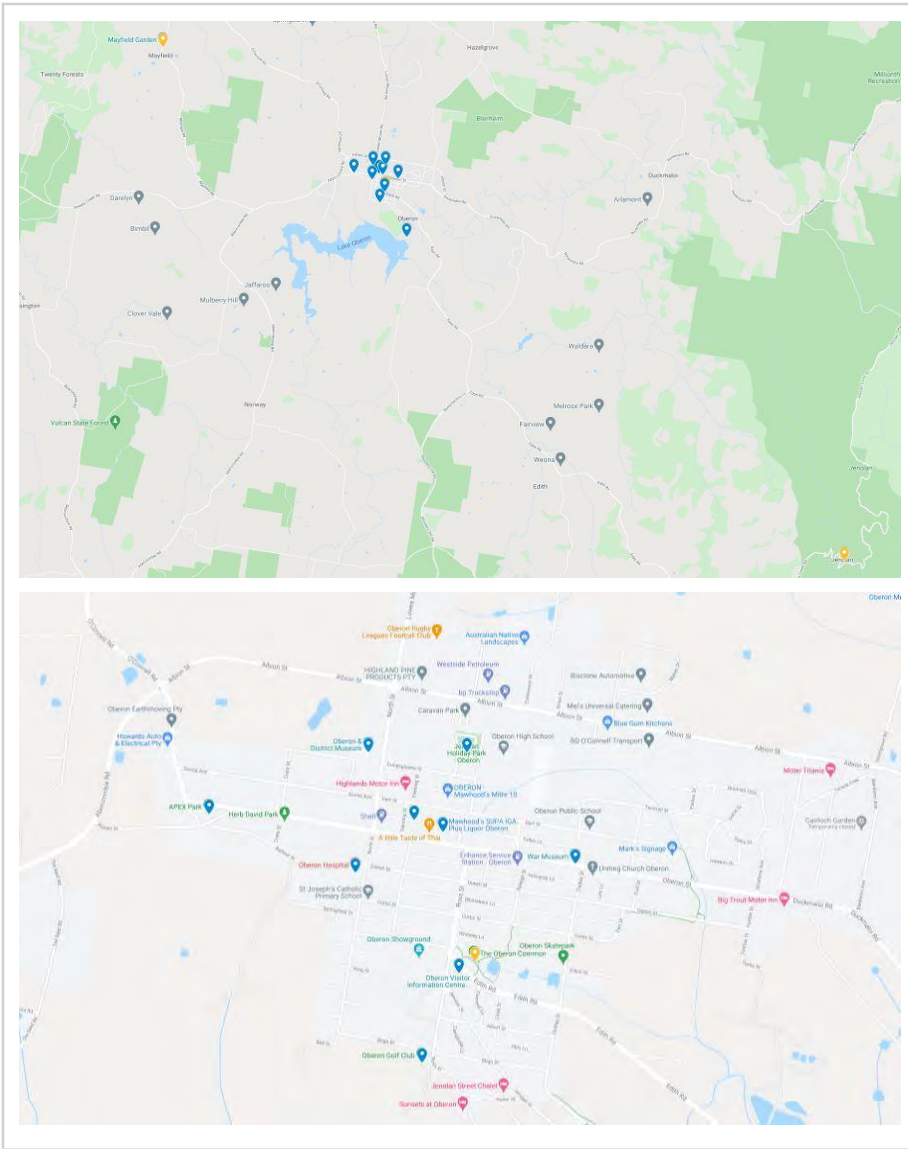
Oberon Dam	Council	11-22kW 50-100kW	DS capacity available: 1x80kVA ZS capacity available: 22.1MVA	11-22kW 50-100kW	Site notes: Nearby facilities include a tourist attraction.
APEX Park	Council	11-22kW 50-100kW	DS capacity available: 1x120kVA ZS capacity available: 22.1MVA	11-22kW 50-100kW	Site notes: Nearby facilities include a family park, public toilets, a public BBQ and gardens.
Jenolan Caves Trust	Private	11-22kW	DS capacity available: 1x25.2kVA ZS capacity available: 22.1MVA	11-22kW	Warning: 50kW and above chargers may not be economically viable for the site due to DS capacity constraints. Requires formal request from site owner to firm up. Site notes: Nearby facilities include a natural tourist destination, car park, accommodation and a restaurant.
Mayfield Gardens	Private	11-22kW	DS capacity available: 1x25.2kVA ZS capacity available: 22.1MVA	11-22kW	Warning: 50kW and above chargers may not be economically viable for the site due to DS capacity constraints. Requires formal request from site owner to firm up. Site notes: Nearby facilities include garden walks and a cafe.
War Museum	Private	11-22kW 50-100kW	DS capacity available: 126kVA* and 1x120kVA ZS capacity available: 22.1MVA	11-22kW 50-100kW	Site notes: Nearby facilities include a tourist attraction, and Oberon RSL.
Oberon & District Museum	Private	11-22kW 50-100kW	DS capacity available: 1x126kVA ZS capacity available: 22.1MVA	11-22kW 50-100kW	Site notes: Nearby facilities are limited.
Oberon Hotel /	Private	<11kW	DS capacity	<11kW	Warning: Capacity varies

Motel x4			and ZS capacity: Site by site variability ZS capacity available: 22.1MVA		across the numerous sites, but low power overnight chargers are recommended.
Supa IGA	Private	11-22kW 50-100kW	DS capacity available: 1x200kVA ZS capacity available: 22.1MVA	11-22kW 50-100kW	Site notes: Open 7days, 7:30am-8pm. Nearby facilities include a large parking space, shops, restaurants, and accommodation.
Oberon Golf Club	Private	11-22kW 50-100kW	DS capacity available: 1x120kVA ZS capacity available: 22.1MVA	11-22kW 50-100kW	Site notes: Open 7 days, 7am-6pm. Nearby facilities are limited.
Oberon Hospital	Private	11-22kW	DS capacity available: 1x120kVA ZS capacity available: 22.1MVA	11-22kW	Site notes: Open 24 hrs a day. Nearby facilities are limited.
Jenolan Holiday Park	Private	<11kW	DS capacity available: 1x126kVA ZS capacity available: 22.1MVA	11-22kW	Site notes: Nearby facilities include an indoor swimming pool.

Site ownership is per the best estimate of Everergi and may not in all cases reflect actual site ownership.

Note: Shortlisted sites in blue, orange for shortlisted Council owned sites

Shortlisted sites for Oberon region



Note: Shortlisted sites in blue, orange for preferred sites⁴³

Peak traffic flows and resultant charging infrastructure density

Overall peak traffic flows for tourist vehicles and for local vehicles determine demand for charging services in the region. The following table presents peak traffic for the region as well as its breakdown into its local and tourist components.

Peak traffic for Oberon

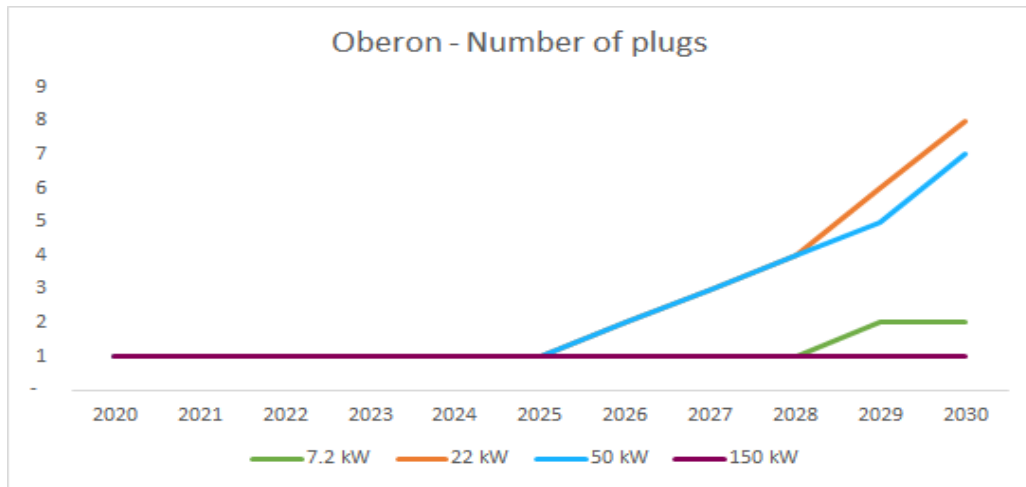
⁴³ The sites for Hotel/Motels are not reflected as they are too numerous.

Traffic component	Peak hourly traffic
Peak tourist vehicles	87
Peak local vehicle	88
Total peak vehicles	175

The following table presents the number of individual charging plugs (whereas a charging station may include more than one plug that can function simultaneously) required during peak traffic times to optimally satisfy demand for charging of electric vehicles and avoid long waiting times. The analysis assumes electric vehicle penetration according to CSIRO's model in the year 2030. These numbers do not represent the minimum number of charging sites required, as sites will in many cases have more than one charging plug. Schedule 1 provides details of assumptions that underlie this model.

Demand-driven number of required charging plugs for Oberon in 2030					
Year	7.2 kW	22 kW	50 kW	150 kW	Total
2020	1	1	1	1	4
2021	1	1	1	1	4
2022	1	1	1	1	4
2023	1	1	1	1	4
2024	1	1	1	1	4
2025	1	1	1	1	4
2026	1	2	2	1	6
2027	1	3	3	1	8
2028	1	4	4	1	10
2029	2	6	5	1	14
2030	2	8	7	1	18

As this model is based on an optimisation algorithm that assumes at the peak in demand all electric vehicle drivers will be able to find and connect to an available charger, the actual number of charging plugs required may be higher. Appropriate signage, parking rules, and ease of operation are important considerations. The growth in the number of required charging plugs can be more clearly seen in the following graph.



This approach takes a demand-side view and does not account for chargers that may be installed to attract clients, such as those installed by hotels, B&Bs and other overnight accommodation providers. It is expected that supply of these lower powered AC chargers will continue to far exceed demand, at least as far as overnight accommodation is concerned.

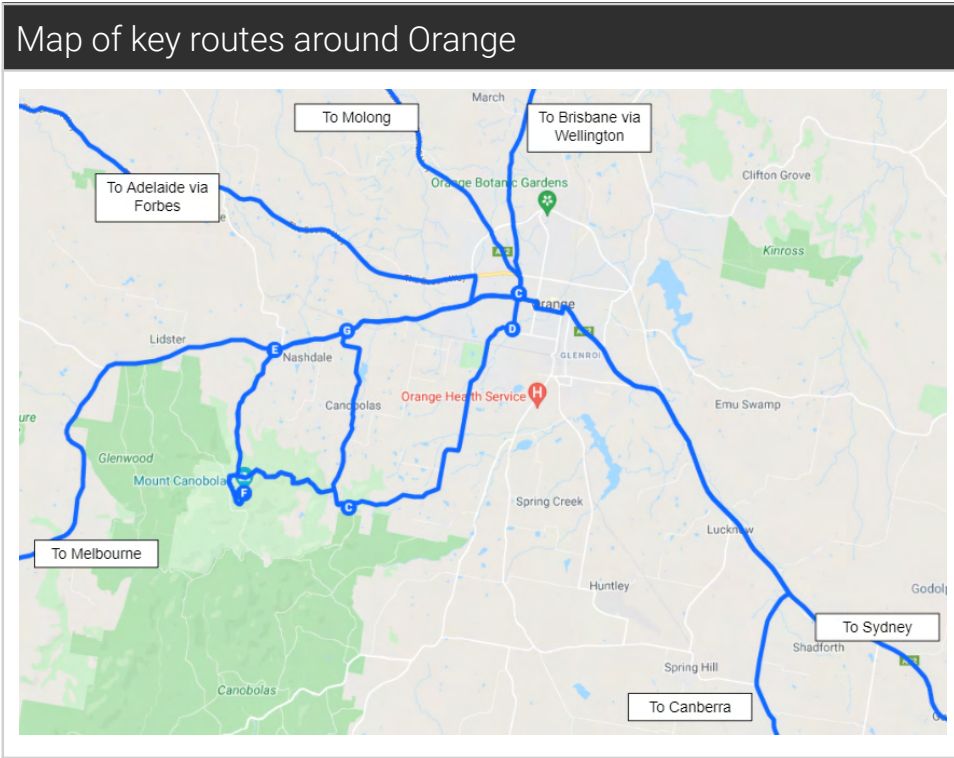
Peak tourism events and impact on demand for charging

Peak relative to non-event driven travel through the region was presented. No further data was available for this region relating to specific peak travel/tourism events.

Orange

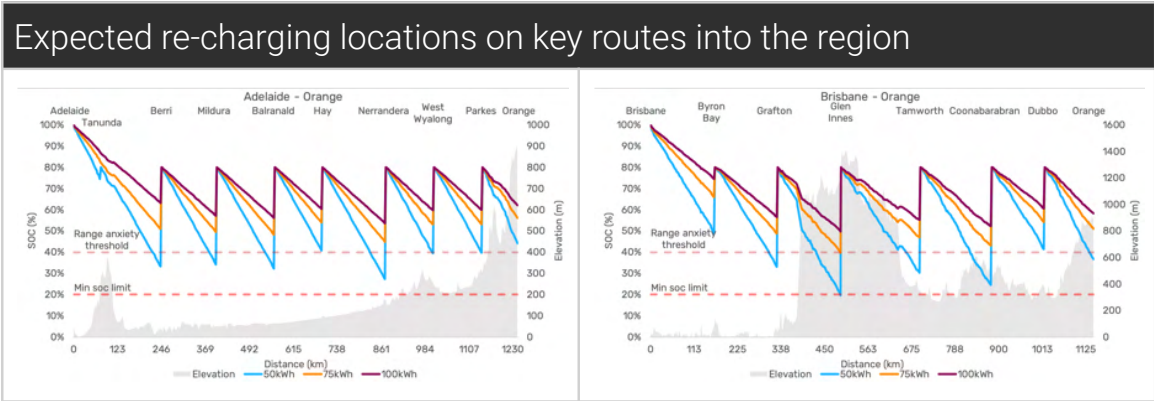
Identified key routes

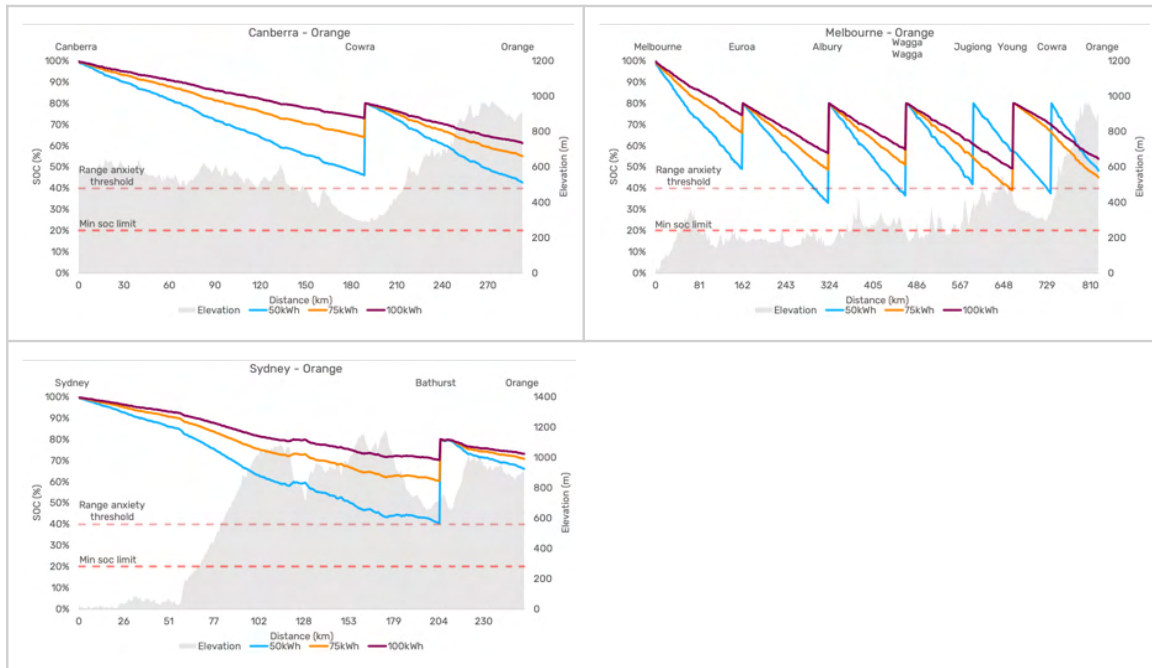
The Sydney to Orange route via Lithgow and Bathurst is a popular tourist drive and a vital travel corridor across the Great Dividing Range for the Central NSW region. Escort Way to Parkes and North Burrendong Way to Dubbo are important regional interconnectors for those travelling through Central NSW, as is Mitchell Highway South to Bathurst and North to Molong. Cowra is a key city connecting the region to Canberra, Melbourne and Adelaide, via Canowindra or Blayney. These routes are mapped below:



Key “journey enablement” sites for fast charging

The results of analysis through Evenergi’s modelling software can be found below. Note that journey routes have been determined by the routes private/public charging station investors have chosen as priority routes.





Key takeaways from this analysis include:

- Lithgow or Bathurst are likely important locations for drivers seeking to break up the journey West from Sydney over the Great Dividing Range and into Central NSW. For these drivers, a brief top up charge is likely before continuing the journey West.
- Top-up charging at Cowra is a key enabler of electric vehicles travelling into Orange from the South.
- Top-up charging to the Western gate of the region is a key enabler of electric vehicles travelling into Orange from the West. West Wyalong may be an obvious choice for drivers to recharge rather than Forbes, with likely benefits to the region available if communication materials promote Forbes for this purpose.
- Travelling to Orange from the North in all but the highest range electric vehicles requires journey enabling charging in Dubbo and Coonabarabran.
- There are many key charging locations along major routes from major Australian centres that require additional charging infrastructure to support effective journey enablement into the region going forwards.

Shortlist of highway, opportunity, destination and stay-over charging in the region

The following table presents the identified charger locations, strategic charger sizes and types, upstream constraints identified, recommended charger sizes in consideration of identified constraints, and finally notes about why the site is proposed for shortlisting.

Shortlist for highway, opportunity, destination and stay-over charging					
Location	Site ownership [#]	Unconstrained charger specifications	Substation constraints ⁴⁴	Constrained charger specifications	Notes
Orange Airport	Council	11-22kW	DS capacity available: 1x126kVA ZS capacity available: 14.1MVA	11-22kW	Warning: 50kW and above chargers may not be economically viable for the site due to DS capacity constraints. Requires formal request from site owner to firm up. Site notes: Nearby facilities beyond the airport are limited.
Orange Central Square / Orange City Centre	Council	11-22kW 50-100kW	DS capacity available: 1x400kVA, 1x800kVA, 1x880kVA and 1x1200kVA ZS capacity available: 14.1 MVA	11-22kW 50-100kW	Site notes: Open 7 days. Nearby facilities include a large parking space, shops, restaurants, hotels, accommodation and Robertson Park.
Orange Information/Library/Art Gallery	Council	11-22kW	DS capacity available: 1x600kVA ZS capacity available: 14.1MVA	11-22kW	Warning: 50kW and above chargers may not be economically viable for the site due to DS capacity constraints. Requires formal request from site owner to firm up. Site notes: Nearby facilities include hotels, a theatre, accommodation, cafes, a park and restaurants.
Orange Civic Center	Council	11-22kW 50-100kW	DS capacity available: 1x600kVA ZS capacity available: 14.1MVA	11-22kW 50-100kW	Warning: 50kW and above chargers may not be economically viable for the site due to DS capacity constraints. Requires formal request from site owner to firm up. Site notes: Nearby facilities include hotels, shopping, accommodation, cafes, a park and restaurants.
Woolworths car park	Council	11-22kW 50-100kW	DS capacity available: 1x1200kVA	11-22kW 50-100kW	Warning: 50kW and above chargers may not be economically viable for the

⁴⁴ Distribution substation constraints are best-practise estimates. Advice should be sought from local distribution network service provider, Essential Energy, prior to connecting EV chargers.

			ZS capacity available: 14.1MVA		site due to DS capacity constraints. Requires formal request from site owner to firm up. Site notes: Nearby facilities include hotels, shopping, accommodation, cafes, a park and restaurants.
Sale Street car park	Council	11-22kW	DS capacity available: 1x1200kVA ZS capacity available: 14.1MVA	11-22kW	Warning: 50kW and above chargers may not be economically viable for the site due to DS capacity constraints. Requires formal request from site owner to firm up. Site notes: Nearby facilities include hotels, shopping, accommodation, cafes, a park and restaurants.
Little Summer St car park	Council	11-22kW	DS capacity available: 1x200kVA ZS capacity available: 14.1MVA	11-22kW	Warning: 50kW and above chargers may not be economically viable for the site due to DS capacity constraints. Requires formal request from site owner to firm up. Site notes: Nearby facilities include a restaurant and a service station
Botanical Gardens	Council	11-22kW 50-100kW	DS capacity available: 1x126kVA ZS capacity available: 14.1MVA	11-22kW 50-100kW	Warning: 50kW and above chargers may not be economically viable for the site due to DS capacity constraints. Requires formal request from site owner to firm up. Site notes: Nearby facilities include parks, car parks, cafes and a playground.
Cook Park	Council	11-22kW 50-100kW	DS capacity available: 1x120kVA ZS capacity available: 14.1MVA	11-22kW 50-100kW	Warning: 50kW and above chargers may not be economically viable for the site due to DS capacity constraints. Requires formal request from site owner to firm up. Site notes: Nearby facilities include a park, cafe, restaurant and public toilets.
Council/ Business car park	Council	11-22kW	DS capacity available: 1x400kVA	11-22kW	Warning: 50kW and above chargers may not be economically viable for the

			ZS capacity available: 14.1MVA		site due to DS capacity constraints. Requires formal request from site owner to firm up. Site notes: Nearby facilities include a library, gallery, car parking and Visitor Information Centre. Solar at the nearby council building and gallery.
Robertson Park	Council	11-22kW	DS capacity available: 1x1500kVA ZS capacity available: 14.1MVA	11-22kW	Warning: 50kW and above chargers may not be economically viable for the site due to DS capacity constraints. Requires formal request from site owner to firm up. Site notes: Nearby facilities include a library, gallery, car parking and Visitor Information Centre.
Summer Centre Shopping Centre	Council	11-22kW 50-100kW	DS capacity available: 1x400kVA and 2x 600 kVA ZS capacity available: 14.1MVA	11-22kW 50-100kW	Warning: 50kW and above chargers may not be economically viable for the site due to DS capacity constraints. Requires formal request from site owner to firm up. Site notes: Nearby facilities include hotels, shopping, accommodation, cafes, a park and restaurants.
Orange Aquatic Centre	Council	11-22kW	DS capacity available: 1x400kVA ZS capacity available: 14.1MVA	11-22kW	Warning: 50kW and above chargers may not be economically viable for the site due to DS capacity constraints. Requires formal request from site owner to firm up. Site notes: Nearby facilities include Orange City Bowling Club.
Spring Hill Park	Council	11-22kW	DS capacity available: 1x80kVA ZS capacity available: 14.1MVA	11-22kW	Warning: 50kW and above chargers may not be economically viable for the site due to DS capacity constraints. Requires formal request from site owner to firm up. Site notes: Nearby facilities are limited.
Bloomfield grounds	Council	11-22kW	DS capacity available:	11-22kW	Warning: 50kW and above chargers may not be

			1x400kVA 1x200kVA ZS capacity available: 14.1MVA		economically viable for the site due to DS capacity constraints. Requires formal request from site owner to firm up. Site notes: Nearby facilities include cafes and a restaurant.
Sir Jack Brabham Park	Council	11-22kW	DS capacity available: 1x80kVA ZS capacity available: 14.1MVA	11-22kW	Warning: 50kW and above chargers may not be economically viable for the site due to DS capacity constraints. Requires formal request from site owner to firm up. Site notes: Nearby facilities are limited.
Glenroi Oval	Council	11-22kW	DS capacity available: 1x120kVA ZS capacity available: 14.1MVA	11-22kW	Warning: 50kW and above chargers may not be economically viable for the site due to DS capacity constraints. Requires formal request from site owner to firm up. Site notes: Nearby facilities include residential areas.
Sporting Oval (PCYC)	Council	11-22kW	DS capacity available: 1x300kVA ZS capacity available: 14.1MVA	11-22kW	Warning: 50kW and above chargers may not be economically viable for the site due to DS capacity constraints. Requires formal request from site owner to firm up. Site notes: Nearby facilities include park, hospital, church.
Orange Regional Museum	Council	11-22kW 50-100kW	DS capacity available: 1x600kVA ZS capacity available: 14.1 MVA	11-22kW 50-100kW	Site notes: Open 7 days, 9am-4pm. Nearby facilities include a tourist attraction, Orange Civic Theatre, Orange Regional Gallery, and Robertson Park.
Banjo Patterson's Birthplace	Council	11-22kW 50-100kW	DS capacity available: 1x200kVA and 1x126kVA ZS capacity available: 14.1 MVA	11-22kW 50-100kW	Site notes: Open 24 hrs a day. Nearby facilities include a tourist attraction, botanic gardens, a playground and a cafe.
Wade Park	Council	11-22kW	DS capacity	11-22kW	Warning: 50kW and above chargers may not be

			available: 1x800kVA ZS capacity available: 14.1MVA		economically viable for the site due to DS capacity constraints. Requires formal request from site owner to firm up. Site notes: Nearby facilities include train station, shopping, cafe, a park and accommodation.
McNamara Lane	Council	11-22kW	DS capacity available: 1x800kVA ZS capacity available: 14.1MVA	11-22kW	Warning: 50kW and above chargers may not be economically viable for the site due to DS capacity constraints. Requires formal request from site owner to firm up. Site notes: Nearby facilities include train station, shopping, cafe, a park and accommodation.
Railway Station	State	11-22kW	DS capacity available: 1x800kVA ZS capacity available: 14.1MVA	11-22kW	Warning: 50kW and above chargers may not be economically viable for the site due to DS capacity constraints. Requires formal request from site owner to firm up. Site notes: Nearby facilities include train station, shopping, cafe, a park and accommodation.
Orange Base Hospital	NSW	11-22kW	DS capacity available: 1x300kVA 1x120kVA ZS capacity available: 14.1MVA	11-22kW	Warning: 50kW and above chargers may not be economically viable for the site due to DS capacity constraints. Requires formal request from site owner to firm up. Site notes: Nearby facilities include TAFE, cafes and a restaurant.
Waratahs Oval	NSW	11-22kW	DS capacity available: 1x60kVA ZS capacity available: 14.1MVA	11-22kW	Warning: 50kW and above chargers may not be economically viable for the site due to DS capacity constraints. Requires formal request from site owner to firm up. Site notes: Nearby facilities include cafe, shopping centre.
Department of Primary	NSW	11-22kW	DS capacity available:	11-22kW	Warning: 50kW and above chargers may not be

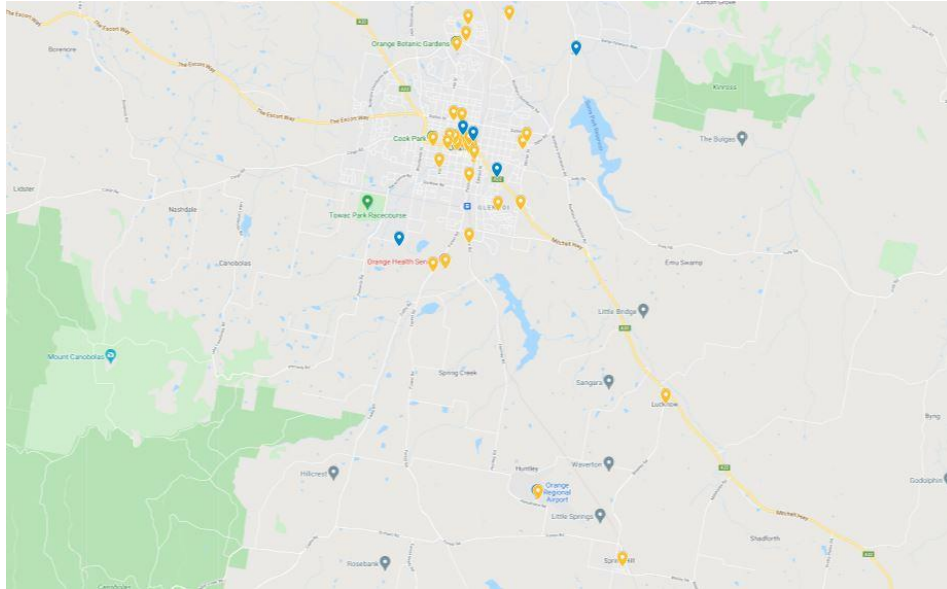
Industries new site (ex Orange Base Hospital site in Prince Street)			1x300kVA 1x120kVA ZS capacity available: 14.1MVA		economically viable for the site due to DS capacity constraints. Requires formal request from site owner to firm up. Site notes: Nearby facilities include cafes and a rest area, TAFE,
Orange Main Street	Various	11-22kW 50-100kW	DS capacity available: 1500kVA ZS capacity available: 14.1MVA	11-22kW 50-100kW	Warning: 50kW and above chargers may not be economically viable for the site due to DS capacity constraints. Requires formal request from site owner to firm up. Site notes: Nearby facilities include hotels, shopping, accommodation, cafes, a park and restaurants.
Lucknow, NSW	Various	11-22kW 50-100kW	DS capacity available: 1x80kVA ZS capacity available: 14.1MVA	11-22kW 50-100kW	Warning: 50kW and above chargers may not be economically viable for the site due to DS capacity constraints. Requires formal request from site owner to firm up. Site notes: Nearby facilities include public toilets and a cafe.
Peisley Street	Private	11-22kW	DS capacity available: 1x400kVA ZS capacity available: 14.1MVA	11-22kW	Warning: 50kW and above chargers may not be economically viable for the site due to DS capacity constraints. Requires formal request from site owner to firm up. Site notes: Nearby facilities include hotels, shopping, accommodation, cafes, a park and restaurants.
Woolworths North Orange	Private	11-22kW 50-100kW	DS capacity available: 1x400kVA 2x200kVA ZS capacity available: 14.1MVA	11-22kW 50-100kW	Warning: 50kW and above chargers may not be economically viable for the site due to DS capacity constraints. Requires formal request from site owner to firm up. Site notes: Nearby facilities include shopping, restaurants, car parks and cafes.
Woolworths (Telopea Way)	Private	11-22kW	DS capacity available:	11-22kW	Site notes: Nearby facilities include a large parking

		50-100kW	1x400kVA 2x200kVA ZS capacity available: 14.1 MVA	50-100kW	space, and a McDonald's restaurant.
Charles Sturt University	Private	11-22kW	DS capacity available: 1x300kVA ZS capacity available: Exceeds capacity, Essential Energy expected to upgrade	11-22kW	Warning: ZS capacity constrained. Site capacity upgrades may trigger ZS upgrades; however Essential energy reports this ZS urgently requires replacement, so this should be used as a mitigating argument by project proponents. Site notes: Open 5 days, 8am-5pm. Nearby facilities include a parking space.
Orange Homemaker Centre	Private	11-22kW 50-100kW	DS capacity available: 1x900kVA 1x200kVA ZS capacity available: 14.1MVA	11-22kW 50-100kW	Site notes: Nearby facilities include shopping center
Orange Central Square Shopping Centre	Private	11-22kW 50-100kW	DS capacity available: 1x1500kVA and 1x400kVA ZS capacity available: 14.1MVA	11-22kW 50-100kW	Warning: 50kW and above chargers may not be economically viable for the site due to DS capacity constraints. Requires formal request from site owner to firm up. Site notes: Nearby facilities include hotels, shopping, accommodation, cafes, a park and restaurants.
Orange Hotels / Motels (approx. 17 sites)	Private	<11kW	DS capacity: Site by site variability ZS capacity available: 14.1 MVA	<11kW	Warning: Capacity varies across the numerous sites, but low power overnight chargers are recommended.
Orange bed and breakfast, apartments, camping etc (numerous sites)	Private	<11kW	DS capacity and ZS capacity: Site by site variability ZS capacity available: 14.1 MVA	<11kW	Warning: Capacity varies across the numerous sites, but low power overnight chargers are recommended.

Bloomfield Hospital	Private	11-22kW	DS capacity available: 1x200kVA ZS capacity available: 14.1 MVA	11-22kW	Site notes: Open 24 hrs a day. Nearby facilities include a large parking space.
Dudley Private Hospital	Private	11-22kW	DS capacity available: 1x200kVA ZS capacity available: 14.1 MVA	11-22kW	Site notes: Nearby facilities include a large parking space and ANZAC Park.
Orange Medical Centre	Private	11-22kW	DS capacity available: 1x300kVA and 1x400kVA ZS capacity available: 14.1 MVA	11-22kW	Site notes: Open 6 days. Nearby facilities include Town Square Motel (with Tesla Destination Charger).
Philip Shaw	Private	11-22kW 50-100kW	DS capacity available: 1x10kVA ZS capacity available: 14.1 MVA	11-22kW	Warning: Chargers with power above 10kW chargers may not be economically viable due to DS capacity constraints likely requiring upgrade. Site notes: Nearby facilities include a tourist attraction.
Shopping (Bathurst Road)	Private	11-22kW 50-100kW	DS capacity available: 1x200kVA and 1x900kVA ZS capacity available: 14.1 MVA	11-22kW 50-100kW	Site notes: Nearby facilities include a large parking space, shops, restaurants, hotels and accommodation.

Site ownership is per the best estimate of Evenergi and may not in all cases reflect actual site ownership.

Shortlisted sites for Orange region



Note: Shortlisted sites in blue, orange for preferred sites⁴⁵

Peak traffic flows and resultant charging infrastructure density

Overall peak traffic flows for tourist vehicles and for local vehicles determine demand for charging services in the region. The following table presents peak traffic for the region as well as its breakdown into its local and tourist components.

Peak traffic for Orange	
Traffic component	Peak hourly traffic
Peak tourist vehicles	1440
Peak local vehicle	903
Total peak vehicles	2343

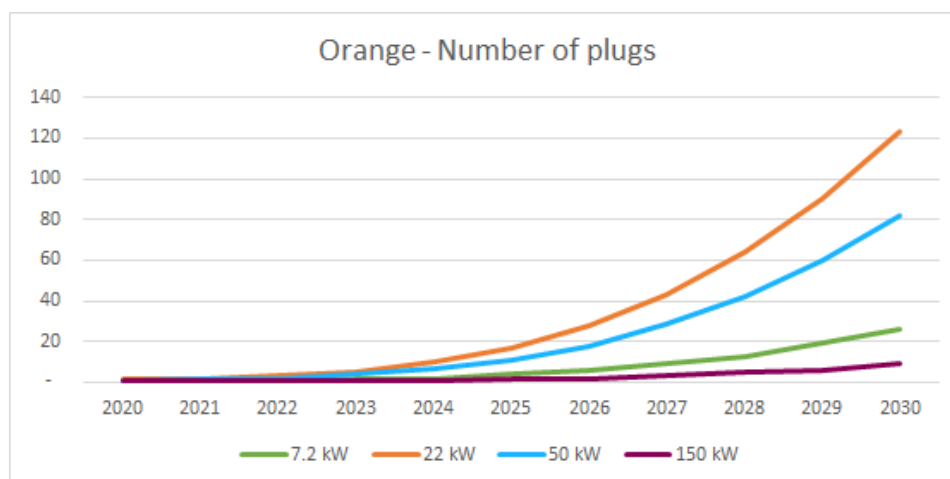
The following table presents the number of individual charging plugs (whereas a charging station may include more than one plug that can function simultaneously) required during peak traffic times to optimally satisfy demand for charging of electric vehicles and avoid long waiting times. The analysis assumes electric vehicle penetration according to CSIRO's model in the year 2030. These numbers do not represent the minimum number of charging sites required, as sites will in

⁴⁵ The sites for Hotel/Motels, Bed and Breakfasts, and Camping are not reflected as they are too numerous.

many cases have more than one charging plug. Schedule 1 provides details of assumptions that underlie this model.

Demand-driven number of required charging plugs for Orange in 2030					
Year	7.2 kW	22 kW	50 kW	150 kW	Total
2020	1	2	1	1	5
2021	1	2	1	1	5
2022	1	3	2	1	7
2023	2	5	3	1	11
2024	2	9	6	1	18
2025	4	16	10	2	32
2026	6	26	17	2	51
2027	9	40	26	3	78
2028	13	59	39	5	116
2029	19	84	55	6	164
2030	26	114	75	9	224

As this model is based on an optimisation algorithm that assumes at the peak in demand all electric vehicle drivers will be able to find and connect to an available charger, the actual number of charging plugs required may be higher. Appropriate signage, parking rules, and ease of operation are important considerations. The growth in the number of required charging plugs can be more clearly seen in the following graph.



This approach takes a demand-side view and does not account for chargers that may be installed to attract clients, such as those installed by hotels, B&Bs and other overnight accommodation providers. It is expected that supply of these lower powered AC chargers will continue to far exceed demand, at least as far as overnight accommodation is concerned.

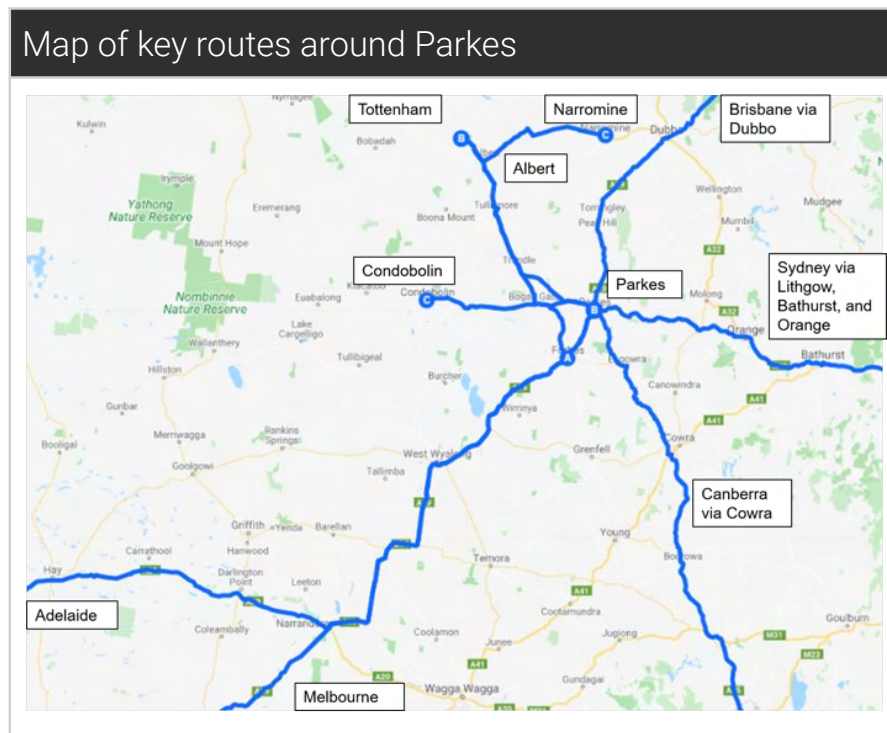
Peak tourism events and impact on demand for charging

The number of vehicles visiting Orange per day increased by 83% during the peak season e.g. in March, April, June, September and October. This increase in the number of visiting vehicles will raise the demand for charging in the region. Based on the charging demand during the peak seasons it is estimated that there will be 49% more charging plugs needed in total by 2030 to optimally satisfy demand for charging of electric vehicles and avoid long waiting times.

Parkes

Identified key routes

The Henry Parkes Way East towards Sydney via Lithgow, Bathurst and Orange is a popular tourist drive and a vital travel corridor across the Great Dividing Range for the Central NSW region, while Parkes is the connection point for travellers heading South towards Adelaide, Canberra and Melbourne. The Newell Highway North towards Brisbane via Dubbo and South towards Melbourne and Adelaide via West Wyalong is a major cross-country route and pathway across Central NSW. These routes are mapped below:



Key “journey enablement” sites for fast charging

The results of analysis through Everengi’s modelling software can be found below. Note that journey routes have been determined by the routes private/public charging station investors have chosen as priority routes.



Key takeaways from this analysis include:

- Lithgow or Bathurst are likely important locations for drivers seeking to break up the journey West from Sydney over the Great Dividing Range and into Central NSW. For these drivers, a brief top up charge is likely before continuing the journey West,
- Top-up charging at Cowra is a key enabler of electric vehicles travelling into Parkes from the South.

- Top-up charging at West Wyalong is a key enabler of electric vehicles travelling into Orange from the West as well as from Melbourne, with Forbes also likely a key recharging point on the trip East to Forbes through the region.
- Travelling to Orange from the North in all but the highest range electric vehicles requires journey enabling charging in Dubbo and Coonabarabran. Completing the round-trip to Mudgee in the North would require substantial recharging at Mudgee in order to make the return trip viable.
- There are many key charging locations along major routes from major Australian centres that require additional charging infrastructure to support effective journey enablement into the region going forwards.

Shortlist of highway, opportunity, destination and stay-over charging in the region

The following table presents the identified charger locations, strategic charger sizes and types, upstream constraints identified, recommended charger sizes in consideration of identified constraints, and finally notes about why the site is proposed for shortlisting.

Shortlist for highway, opportunity, destination and stay-over charging					
Location	Site ownership [#]	Unconstrained charger specifications	Substation constraints ⁴⁶	Constrained charger specifications	Notes
Parkes Visitor Information Centre/ Henry Parkes Centre	Council	11-22kW 50-100kW	DS capacity available: 1x126kVA ZS capacity available: 11.9 MVA	11-22kW 50-100kW	Site notes: Nearby facilities include accommodation, restaurant, parks, car parking and visitor resources.
Peak Hill town centre - adjacent to Commercial Gardens	Council	11-22kW	DS capacity available: 1x126kVA ZS capacity available: 11.9 MVA	11-22kW	Site notes: Nearby facilities include shelter, public toilets, and a cafe.
Trundle town centre (Forbes Street)	Council	11-22kW 50-100kW	DS capacity available: 1x11kVA ZS capacity available: 2 MVA	<11kW	Site notes: Nearby facilities include post office, service station and accommodation.

⁴⁶ Distribution substation constraints are best-practise estimates. Advice should be sought from local distribution network service provider, Essential Energy, prior to connecting EV chargers.

Parkes CBD Council car park - Church Street	Council	11-22kW	DS capacity available: 1x135kVA ZS capacity available: 11.9 MVA	11-22kW	Site notes: Nearby facilities include a post office, car parks, accommodation, restaurants and Parkes League Club.
Parkes Visitor Information Centre / Henry Parkes Museum / Parkes Motor Museum	Council	11-22kW 50-100kW	DS capacity available: 1x126kVA ZS capacity available: 11.9 MVA	11-22kW 50-100kW	Site notes: Open 7 days (weekdays 9am-4pm, weekends 10am-3pm). Nearby facilities include a large parking space and accomodation.
Parkes camping sites etc	Council	<11kW	Varied ZS capacity available: Up to 11.9 MVA	<11kW	Warning: Capacity varies across the numerous sites, but low power overnight chargers are recommended.
Lions Memorial Park	Council	11-22kW 50-100kW	DS capacity available: 1x20kVA ZS capacity available: 11.9 MVA	11-22kW	Warning: Chargers with rated power above 20kW may not be economically viable due to DS capacity constraints requiring upgrade of the DS. Site notes: Nearby facilities include public toilets and a public BBQ.
Parkes War Memorial	Council	11-22kW 50-100kW	DS capacity available: 1x200kVA, 1x80kVA and 1*40kVA ZS capacity available: 11.9 MVA	11-22kW 50-100kW	Site notes: Nearby facilities are limited.
Spicer, Pioneer and North Parkes Oval	Council	11-22kW 50-100kW	DS capacity available: 1x200kVA, 3x80kVA and 1x40kVA ZS capacity available: 11.9 MVA	11-22kW 50-100kW	Site notes: Open 5 days, 8:30am-5pm. Nearby facilities include a large parking space, and a caravan park.
Council library	Council	11-22kW	DS capacity available: 1x120kVA	11-22kW	Site notes: Nearby facilities include cafes, supermarkets, restaurants and public toilets.

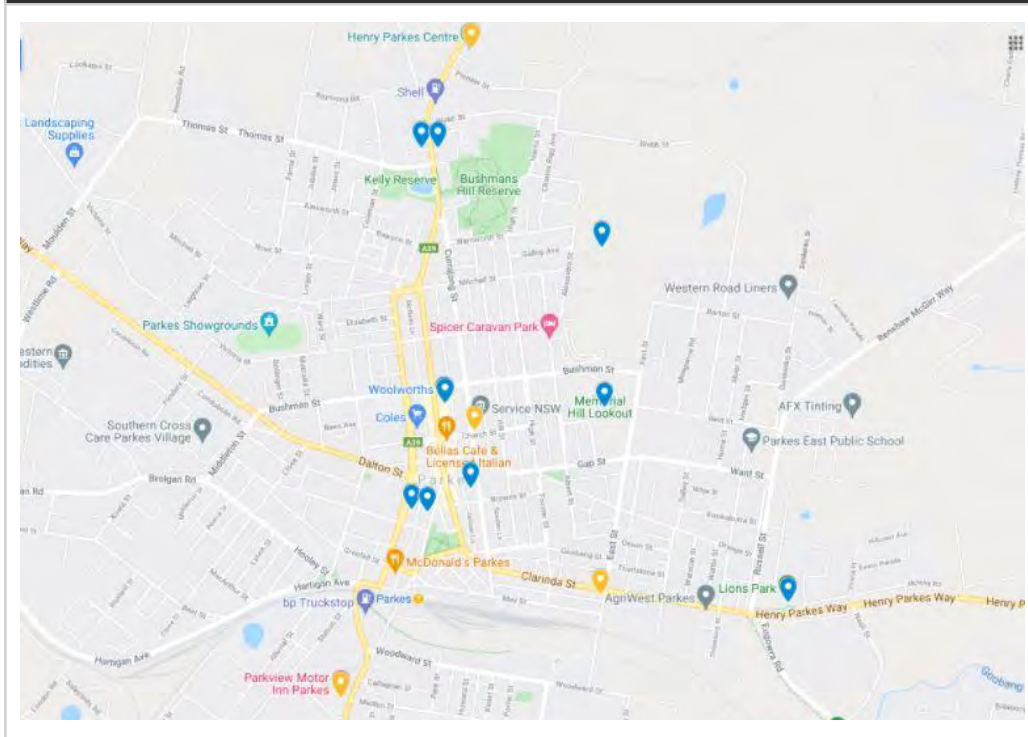
			ZS capacity available: 11.9 MVA		
CSIRO Parkes Radio Telescope	Private	11-22kW 50-100kW	DS capacity available: 1x200kVA ZS capacity available: 10MVA	11-22kW 50-100kW	Site notes: Nearby facilities include a tourist attraction, visitors centre, cafe and public toilets.
Twisted River Winery	Private	11-22kW	DS capacity available: 1x6.4kVA ZS capacity ZS capacity available: 15.6 MVA	<11kW	Site notes: Nearby facilities include a tourist attraction, cellar door, public toilets and car parking space
Memphis Motor Inn	Private	<11kW	DS capacity available: 1x126kVA ZS capacity available: 11.9 MVA	<11kW	Site notes: Nearby facilities include accommodation.
Parkview Motor Inn	Private	<11kW	DS capacity available: 1x80kVA ZS capacity available: 11.9 MVA	<11kW	Site notes: Nearby facilities include a large car park, shopping and a park.
Parkes Post office	Private	11-22kW 50-100kW	DS capacity available: 2x400kVA ZS capacity available: 11.9 MVA	11-22kW 50-100kW	Site notes: Open 5 days, 9am-5pm. Nearby facilities include a large parking space, shops, accommodation, restaurants and Parkes Leagues Club.
Big W (Jansen Lane)	Private	11-22kW 50-100kW	DS capacity available: 1x200kVA ZS capacity available: 11.9 MVA	11-22kW 50-100kW	Site notes: Open 7 days. Nearby facilities include a large parking space, shops and restaurants.
Coles / Woolworths (Jansen Lane)	Private	11-22kW 50-100kW	DS capacity available: 1x400kVA and 1x80kVA ZS capacity available:	11-22kW 50-100kW	Site notes: Open 7 days. Nearby facilities include a large parking space, shops, restaurants, accommodation and a hotel.

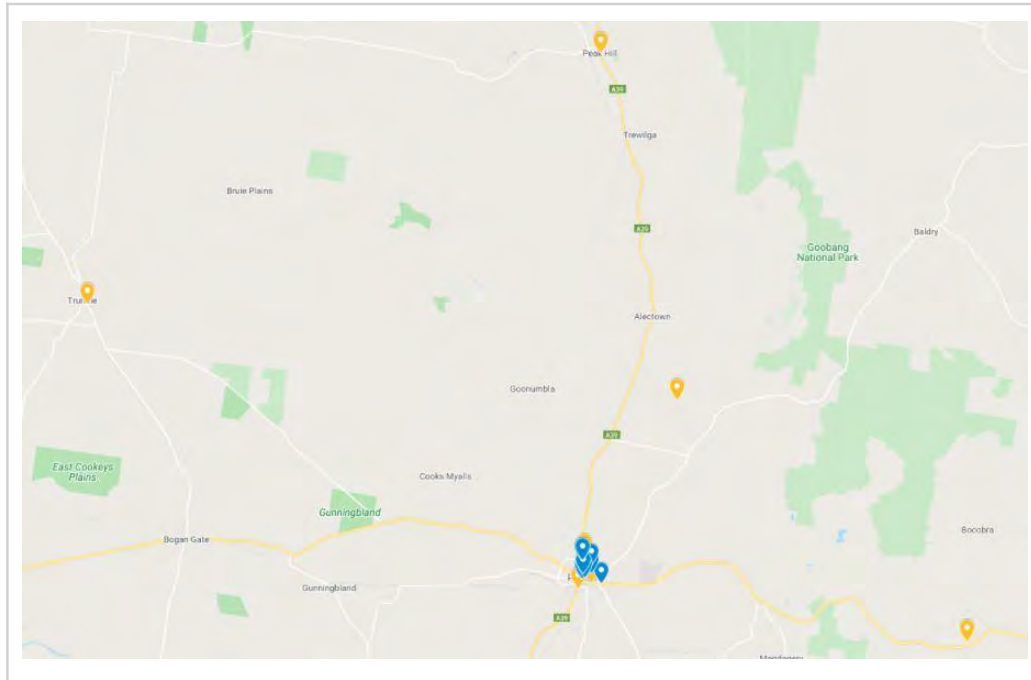
			11.9 MVA		
Bushmans Motor Inn/ International Motor Inn/ Spanish Lantern	Private	<11kW 11-22kW	DS capacity available: 1x80kVA, ZS capacity available: 11.9 MVA	<11kW 11-22kW	Site notes: Nearby facilities include park, public toilets, food and drink options, car park and accommodation.
Parkes Hotel / Motel	Private	<11kW	Varied ZS capacity available: Up to 11.9 MVA	<11kW	Warning: Capacity varies across the numerous sites, but low power overnight chargers are recommended.
18-32 Peak Hill Rd			DS capacity available: 1x80kVA, ZS capacity available: 11.9 MVA		Site notes: Nearby facilities include park, and petrol station.

Site ownership is per the best estimate of Everengi and may not in all cases reflect actual site ownership.

Note: Shortlisted sites in blue, orange for shortlisted Council owned sites

Shortlisted sites for Parkes region





Note: Shortlisted sites in blue, orange for preferred sites⁴⁷

Peak traffic flows and resultant charging infrastructure density

Overall peak traffic flows for tourist vehicles and for local vehicles determine demand for charging services in the region. The following table presents peak traffic for the region as well as its breakdown into its local and tourist components.

Peak traffic for Parkes	
Traffic component	Peak hourly traffic
Peak tourist vehicles	403
Peak local vehicle	269
Total peak vehicles	672

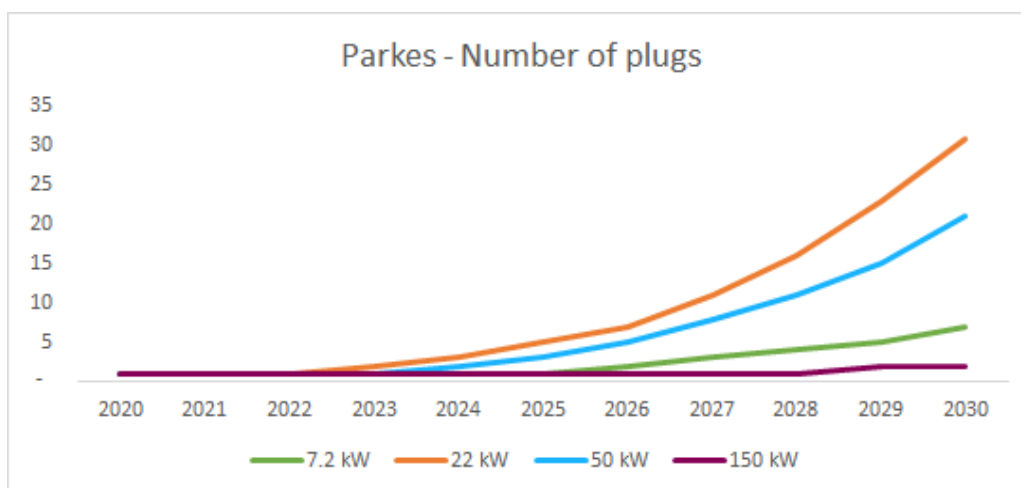
The following table presents the number of individual charging plugs (whereas a charging station may include more than one plug that can function simultaneously) required during peak traffic times to optimally satisfy demand for charging of electric vehicles and avoid long waiting times. The analysis assumes electric vehicle penetration according to CSIRO's model in the year 2030. These numbers do not represent the minimum number of charging sites required, as sites will in

⁴⁷ The sites for Hotel/Motels, and camping sites are not reflected as they are too numerous.

many cases have more than one charging plug. Schedule 1 provides details of assumptions that underlie this model.

Demand-driven number of required charging plugs for Parkes in 2030					
Year	7.2 kW	22 kW	50 kW	150 kW	Total
2020	1	1	1	1	4
2021	1	1	1	1	4
2022	1	1	1	1	4
2023	1	2	1	1	5
2024	1	3	2	1	7
2025	1	5	3	1	10
2026	2	7	5	1	15
2027	3	11	8	1	23
2028	4	16	11	1	32
2029	5	23	15	2	45
2030	7	31	21	2	61

As this model is based on an optimisation algorithm that assumes at the peak in demand all electric vehicle drivers will be able to find and connect to an available charger, the actual number of charging plugs required may be higher. Appropriate signage, parking rules, and ease of operation are important considerations. The growth in the number of required charging plugs can be more clearly seen in the following graph.



This approach takes a demand-side view and does not account for chargers that may be installed to attract clients, such as those installed by hotels, B&Bs and other overnight accommodation providers. It is expected that supply of these lower powered AC chargers will continue to far exceed demand, at least as far as overnight accommodation is concerned.

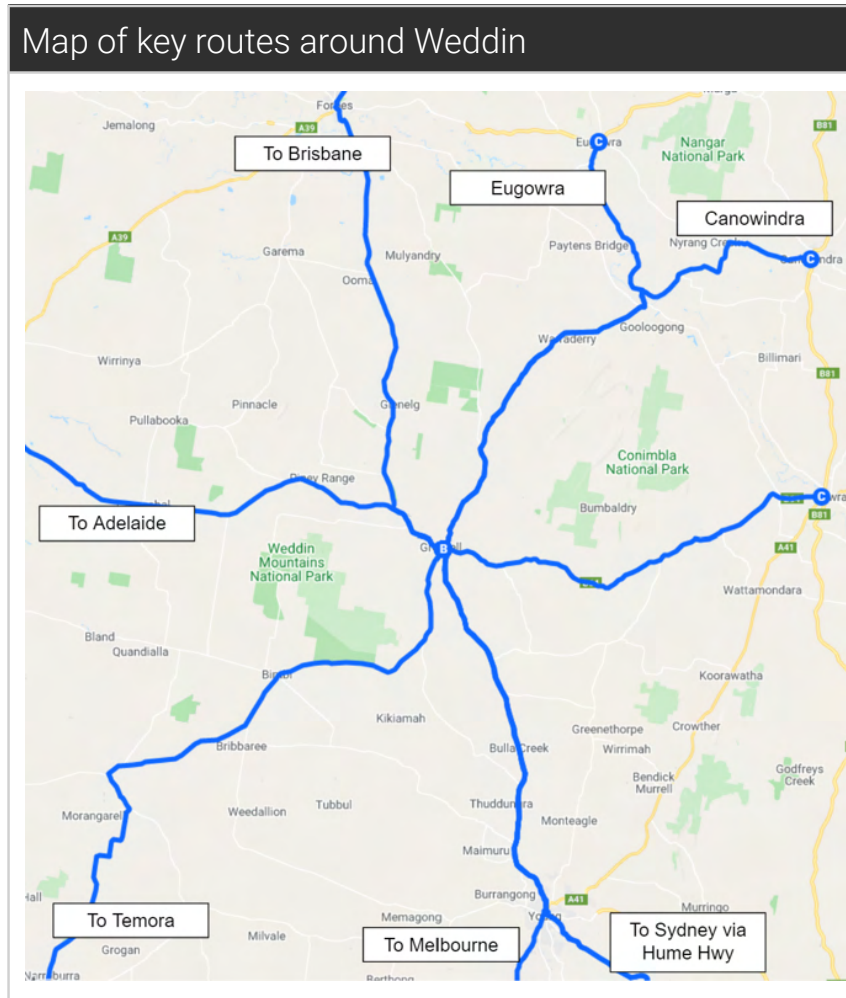
Peak tourism events and impact on demand for charging

Peak relative to non-event driven travel through the region was presented. No further data was available for this region relating to specific peak travel/tourism events. However, traffic in the region will increase due to large events in the neighbouring regions like Bathurst and Orange. This increase in traffic volumes will require some additional charging plugs to be installed to facilitate inter-regional travel and to optimally satisfy the charging demand of electric vehicles and avoid long waiting times.

Weddin

Identified key routes

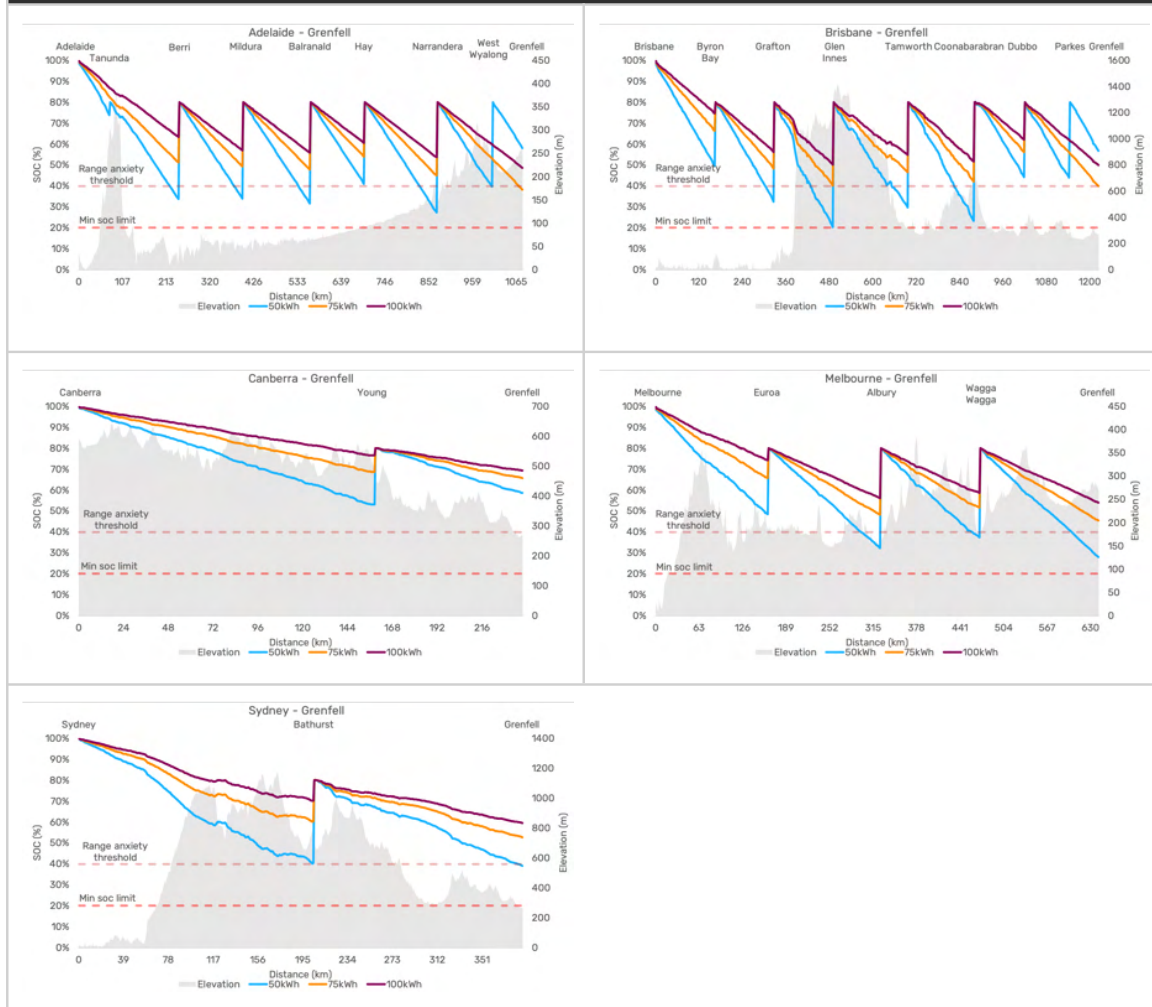
The major town of the Weddin Shire Council is Grenfell which is connected to all the major cities through the Mid Western Highway. Other important routes include Gooloogong Road in the North, Henry Lawson Way and Mary Gilmore Way in the South. Grenfell also serves as the inter-regional travel link between Cowra and West Wyalong via Mid Western Highway. These routes are mapped below:



Key “journey enablement” sites for fast charging

The results of analysis through Everergi’s modelling software can be found below. Note that journey routes have been determined by the routes private/public charging station investors have chosen as priority routes.

Expected re-charging locations on key routes into the region



Key takeaways from this analysis include:

- Travelling to the Weddin region from Sydney will be a challenge for vehicles with less than 50kWh batteries, which represents most electric vehicles on the market in 2020. Lithgow and Bathurst are likely important recharging locations for travellers heading West into Central NSW, especially those seeking to take a rest-stop.
- Travellers driving to the Weddin region from Canberra in electric vehicles are unlikely to need to recharge along the journey; however, Young is a very likely rest-stop enabling the trip, with drivers seeking top up charge at that location.
- Electric vehicles travelling North-East from West of Central NSW to the Weddin region are likely to stop for a break and boost to battery charge at West Wyalong, with this city becoming an electric vehicle gateway to the region from the West.

- Travellers from Melbourne heading North to the Weddin region require journey-enabling charging at Wagga Wagga, and it is likely drivers will choose to take a rest-stop at Young, taking advantage of the opportunity to top up on charge.
- Travelling to the Weddin region from the North requires journey enabling charging stations at Dubbo and in smaller centres such as Coonabarabran. It is also likely that drivers will take a rest-stop at Parkes on their journey from the North, taking the opportunity to recharge at the location.
- There are many key charging locations along major routes from major Australian centres that require additional charging infrastructure to support effective journey enablement into the region going forwards.

Shortlist of highway, opportunity, destination and stay-over charging in the region

The following table presents the identified charger locations, strategic charger sizes and types, upstream constraints identified, recommended charger sizes in consideration of identified constraints, and finally notes about why the site is proposed for shortlisting.

Shortlist for highway, opportunity, destination and stay-over charging					
Location	Site ownership [#]	Unconstrained charger specifications	Substation constraints ⁴⁸	Constrained charger specifications	Notes
Grenfell Railway Station	Council	11-22kW	DS capacity available: 1x40kVA ZS capacity available: 0.1MVA	11-22kW	Warning: 50kW and above chargers may not be economically viable for the site due to ZS/DS capacity constraints. Requires formal request from site owner to firm up. Site notes: Nearby facilities are limited.
Grenfell Visitors Information Centre / Grenfell Art gallery	Council	11-22kW 50-100kW	DS capacity available: 1x40kVA ZS capacity available: 0.1MVA	11-22kW	Warning: Chargers with rated power above 22kW may not be economically viable due to DS constraints. The likelihood of being required to upgrade the DS increases the expected project costs. Site notes: Open 7 days. Nearby facilities include shops, accommodation, restaurants and a supermarket.

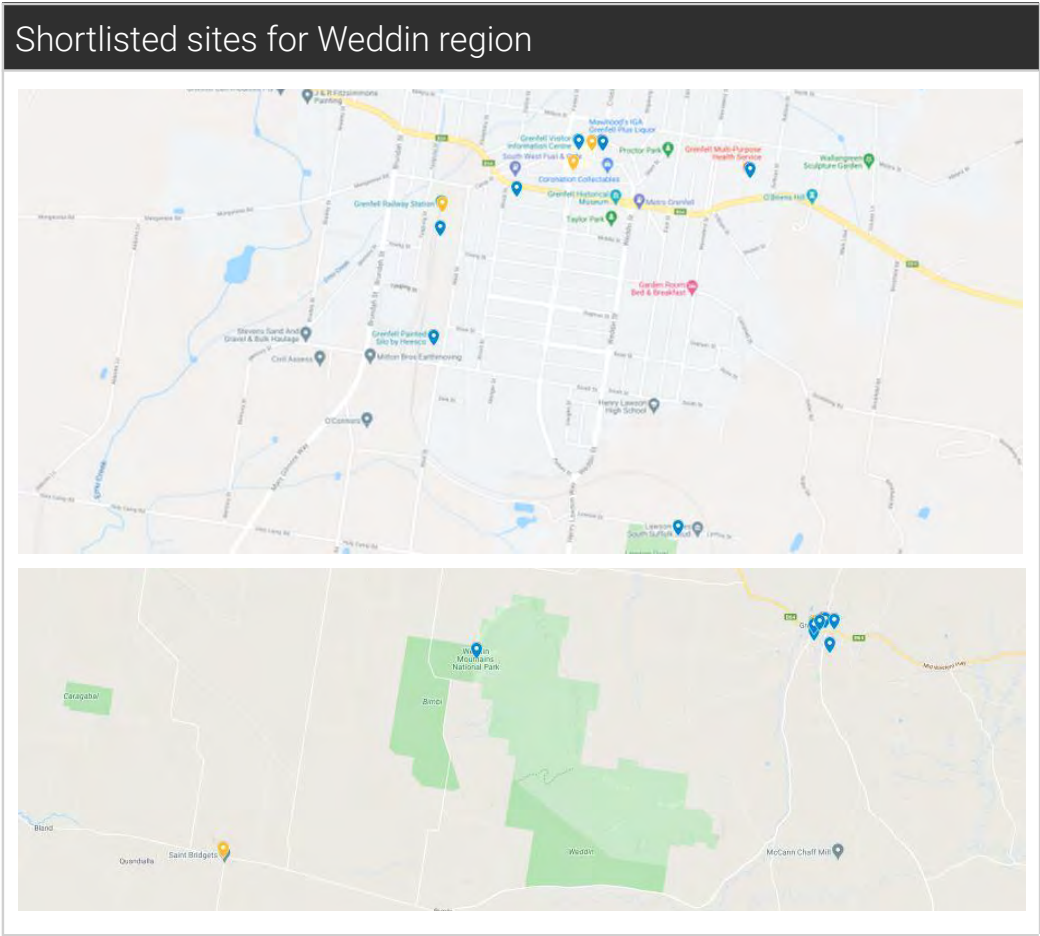
⁴⁸ Distribution substation constraints are best-practice estimates. Advice should be sought from local distribution network service provider, Essential Energy, prior to connecting EV chargers.

Parking area near Grenfell Visitors Information Centre	Council	11-22kW 50-100kWh	DS capacity available: 1x120kVA ZS capacity available: 0.1MVA	11-22kW 50-100kWh	Warning: Chargers with rated power above 100kW may not be economically viable due to DS constraints. The likelihood of being required to upgrade the DS increases the expected project costs. Site notes: Open 7 days. Nearby facilities include shops, accommodation, restaurants and a supermarket.
Criterion Hotel	Private	<11kW	DS capacity available: 1x120kVA ZS capacity available: 0.1MVA	<11kW	Warning: 50kW and above chargers may not be economically viable for the site due to ZS/DS capacity constraints. Requires formal request from site owner to firm up. Site notes: Nearby facilities include cafes, a restaurant, car parking and accommodation.
Bland Hotel	Private	<11kW	DS capacity available: 1x40kVA ZS capacity available: 0.1MVA	<11kW	Warning: 50kW and above chargers may not be economically viable for the site due to ZS/DS capacity constraints. Requires formal request from site owner to firm up. Site notes: Nearby facilities include a park, cafe, service station and a post office.
Henry Lawson birthplace	Private	11-22kW 50-100kW	DS capacity available: 1x40kVA and 1x20kVA ZS capacity available: 0.1MVA	11-22kW	Warning: Chargers with rated power above 22kW may not be economically viable due to DS constraints. The likelihood of being required to upgrade the DS increases the expected project costs. Site notes: Nearby facilities are limited beyond the tourist attraction.
Grenfell	Private	11-22kW	DS capacity	11-22kW	Site notes: Open 24 hrs.

Commodities Silo Artwork		50-100kW	available: 1x126kVA ZS capacity available: 0.1MVA	50-100kW	Nearby facilities are limited beyond the tourist attraction.
The Big Pick n Pan / Grenfell Historic Railway Station	Private	11-22kW 50-100kW	DS capacity available: 1x40kVA ZS capacity available: 0.1MVA	11-22kW	Warning: Chargers with rated power above 22kW may not be economically viable due to DS constraints. The likelihood of being required to upgrade the DS increases the expected project costs. Site notes: Open 24 hrs. Nearby facilities include a tourist attraction, public showers, toilets and camping facilities.
Mawhood's IGA	Private	11-22kW 50-100kW	DS capacity available: 1x120kVA ZS capacity available: 0.1MVA	11-22kW 50-100kW	Site notes: Open 7 days, 7:30am-7:30pm. Nearby facilities include accommodation, shops and restaurants.
Grenfell Multi-purpose Health Services	Private	11-22kW	DS capacity available: 1x126kVA ZS capacity available: 0.1MVA	11-22kW	Site notes: Nearby facilities are limited.
Grenfell Hotel / Motel	Private	<11kW	DS capacity and ZS capacity: Site by site variability ZS capacity available: 0.1MVA	<11kW	Warning: Capacity varies across the numerous sites, but low power overnight chargers are recommended

Site ownership is per the best estimate of Everergi and may not in all cases reflect actual site ownership.

Note: Shortlisted sites in blue, orange for shortlisted Council owned sites



Note: Shortlisted sites in blue, orange for preferred sites⁴⁹

Peak traffic flows and resultant charging infrastructure density

Overall peak traffic flows for tourist vehicles and for local vehicles determine demand for charging services in the region. The following table presents peak traffic for the region as well as its breakdown into its local and tourist components.

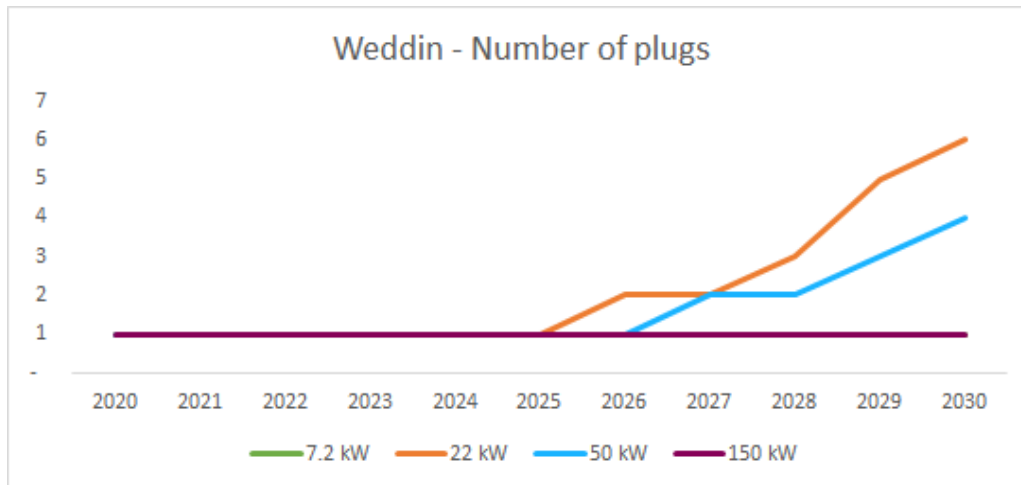
Peak traffic for Weddin	
Traffic component	Peak hourly traffic
Peak tourist vehicles	36
Peak local vehicle	72
Total peak vehicles	108

⁴⁹ The sites for Hotel/Motels are not reflected as they are too numerous.

The following table presents the number of individual charging plugs (whereas a charging station may include more than one plug that can function simultaneously) required during peak traffic times to optimally satisfy demand for charging of electric vehicles and avoid long waiting times. The analysis assumes electric vehicle penetration according to CSIRO's model in the year 2030. These numbers do not represent the minimum number of charging sites required, as sites will in many cases have more than one charging plug. Schedule 1 provides details of assumptions that underlie this model.

Demand-driven number of required charging plugs for Weddin in 2030					
Year	7.2 kW	22 kW	50 kW	150 kW	Total
2020	1	1	1	1	4
2021	1	1	1	1	4
2022	1	1	1	1	4
2023	1	1	1	1	4
2024	1	1	1	1	4
2025	1	1	1	1	4
2026	1	2	1	1	5
2027	1	2	2	1	6
2028	1	3	2	1	7
2029	1	5	3	1	10
2030	1	6	4	1	12

As this model is based on an optimisation algorithm that assumes at the peak in demand all electric vehicle drivers will be able to find and connect to an available charger, the actual number of charging plugs required may be higher. Appropriate signage, parking rules, and ease of operation are important considerations. The growth in the number of required charging plugs can be more clearly seen in the following graph.



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Peak tourism events and impact on demand for charging

Peak relative to non-event driven travel through the region was presented. No further data was available for this region relating to specific peak travel/tourism events. However, traffic in the region will increase due to large events in the neighbouring regions like Bathurst and Orange. This increase in traffic volumes will require some additional charging plugs to be installed to facilitate inter-regional travel and to optimally satisfy the charging demand of electric vehicles and avoid long waiting times.

Notes on policies and narratives in support of grants bids

The following potential policy positions and narratives may be helpful to consider in the development of a grant approach:

- The lower running costs and net lower cost (potential) of electric mobility should be equitably available and fully functional for those that commit to it.
- It is inequitable for employment opportunities to only exist for those with combustion engine vehicles and a robust regional charging infrastructure will not only connect key regional centres, but open employment and tourism access to EV drivers.
- Attracting tourists through infrastructure supporting eco-tourism and bespoke EV-centric regional travel experiences is a key avenue for securing new revenue sources.
- Lower regional transport costs lower barriers to access to national and international markets.

- The highlighted regional NSW customer outcomes in the Future Transport Strategy 2056 align strongly with the outcomes of investing in robust regional charging infrastructure.
- The Central Orana Regional Economic Development Strategy shows that the importance of tourism is relatively consistent amongst the top three economic opportunities for council members of the Central NSW Joint Organisation. Another clear takeaway is the importance of Agriculture, Transport and Logistics, Manufacturing and Mining. These economic verticals can be well served through transport electrification, with a competitive advantage to be enjoyed by regions and countries that can optimise the electrification timeframe.
- Progress in the area of freight electrification has the opportunity to take further advantage of TfNSW investment in connecting the region to key 'Global Gateway Cities', lowering the barriers to global competitiveness for local export such as agricultural produce.
- Infrastructure to support freight electrification such as Hydrogen refuelling and ultra-fast charging can come with high up-front costs. As such, the issue of freight electrification becomes a strategic discussion, and it is recommended that CNSWJO seeks to raise and sustain this topic through all relevant pathways of influence, including through the TfNSW Section responsible for the Freight and Ports Plan 2018-2023.
- Experience in Bathurst demonstrates that effective charging infrastructure networks attract a new type of experience-based tourist to the region.
- The Regional NSW Services and Infrastructure Plan proposes to take a flexible, agile investment approach. This is consistent with a receptiveness to unsolicited requests for funding where the requests align with the overall customer outcomes captured in the Plan.
- The Regional NSW Services and Infrastructure Plan specifically calls out that a plan and vision will be prepared for the Central West and Orana region by TfNSW in conjunction with key stakeholders such as the local government and Department of Planning and Environment. This mechanism may be a key pathway for influence.
- Early planning in preparation for TfNSW and Commonwealth Government regional infrastructure investment programs will position the region competitively relative to other regions who may not have undertaken the same level of prior consideration.

Key network linkages outside of CNSWJO

To ensure that the CNSWJO regional charging network is fully integrated into a wider national charging network, it is important to engage with neighbouring councils to facilitate the development of key network linkages.

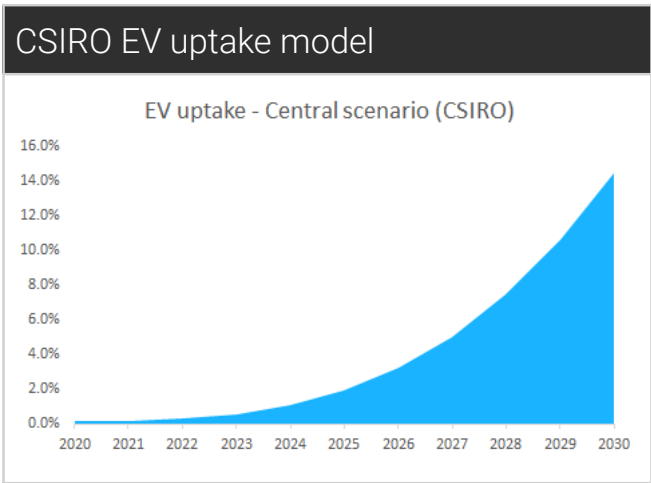
The following table summarises these key journey enablement locations outside of the CNSWJO area.

Key network linkages

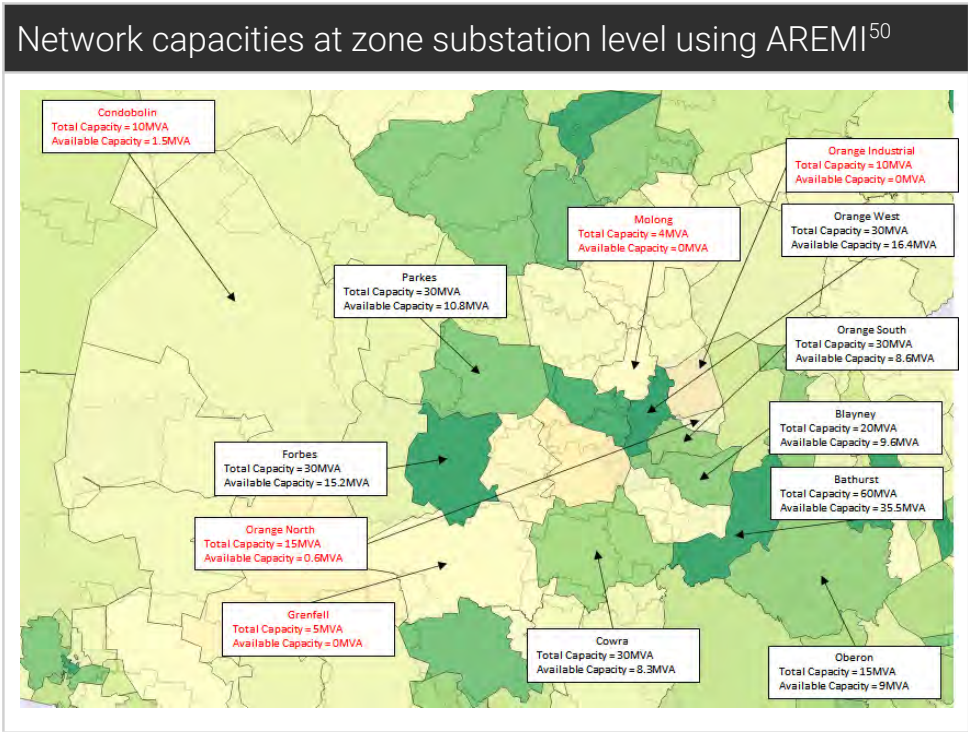
Location	Links to	Council
West Wyalong	Adelaide, Melbourne	Bland Shire Council
Narrandera	Adelaide, Melbourne	Narrandera Shire Council
Hay	Adelaide	Hay Shire Council
Balranald	Adelaide	Balranald Shire Council
Mildura	Adelaide	Mildura Rural City Council
Berri	Adelaide	The Berri Barmerra Council
Tanunda	Adelaide	The Barossa Council
Jerilderie	Melbourne	Murrumbidgee Council
Shepparton	Melbourne	Greater Shepparton City Council
Young	Melbourne	Hilltops Council
Jugiong	Melbourne	Hilltops Council
Wagga Wagga	Melbourne	Wagga Wagga City Council
Euroa	Melbourne	Strathbogie Shire Council
Holbrook	Melbourne	Greater Hume Shire
Albury/Wodonga	Melbourne	City of Albury/Wodonga City
Dubbo	Brisbane	Dubbo Regional Council
Scone	Brisbane	Upper Hunter Shire Council
Mudgee	Brisbane	Mid-Western Regional Council
Coonabarabran	Brisbane	Warrumbungle Shire Council
Tamworth	Brisbane	Tamworth Regional Council
Glen Innes	Brisbane	Glen Innes Severn Shire Council
Grafton	Brisbane	Clarence Valley Council
Byron Bay	Brisbane	Byron Shire Council

Schedule 2 - Assumptions underlying the charger quantity model

The following table presents the CSIRO EV uptake model underpinning this analysis:



The following map presents network capacity at zone substation level using AREMI map service:



⁵⁰ <https://nationalmap.gov.au/renewables/>

Route Energy Model

The origin and destination are identified for each route under assessment. The coordinate details (i.e. latitude and longitude) are fed into the route analysis model which provides the distance between the origin and destination along with the elevation profile of the route.

The rate of energy consumption of an EV (i.e. kWh/km) is significantly dependent on the elevation profile of the route. The distance and elevation profile information is then fed into the trip analysis model along with the EV specifications, defined in the 'Table - model inputs'.

The trip analysis model evaluates the route energy requirements, including regenerative braking due to variations in elevation profile and also the energy consumption due to auxiliaries (i.e. aircon/heater). The trip analysis model produces the state-of-charge (SoC) profiles of the EVs along the route at approximately 1km intervals. These SoC profiles are utilized to identify the charging needs along the route.

The following inputs have been used to model vehicle performance along the identified routes:

Model Inputs		
Variable	Value	Units
Total vehicle mass	1680	kg
Rolling resistance coefficient	0.015	n/a
Aerodynamic drag coefficient ⁵¹	0.3	n/a
Air density	1.1839	kg/m ³
Frontal area	2.25	m ²
Inverter efficiency	95%	n/a
Power transmission efficiency	95%	n/a
Energy recovery efficiency	50%	n/a
Max motor power capacity	110	kW
Wheel efficiency	99%	n/a
Final drive efficiency	98%	n/a
Motor efficiency	88%	n/a

⁵¹ Intended as a slightly conservative estimated average of SUV/Passenger vehicles

Battery efficiency	98%	n/a
Accessories average power	0.8	kW
Max acceleration (0-100 km/h in seconds)	7.9	s
Average speed (in km/h) ⁵²	80-100	km/h

Parameters and their sources to process route energy profiles		
Type	Source	Collection Method
Registered Vehicles	Australian Bureau of Statistics	CSV files
Central NSW Visitor Profile	Destination NSW	PDF file
Traffic Volume	Traffic Volume Viewer - Transport for NSW	CSV files
Number of visitors	<ul style="list-style-type: none"> • Tourism Research Australia • Weddin Shire Local Strategic Planning Statement 2020-2040 • Lachlan Shire Council - Destination Management Plan 2019-2022 • LGA Profile (Blayney) • Oberon Council Tourism Strategy - 2016 • Cabonne Tourism Plan 2013-2022 	PDF files
Tourism (guest nights occupied)	Australian Bureau of Statistics	CSV files
Network capacity	AREMI	Manual entry

⁵² Google Maps route average speed used per route

Schedule 3 - Electric Vehicle Charging Infrastructure

Schedule 3 provides an overview of charging infrastructure concepts that may be required by readers who seek a more detailed understanding.

Charger design

Charging Hardware

Electric Vehicle Supply Equipment (EVSE)

The core of every charging station is the Electric Vehicle Supply Equipment (EVSE), considered to be the external charger and associated accessories. Most EVSE connect to the 400/230V Alternating Current (AC) mains power, but may differ in the way that they deliver power to the vehicle. Generally, the higher the charging rate required from the EVSE, the more complex and heavy-duty the equipment.

There is a fundamental difference between AC and DC chargers that enables DC chargers to deliver higher power and thus shorter charge times. Ultimately, the battery of an electric vehicle must be charged with a Direct Current (DC) power source. This is shown by the red arrows in the diagram below.

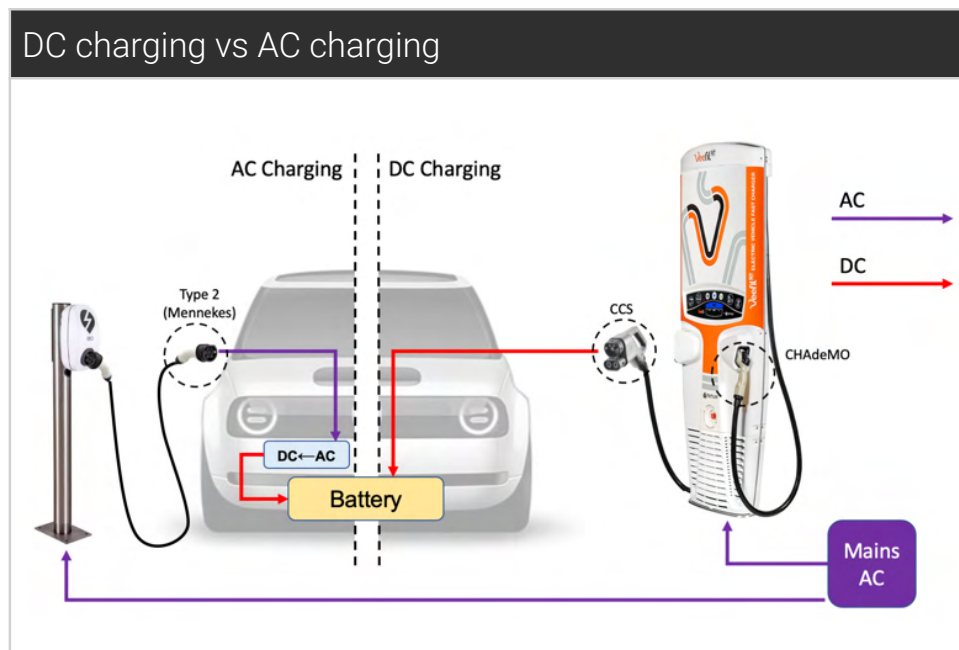


Image: AC charging scheme (left) is compared with DC charging scheme (right). The onboard charger (rectifier) is in blue, the AC circuit is purple and the DC circuit is red.

To get DC power to the battery, it is most common for the conversion from mains power AC to occur inside the vehicle. In this case an external AC charger plugs into the car, sending power to an onboard rectifier (simply referred to as an 'onboard charger'), which converts AC to DC and feeds this to the battery. Alternatively, the power source can go through an external rectifier to be converted to DC (a DC charger) which plugs directly through to the battery.

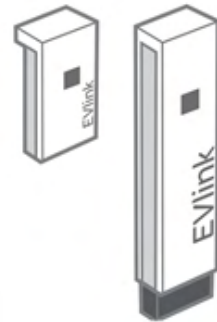
All EVs incorporate an onboard charger (rectifier), which converts AC to DC for both charging and regenerative braking. Due to the size, weight and cost of high power 'onboard chargers', manufacturers tend to limit the maximum input power to around 7 - 22 kW.

High powered DC chargers that deliver DC power directly to the battery are capable of delivering upward of 50 kW. While next generation DC chargers can deliver over 350 kW, most cars will have a limit to the power that they accept.

Wall vs Pedestal Mounting

Many Level 2 EVSE can be mounted on a wall or be integrated into a pedestal installed on the ground. Functionally, there is little difference between the two, however pedestal mounted EVSE can be around 25% more expensive to install than wall mounted EVSE. This is because pedestal mounted EVSE usually requires trenching to run the conduit between the EVSE and distribution board, with cost increasing with distance.

Example: The Schneider EVlink comes in both wall (left) and pedestal (right) forms.



Connector Types

AC and DC charging require different connectors, and within each of these categories there are alternative connector types. While there is currently no Australian Standard for plug types, the peak industry body for automotive, the Federal Chamber of Automotive Industries, has released a Technical Statement committing to a limited scope of plugs coming into Australia. This settles the de facto standard for AC charging as the Type 2 (Mennekes) plug and defines both the Charge-de-Move (CHAdeMO) and Combined Charging System (CCS) as DC standards for plugs. In reality, the industry is moving away from CHAdeMO as a solution and in the future the type of plug will become less effective as a public charging solution.

FCAI Technical Statement on EV Charging Standards for Public Recharging Infrastructure

General IEC 61851-1	Electric Vehicle Conductive Charging System, General Requirements		
AC Charging AS IEC 62196-2	Plugs, socket-outlets, vehicle connectors and vehicle inlets Configuration Type 2		
DC Charging IEC 62196-3	Configuration AA Configuration FF	CHAdeMO CCS Type 2	or

Level 1 chargers

10A domestic wall sockets for domestic use

The slowest and least expensive option is a common 10A wall socket. Electric vehicles can accept power from a typical wall socket and can be generally fully charged overnight, adding around 23 kWh over 10 hours.

10A domestic wall sockets for public use

Domestic sockets are not designed for regular plugging and unplugging, nor extended use at maximum rating. Domestic sockets are known to deteriorate and fail after 1-2 years of regular use in this way. Domestic sockets are not considered a reliable means to offer regular charging services to the public and are not recommended for this use-case.

3.6 kW slow chargers

Ideally suited to home charging where regular overnight charging is expected, and public charging can be leveraged for when faster battery top-up is needed. As a public charging solution, 3.6kW slow chargers can only be seen as an overnight destination solution or emergency opportunity charging location for those unable to access a suitable charger. Slow chargers without billing technology or other value-adds can now only be found for under \$1,000, with installation costing from a few hundred to over one thousand dollars.

Level 2 chargers

7.2 - 16 kW AC fast chargers

Ideally suited to public destination charging such as at cafes, tourist hot-spots, shopping centres or overnight locations such as hotels and motels. Scheduled duration charging such as where a vehicle can be expected to regularly be available for charging over, for example, a lunch break period is also well suited to chargers of this speed. All-in costs as low as \$2,000 per charge point are available on some low-specification chargers, with up to \$10,000 per charging point required to access the higher specification connected, monitored, and billing-enabled options.

22 kW AC fast chargers

Ideally suited to public destination charging in the same way as the lower power AC fast chargers described above, the 22kW AC fast chargers are also sufficiently fast to be considered as an effective opportunity charging enabler. This means this charger speed is suitable for locations where an EV driver might stop specifically to charge, taking advantage of nearby amenities. This type of charger may be considered in order to attract EV drivers to stop for short periods of time and spend money in the local economy as they receive a boost to their driving range.

Level 3 chargers

25 kW DC fast chargers

Ideally suited to public destination charging and opportunity charging in the same way as the 22kW AC fast chargers described above. DC charging stations are currently more expensive than AC charging stations, but provide a more effective charging experience with higher average speeds. These lower powered DC rapid charging stations are uncommon currently, and are likely to be sought-after by EV drivers as they become more common. Since many EVs have a 7 kW limit for AC charging, 25 kW DC is widely appealing.

50 kW DC fast chargers

These charging stations are ideal for short-dwell applications where a full 20-80% charge can occur while the driver uses local amenities.




100 - 150 kW DC ultra fast chargers

These charging stations are suitable for journey enablement applications where drivers place high value on minimising their dwell time, such as highway service centres. This represents the current state of the art fast charging.

175 - 350+ kW DC ultra fast chargers

Ideally suited to journey enablement, DC rapid chargers can be significantly more expensive than AC fast chargers. These chargers include the well-known Tesla 'Superchargers' brand/model of charger and are necessary to enable travel through and within the region in support of growing tourism spend.

DC rapid chargers are known to attract EV owners to a region, with Bathurst Regional Council's findings from a survey of users of the NRMA and Tesla DC rapid chargers in Bathurst supporting this view. The findings from that survey indicate that many EV owners came to Bathurst and spent time in the city primarily because of the ability to access DC rapid chargers.

Connector types and their features		
Plug	Power Delivery and Features	Appearance
Type 2 (Mennekes)	Level 1 and Level 2 AC <ul style="list-style-type: none"> • Vehicle-charger communications • Single-phase charging up to 14.5 kW • Three-phase charging up to 43.5 kW • Compatible with CCS vehicle socket • Theft-proof locking pin 	
Combined Charging System (CCS)	Level 3 DC <ul style="list-style-type: none"> • Deliver high power, over 50 kW • Uses Power Line Communication (PLC) – the standard grid communication system 	
"Charge de Move" (CHAdeMO)	Level 3 DC <ul style="list-style-type: none"> • Deliver high power, over 50 kW • Uses CAN (Controller Area Network) – the 'standard' in-vehicle communication protocol 	

Tethered or Untethered Chargers

A tethered charger is one where the charging cable is permanently connected to the EVSE. Untethered chargers feature a socket and require drivers to supply their own cable. The Type 2 mennekes plug/socket system features a locking mechanism that can be configured for semi-permanent attachment to the charger.

The clear benefit of untethered is that it is theoretically future proof, as an adaptor cable can be used in many instances if the socket type is not supported. However, a tethered unit is sometimes thought of as more convenient due to the fact there is no chance of loss or theft of the cable, and lifting the cable in and out of the car can become onerous.

DC fast chargers require specialised heavy duty cables, capable of transmitting high currents. Some even incorporate cooling systems into the design of the cable. For these reasons, DC chargers are always tethered with many EVSE featuring both CHAdeMO and CCS connectors.

Recommendation:

We expect that nearly all EV drivers will carry an AC charging cable with them, meaning untethered chargers are suitable for public charging points. However, anecdotal evidence suggests that regular users prefer the convenience of tethered chargers.

Modes

Charging infrastructure can also be categorized by “mode,” which specifies the type of power delivery, safety and communications connection between the vehicle and the charging infrastructure.



- Mode 1 consists of 230 V charging up to 16 amperes (A) on a shared circuit without safety protocols.
- Mode 2 consists of 230 V charging up to 32 A from a standard outlet, on a shared or dedicated circuit, with safety protocols including grounding detection, overcurrent protection, temperature limits, and a pilot data line.
- Mode 3 allows 230 V charging at any amperage on a wired-in charging station on a dedicated circuit, with the same safety protocols as Mode 2 and an active communication line with the vehicle. This enables smart charging—the coordination of charging according to utility needs, fleet schedules, or renewable energy availability.
- Mode 4 is defined as DC fast charging on a 400 V, wired-in connection, and requires more advanced safety and communications protocols.

The public charging infrastructure outlined in this report are categorised as Mode 3 and Mode 4.

Hardware available in Australia

There is a diverse range of EVSE on the market, with many features aimed at satisfying different market segments. We have narrowed the field and present here a range of suitable EVSE for public use. Each is robust for outdoor applications and features connectivity that complies with the Open Charge Point Protocol (OCPP), allowing monitoring and billing services. Each of these EVSE are available from a major distributor.

EVSE is available in a number of different designs that package features tailored to the application. The table below highlights some of the available models of charger available on the Australian market and their key design features and functionality. Further examples are provided in Schedule 3.

Examples of chargers available in Australia, with key design features and functionality				
Type	AC Chargers		DC Chargers	
Design				
Common Names	AC Fast Charger AC Mounted Charger AC Wallbox Charger	AC Fast Charger, AC Pedestal	DC Wallbox DC Fast	DC Pedestal Supercharger DC Ultra-Fast
Application	Dedicated or Scheduled	Multi-purpose charging (Networked)	Opportunity Charging	Heavy duty opportunity charging or public fast charging
Power	3.5 to 22 kW	7.2 to 22 kW	7 kW - 25 kW	50+ kW
Plug	Type 2		CCS or CHAdeMO	
Available Models	All come in both: < 22 kW 3-phase < 7.4 kW 1-phase		7 - 11 kW Rectifier Technologies Highbury (AUS) Rectifier Technologies	

	EVolution Auriga (AUS) Schneider EVlink (FRA) eo Genius (UK) ABB Terra AC (CHE) Keba X-Series (AUT) Circontrol eVolve (ESP) Delta AC Max (TWN) ChargeAmps Aura (SWE) Garø Wallbox (SWE) Tesla Wall Connector (USA)	Highbury Bi-directional (AUS) 24 kW ABB DC Wallbox (CHE) Schneider EVlink DC (FRA) Delta DC Wallbox (TWN) 50+ kW Tritium Veefil (AUS) ABB Terra DC (CHE) Tesla Supercharger (USA) Circontrol Raption (ESP)
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An interesting alternative to the above approach is the approach taken by SEA Electric, manufacturers of heavy electric vehicles in Australia. This involves installation of an AC charger in the vehicle, with the connection to the vehicle to enable a charger then coming from a commonplace 5-pin 3 phase charge point. This approach enables regular brief charging at any commercial site the vehicle visits and spends time at.

Details of level 2 chargers						
Manufacturer	EO	Keba	Rolec	Schneider	Circontrol	ABB
Model	Genius	X-Series Fast EV	Autocharge: EV Superfast	EVlink Parking	eVolve Smart T	Terra AC
						
Distributors	EVSE Australia	EVSE Australia	JetCharge	JetCharge, Chargers Direct	E-Station	Everyty

Mount	Wall	Wall	Pedestal	Wall/ Pedestal	Wall/ Pedestal	Wall/ Pedestal
Power (kW)	22	22	22	22	22	22
Port(s)	1	1	2	2	2	1
Unit Price*	\$1,500	\$3,500	\$2,500	\$9,800	\$5,000	
Pedestal	\$770	\$1,012	\$0	\$400		
Control Unit**	\$800					
Power Supply	400 VAC, 3ø	400 VAC, 3ø	400 VAC, 3ø	400 VAC, 3ø	400 VAC, 3ø	400 VAC, 3ø
Plug Type	Type 2	Type 2	Type 2	Type 2	Type 2	Type 2
Range per hour***	125 km	125 km	125 km	125 km	125 km	125 km
Connectivity	EO Pay (OCPP with eoHUB)	Chargefox	Chargefox (OCPP with EV Charge. Online)	Chargefox	Charge Star, Next Charge	Every
*Some prices are from overseas vendors and are converted from foreign currencies and are correct as of April 2019. **One control unit is required locally for each installation, ***Rate of charge varies between vehicle						







Tesla Destination Chargers

Tesla destination chargers are Level 2 AC chargers that can deliver up to 22 kW of power depending on the configuration. They have become popular among tourism operators and can be found across Central NSW. The underlying reason why they are so popular is that operators receive up to two chargers from Tesla at no cost. The upfront cost of installation and the electricity supply are the only costs borne by the operator, and Tesla promotes the use of the charger to Tesla owners through its online map and in-car navigation system. While it might be a good deal for operators and Tesla owners, we hesitate to recommend the installation of Tesla Destination Chargers as a publicly accessible charging solution due to the occasional 'Tesla-exclusive' setting these chargers can exhibit.

Example of Tesla Destination Charger installation



DC Level 3 Chargers

Details of level 3 chargers						
Manufacturer	ABB	Delta	Delta	Circontrol	Tritium	Efacec
Model	50 kW DC Fast Charger	DC Quick Charger	DC Wallbox	Raption 22	VEEFIL-RT 50kW Fast	HV160 / HV175
						
Distributors	JetCharge	JetCharge	NHP	E-Station	JetCharge	N/A
Mount	Floor-standing	Floor-standing	Wall	Floor-standing	Floor-standing	Floor-standing
Power (kW)	50	50	25	22	50	161
Port(s)	2	1	2	2	2	1
Unit*	\$35,000		\$20,000	\$25,000	\$35,000	N/A
Plug Type	CHAdEMO and CCS	CHAdEMO	CHAdEMO and CCS	CHAdEMO and CCS	CHAdEMO and CCS	CHAdEMO and CCS
Range (km) per hour**	280	280	140	125	280	800

Connectivity	Chargefox	Chargefox	Chargefox,	Nextcharge	Chargefox	OCPP
*Unit prices are only indicative, **Rate of charge varies between vehicle						

Upfront cost of infrastructure

This section will outline how each component of the charging station contributes to the overall cost of a charging station installation. The following are the key cost components related to installation of charging infrastructure.

Key cost components of installing charging infrastructure	
Item	Component
EVSE	<ul style="list-style-type: none"> The charger unit, connectors, pole mount
Electrical	<ul style="list-style-type: none"> Cable, conduits, distribution board Transformer* Labour
Network*	<ul style="list-style-type: none"> Site inspection Connection fee Cost of network upgrade
Civil	<ul style="list-style-type: none"> Trenching, tunnelling, boring Repairing Labour
Site works	<ul style="list-style-type: none"> Signs, bollards Road markings Landscaping Labour
Connectivity	<ul style="list-style-type: none"> Software installation
*For new grid connections and high power installations such as DC fast chargers or multiple Level 2 AC chargers that require	



It is important to note that these cost estimates are indicative only and current only at the date of publication of this report. Each location will require a site inspection for an accurate installation cost estimate. Some equipment costs are converted from foreign currencies. Civil and electrical costs are derived from case studies and industry analysis.

Electricity network connection fees can vary by an order of magnitude if network augmentation or upgrade is required.

Cost of electric vehicle supply equipment

The EVSE considered in this paper is a shortlist of models suitable for public charging applications. They are robust, weatherproof designs with billing and monitoring features. As such they are more expensive than typical home or work chargers. The costs given here have been based on discussions with installers and are indicative only, and may vary considerably with the typology of the charging station site.

Cost for components of electric vehicle supply equipment		
Component	Description	Cost
Type: AC or DC	DC chargers are inherently more expensive than AC chargers due to the additional hardware, called a <i>rectifier</i> , required to convert the current from AC to DC. Additionally, the purpose of this design is to deliver a higher power to the vehicle, and so DC chargers are heavier duty, with thicker, heavier and stiffer connectors which all add to the cost.	AC cost range: \$1,500 to \$10,900 DC cost range: \$20,000 to \$35,000+
Power Output	EVSE with higher power delivery does so by utilising a higher amperage current. Most AC EVSE delivers power at either 16 A or 32 A, with a 3-phase supply facilitating higher power at the same amperage. Commercial grade chargers are equipped for both 16 A and 32 A.	3-phase power delivery incurs a 5% increase in charger unit cost
Number of ports	Some EVSE are available in single and double port versions. While the double port version is more expensive, on a per-port basis, it is much cheaper than installing two single-port versions.	Double port versions can cost 17% more than single port versions. However, on a per-port basis, a double port version costs 42% less than a single port version.

Mount type: Wall or Pedestal	<p>Pedestal mounted EVSE is generally more expensive than wall mounted EVSE for a number of reasons:</p> <ul style="list-style-type: none"> • The pedestal mount itself has a material cost • For pedestal mounted EVSE, the electrical circuit must pass underground. The civil work involves trenching/tunnelling and repairing 	Overall costs for pedestal designs are between 20% and 30% more expensive.
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Cost of charging station electrical system

The electrical design work, installation and connection to the electricity network must be done by a Level 2 Accredited Service Provider (ASP), with associated civil works best done by a local contractor. These costs will depend greatly on the site. A site inspection must be carried out in order to get an accurate cost estimate.

Charging station electrical system costs		
Component	Description	Cost
Design and labour	The design of the charging system by an electrician.	AC: \$1,000 DC: \$10,000
Switchboard	The majority of Level 2 charge installations require an upgrade to the switchboard. 72% of installations require new/upgraded switchboards ⁵³	Up to \$6,000
Meter	A National Meter Identifier (NMI) meter is required so that the energy retailer can measure the energy consumption of the site. Only required if the charging station is the only network connection on site.	\$1,500
Distance to switchboard	The cost of installing the electrical circuit increases with the distance between the EVSE and switchboard. For pedestal mounted EVSE, this means higher trenching costs.	Trenching, laying conduit, repairing: \$360 per metre ⁵⁴

⁵³ EPRI

⁵⁴ US Department of Energy

Transformers	Charging stations with multiple Level 3 DC fast chargers will require an on-site transformer to step down the mains supply voltage to the correct voltage for the chargers.	Equipment cost: \$50,000+
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Cost of network connection

Connecting the EV charging station to the electricity network involves working with the local utility. In central NSW, this is Essential Energy or Endeavour Energy.

Cost of connecting EVSE to the network		
Component	Description	Cost
Site inspection	For Level 3 chargers, a site inspection by a network technician is necessary.	\$500
Connection fee	"Pole to pit" connection to local distribution network (Essential Energy cost calculator)	From \$2,500
Cost of network upgrade	The additional load from a level 3 charger may trigger an upgrade to the local distribution network.	Cost provided on application to the network

Cost of civil works

Civil works are a major cost of outdoor charging stations. The cost can be minimised if the work can be done by the council. The costs given here have been based on discussions with installers and are indicative only. Each site may vary depending on whether the charging system is retrofitted or part of a new development, indoors or outdoors, rocky or soil ground and any other combination of circumstances.

Cost components of civil works		
Component	Description	Cost
Trenching and coring	The electrical cable must pass underground to supply a pedestal mounted EVSE.	Trenching and electrical circuitry costs \$250 to \$500 per meter (depending on ground type)
Concrete	The foundation of the EVSE pedestal, footpaths and gutters.	\$1,200 per EVSE
Install	The installation of the pedestal, bollards	\$1000 per EVSE
Total cost	For pedestal mounted Level 2 EVSE	\$1,500 to \$4,000 per EVSE
Total cost	For pedestal mounted Level 3 EVSE	Up to \$40,000 for new project

Cost of site equipment installation

Site equipment installation is similar for most site layouts, both indoor and outdoor. Costs here have been derived from supplier quotes.

Cost for site equipment installation		
Component	Description	Cost
Road markings	Line and road stencil painting	\$700 per car space
Vehicle Safety	Tyre stops	\$400 each
Wayfinding	Signs	\$200+ each
Landscaping	Low maintenance garden bed	Varies

Cost of connectivity

EVSE that have built-in connectivity are often referred to as smart chargers. All of the chargers referenced in this report are Open Charge Point Protocol (OCPP) compliant, which means they are equipped with hardware and software that allows them to connect to cloud based charging networks. Unit costs can be reduced by packaging a modem and router into a control module that

is separate to the EVSE, with each EVSE connected to the Local Area Network (LAN) via Wi-Fi. Sometimes these control modules are incorporated into a *master* EVSE that controls a number of *slave* EVSE.

Cost of adding EVSE connectivity options		
Component	Description	Cost
Hardware ^[1]	Control module for site	\$400 to \$800 per site
Connection	Management software subscription (annual)	\$120 to \$380 per EVSE

Cost minimisation strategies

The up-front components of cost for installing and commissioning a charging system are outlined in the table below. Each of these costs can be minimised through careful planning and design, as highlighted below.

Up-front components of cost and cost minimisation strategies for charging system installation		
Component	Item	Cost minimisation strategy
Site Charging Layout	<ul style="list-style-type: none"> Location of chargers relative to each other and vehicle storage 	<ul style="list-style-type: none"> Plan ahead to ensure suitable charger location over the forward planning period Plan to cluster chargers and invest in enabling infrastructure upfront so work doesn't need to be repeated
EVSE	<ul style="list-style-type: none"> The charger unit, connectors, mounting 	<ul style="list-style-type: none"> Use EVSE with dual connectors Mount to existing infrastructure Plan charger specification carefully
Electrical	<ul style="list-style-type: none"> Cable, conduits, distribution board 	<ul style="list-style-type: none"> Minimise distance between EVSE and switchboard Minimise trenching under roads/paths
	<ul style="list-style-type: none"> Transformer* 	<p>Technical Note:</p> <ul style="list-style-type: none"> Only one supplier (Tyree) is available through Essential Energy. Essential Energy only places an order once the design has been approved 6 months lead time on top of the design approval process (2-6 weeks).

Network*	<ul style="list-style-type: none"> • Site inspection • Connection fee • Cost of network upgrade 	<ul style="list-style-type: none"> • Install chargers at sites with existing high-power grid connection • Engage energy distribution network operators (Essential Energy) early in the planning process
Civil	<ul style="list-style-type: none"> • Trenching, tunnelling, boring • Repairing 	<ul style="list-style-type: none"> • Install multiple chargers on one site to improve economy of scale
Site works	<ul style="list-style-type: none"> • Signs, bollards • Road markings • Landscaping 	<ul style="list-style-type: none"> • Plan for fluid vehicle movement around EVSE, including line markings and physical EVSE protection
Connectivity	<ul style="list-style-type: none"> • Software installation, commissioning 	<ul style="list-style-type: none"> • Plan for future use-cases, understanding whether lower cost 'dumb' chargers can be upgraded to 'smart' chargers if the future demands it • Ensure training and supporting documentation is clear and made available widely

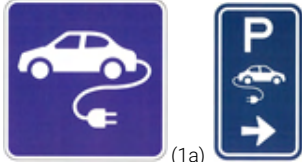
*For new grid connections and high-power installations such as DC fast chargers or multiple Level 2 AC chargers.

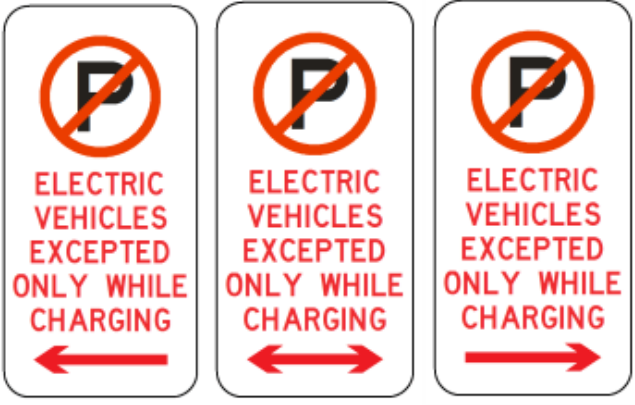

Costs vary significantly depending on site-specific considerations. It is recommended that project planners obtain multiple quotes for these works in order to obtain the most cost effective implementation.

Implementation considerations

Signage







There are currently few Australian regulations specific to EV charging stations, and so we will present some examples of current practice. Signage can be grouped into wayfinding signage and station signage.

Types of signage, their functions and examples		
Type	Function	Examples
Wayfinding Signage	<p>Help EV drivers navigate to and identify charging stations</p> <p>Facilitate deployment of</p>	 <p>(1a) (1b)</p> <p>(1a and 1b) Main Roads Western Australia</p>

	plug-in vehicles by providing visibility for charging infrastructure to prospective PEV drivers. An important reference document is AS 1742.15:2019 ⁵⁵ .	
Station Signage	<p>Optimize use of EVSE by helping all drivers understand that parking spaces at charging stations are for PEVs only.</p> <p>Refer AS 1742.2, 1742.11, AS 2890.1 and RMS supplements⁵⁶. These are the only enforceable signs that can be installed.</p>	 <p>RMS r5-41-5: Panel sizes and arrangements to be in accordance with AS1742.11 and AS1743</p>
	Provide instructions for the use of EVSE	 <p>(1) Example from USA with billing instruction</p>

⁵⁵ https://infostore.saiglobal.com/en-au/standards/as-1742-15-2019-126128_saig_as_as_2772335/

⁵⁶ <https://www.rms.nsw.gov.au/business-industry/partners-suppliers/documents/guidelines/as1742-p1-p15.pdf>

<p>Provide information about regulations - such as access, time limits, and hours of use - and facilitate enforcement</p>	<div data-bbox="683 342 1114 622">  (1)  (2) </div> <div data-bbox="683 633 1329 1003">  (3)  (4) </div> <p>(1) Reserved parking sign by EVSE Australia (2) Street sign (USA) (3) Tow warning sign (USA) (4) Tesla parking rule sign</p>
<p>Hazard identification and safety</p>	<div data-bbox="675 1115 1321 1395">  (1)  (2) </div> <p>(1) Hazard warning for power supply (2) Hazard warning for EVSE</p>

Public Safety

The following measures can be undertaken to minimise the risk of serious injury to members of the public, both operators and bystanders.

Measures to minimise the risk or serious injury to members of the public		
Hazard	Risk	Strategy
EVSE Connector	Trip	The charge station should be designed to minimise the risk of tripping by: <ul style="list-style-type: none"> • implementing car stoppers, bollards and elevated connectors • Situating charger away from pedestrian traffic • Signage to alert pedestrians • Providing convenient and safe stowage of cables
Water	Electric shock, damage to electrical equipment	The charge station and associated infrastructure should: <ul style="list-style-type: none"> • not be placed in an area of flood risk and standing water • be weather resistant to at least IP54 and be operable in usual prevailing weather conditions
Moving vehicles	Collision damage	The charging station bay and layout should ensure: <ul style="list-style-type: none"> • physical protection and enclosures for electrical and electronic equipment • provide anti-collision infrastructure such as tire stops and bollards
Equipment failure	Electric shock	The charging equipment should be periodically assessed for safety at a period not exceeding 12 months.
Bushfires	Fire damage	Reduce risk of damage from bushfire by implementing a Building Protection Zone around the asset. Different building rules may apply if asset is located in a designated bushfire prone area

Electricity costs overview - Business customer in Essential Energy network consuming greater than 160MWh per year		
Charge	Typical cost	Description
Energy commodity charges		
Peak (kWh)	8-13c/kWh	For energy consumed between 17:00-20:00 on weekdays.
Shoulder (kWh)	8-13c/kWh	For energy consumed between 7:00-17:00 and 20:00-22:00 on weekdays.

Off peak (kWh)	6-8.5c/kWh	For energy consumed 22:00-7:00 on weekdays and all weekends/public holidays.
Network charges		
Peak (kWh)	4.2784c/kWh	Cost to deliver energy to the site by Essential Energy, the peak period is from 17:00-20:00 on weekdays.
Shoulder (kWh)	3.7133c/kWh	Cost to deliver energy to the site by Essential Energy, the shoulder period is from 7:00-17:00 and 20:00–22:00 on weekdays.
Off peak (kWh)	2.4364c/kWh	Cost to deliver energy to the site by Essential Energy at all other times.
Demand peak (kW ⁵⁷)	\$9.9526/kW/month	The calendar monthly demand measured by the meter for the peak, shoulder and off-peak periods. The monthly demand is the maximum half hour demand for the month occurring within the peak, shoulder and off-peak periods
Demand shoulder (kW)	\$9.0047/kW/month	
Demand off peak (kW)	\$2.1848/kW/month	
Fixed charges		
Daily supply and metering charges	\$25/day	These are to cover fixed costs in delivering energy to the site and are not affected by how energy is consumed.
Environmental charges		
Environmental charges (kWh)	1.5-2.5c/kWh	Environmental charges are passed on by energy retailers to cover the costs incurred to meet their obligations under the Renewable Energy Target.

⁵⁷ Measured as kVA by Essential Energy

Electricity costs overview - Business customer in Essential Energy network consuming less than 160MWh per year		
Charge	Typical cost	Description
Energy commodity charges		
Peak (kWh)	26-35c/kWh	For energy consumed between 17:00-20:00 on weekdays.
Shoulder (kWh)	24-32c/kWh	For energy consumed between 7:00-17:00 and 20:00-22:00 on weekdays.
Off peak (kWh)	16.5-20c/kWh	For energy consumed 22:00-7:00 on weekdays and all weekends/public holidays.
Fixed charges		
Daily supply and metering charges	\$1.35-\$2.15/day	These are to cover fixed costs in delivering energy to the site and are not affected by how energy is consumed.

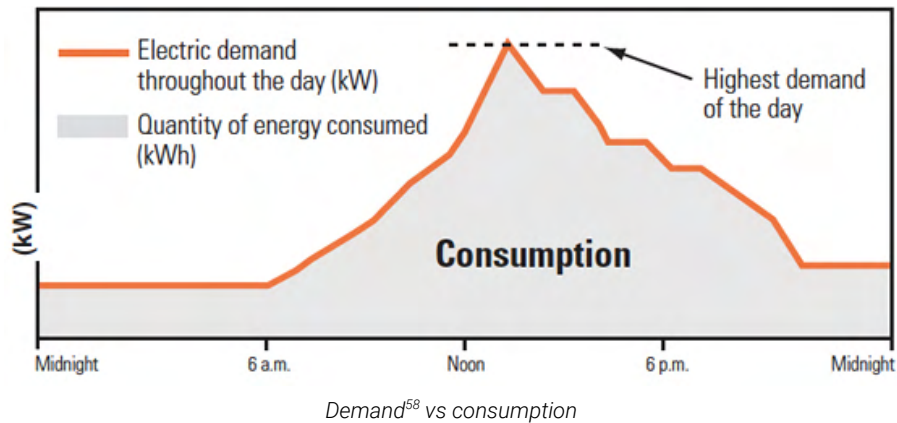
Alternatively, an operator may explore a Power Purchase Agreement (PPA) either by contracting directly with a renewable energy source such as a wind or solar farm or from a renewable energy retailer (e.g. Flow Power), whereby a long term renewable energy supply contract can be negotiated, hedged against the wholesale electricity price. These are becoming increasingly popular ways of sourcing low emission energy at low prices.

In some markets, Distribution Network Service Providers (DNSPs) are entering the EV charging space as they have a vested interest in the cost and reliability of the grid. Partnerships with DSOs (such as Essential Energy) may present an opportunity to participate in smart grid projects that reduce the network costs for charge station operators.

Dynamic Load Management systems

The energy delivery of electric vehicle (EV) charging consists of two components:

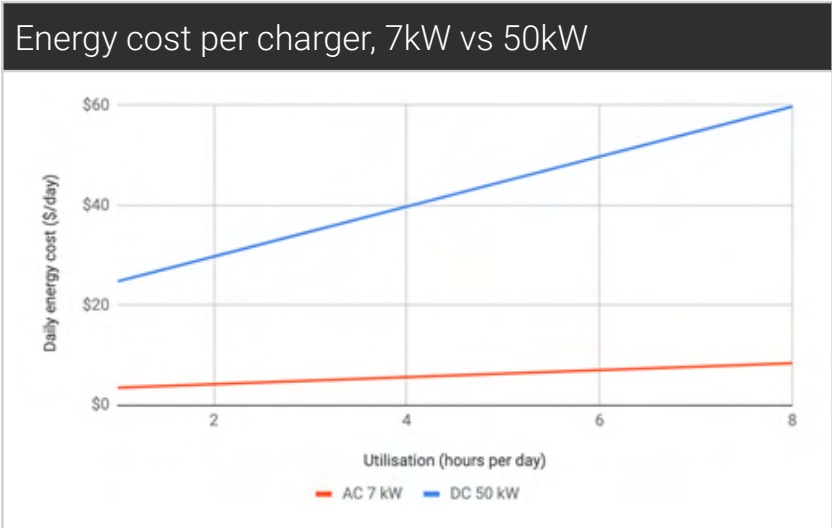
1. The rate at which charging happens, or charge level. Measured in kilowatts (kW)
2. The amount of energy required to charge the battery. Measured in kilowatt-hours (kWh).



As the level of charging (kW) is increased, it will drive the requirement for electrical infrastructure upgrades both on the site and upstream of it. However, reducing the level of charging may mean that a vehicle's energy needs are not met within the available time to charge them. This trade-off must be carefully balanced through modelling and analysis.

In addition to the costs associated with infrastructure upgrades, there are ongoing costs for the energy required by the vehicles. Energy costs need to be viewed both from total energy requirements and charging strategy. These costs will vary based on the time of day, amount of total energy a site consumes and season.

High powered chargers incur higher demand/capacity (\$/kVA/pa) and energy (\$/kWh) costs. If we compare a 7 kW AC charger to a 50 kW DC charger, we can see that the charger costs increase proportionally with utilisation.



⁵⁸ Demand is also represented as kilovolt-amps (kVA) which is correlated to kilowatts using a term called power factor, but for the purposes of this document, kW will be used as they are closely related.

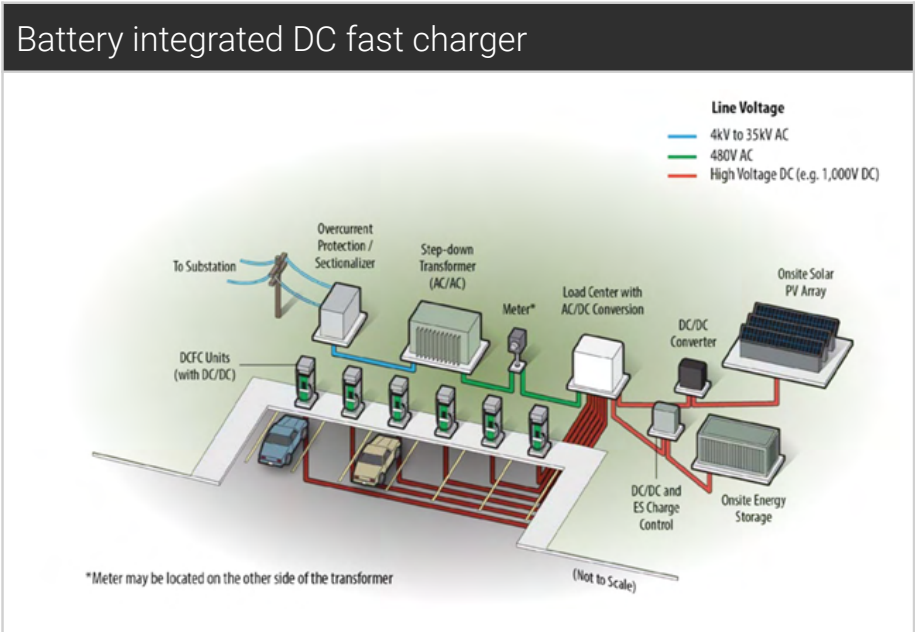
The number of chargers multiplies the relationship described above. However, with multiple chargers comes flexibility. A demand management system can cap the total power draw for the site, resulting in lower demand and capacity costs. Load management systems are designed to keep the power draw of a group of EV chargers within the limit of the overall site power capacity. Dynamic systems can respond to other loads, reducing charging rate in response.

Since load management systems may slow the rate of individual chargers, they are more suitable for destination (or work) charging systems. To ensure a fair distribution of power, systems can be set up to prioritise EVs with a lower battery state, or charge a premium for priority charging.

Solar-battery-charger

A feature of grid constrained sites is the potential expense of grid connections and the risk of loss of connection. Storage can dramatically reduce the demand and capacity cost of energy while also having the potential to provide grid services. On-site solar can reduce fixed and variable costs while also generating revenue by exporting surplus power to the grid.

The addition of battery storage decouples the power delivery to the vehicles from the power drawn from the grid. By charging at lower power and discharging at higher power to the EV, the power draw of the site is flattened, reducing demand peaks that incur high network costs (highlighted yellow in table). This can be useful for both lowering costs and enabling connections in areas with constrained supply. Integrating on-site generation in the form of solar is another way of reducing fixed costs, while also generating revenue when the system is not in use. Of course, the battery can be an expensive addition to the installation at about \$1000/kWh .



Credit: Idaho National Lab

Examples of battery integrated DC Fast Charging (DCFC)

An example of a battery integrated DCFC is Chargefox DCFC Euroa :

- 2x 350 kW ABB DC Chargers
- 150 kW Solar
- 273kW/410kWh battery.



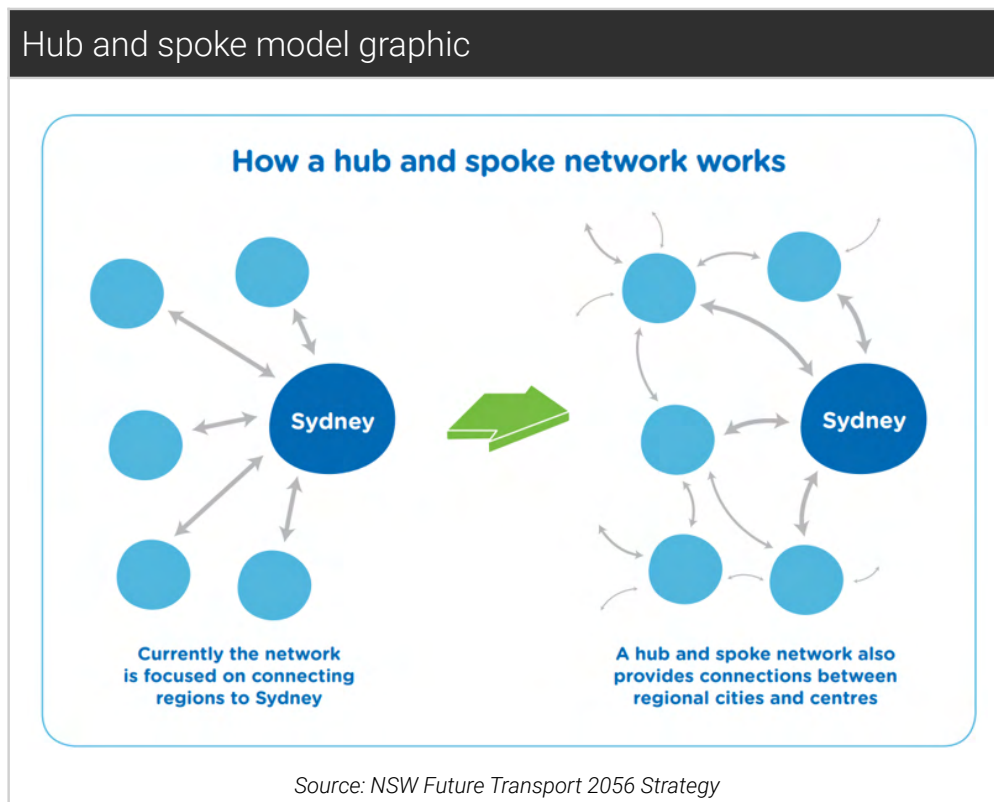
Chargefox Euroa (source: ABB)

Schedule 4 - Linkages with Transport for NSW plans

In 2018 Everergi participated in the development of the NSW Government's Future Transport 2056 Strategy. To a large degree, NSW has focused on investments in roads. The Future Transport document investigated and made recommendations around the emergence of autonomous vehicles and the impact on the road strategy, assisted mobility devices, autonomous aerial mobility and electric vehicles.

Detailed plans were developed around electric vehicles with significant funding allocated for electric bus trials, infrastructure investment and consumer awareness (which Everergi is now delivering). Future travel in regional NSW is covered in the Future Transport 2056 Strategy, with a particular focus on connections through a 'hub and spoke' network model radiating out from regional cities, rather than a network focused on Sydney.

The hub and spoke model, as outlined below, is designed to capitalise on the role that regional cities and centres play as hubs for employment and services such as retail, health, education and cultural activities. Opportunities to leverage and align with the Future Transport 2056 Strategy will be reviewed and proposed as part of the Plan.



DPIE has been working on a number of initiatives, including mapping potential charging infrastructure. In March 2020, Matt Kean MP, announced the first stage of the [Net Zero Plan](#)

focused on the period 2020 - 2030. In this plan there were some exciting breakthrough announcements for the fleet electric vehicle market in Australia. An excerpt from the plan:

"Electric vehicles present a significant opportunity for motorists to reduce their yearly car operating costs.... (however) there are two primary barriers to widespread electric vehicle adoption in New South Wales: the lack of convenient, fast-charging infrastructure and the limited range of affordable electric vehicle models in the market.

In January 2019, the NSW Government released its Electric and Hybrid Vehicle Plan to help overcome these barriers in New South Wales. The NSW Government will expand that Plan by developing an Electric Vehicle Infrastructure and Model Availability Program to fast-track the growth of the electric vehicle market in New South Wales. The program is identified as a priority program for Bilateral funding."

There are a number of pathways of influence related to Transport for NSW (TfNSW) and broader NSW Government plans and these are outlined in the following sections. The effectiveness of each pathway as a means to influence the direction and timing of state budgets is difficult to qualify and will to a large extent depend on the established understanding and relationships of the CNSWJO, member councils and specific senior management.

The Future Transport 2056 Strategy

The below table presents the key takeaways from Transport for NSW Future Transport 2056 Strategy, and the potential for leverage into support for the region:

Strategic relevance of takeaways from the Future Transport 2056 Strategy	
Takeaways from the Future Transport 2056 Strategy	Strategic relevance
What change is Future Transport responding to? <ul style="list-style-type: none"> In regional NSW, new technologies could transform transport services, with data-driven models matching demand with a range of service and vehicle types. Create intelligent transport networks, managed with data: installing technologies and building networks that actively gather data. 	A connected and strategic regional plan for charging would meet this description. Putting the concept on the agenda and keeping it there will be important to ensure it is a consideration within relevant budget planning cycles
A Strong Economy <ul style="list-style-type: none"> Regional cities and centres will be connected to outlying towns and centres by a 'hub and spoke' network. They will be centres for health, education, 	The lower cost per km and net lower cost (potential) of electric mobility should be equitably available and fully functional for those that commit to it. It is

<p>and justice services as well as providing access to employment opportunities and air transport connections</p> <ul style="list-style-type: none"> • Towns and villages will offer employment and housing and will continue to be important in attracting domestic and international visitors, bringing job opportunities and economic benefits to rural communities. 	<p>inequitable for employment opportunities to only exist for those with combustion engine vehicles and a robust regional charging infrastructure will not only connect key regional centres, but open employment and tourism access to EV drivers.</p>
<p>Sustainability</p> <p>NSW will need to consider a range of approaches to secure revenue sources and deliver continued efficiencies through improved operations and maintenance, innovation and a commercial focus on asset management.</p>	<p>Attracting tourists through infrastructure supporting eco-tourism and bespoke EV-centric regional travel experiences is a key avenue for securing new revenue sources.</p>
<p>Regional NSW Customer Outcomes</p> <p>Regional NSW transport customer outcomes include:</p> <ul style="list-style-type: none"> • Economic development is enabled by regional transport services and infrastructure • A transport system that is resilient to significant weather events including floods, fog and bush fires • Accessibility to employment and services such as health, education, retail and cultural activities within Regional Cities and Centres • Customers enjoy improved connectivity, integrated services and better use of capacity 	<p>The highlighted regional NSW customer outcomes align strongly with the outcomes of investing in robust regional charging infrastructure. This alignment provides the foundation for funding through the various avenues of the Future Transport 2056 strategy. 75-80% savings per km are available through electrification of regional transport services. Lower regional transport costs lower barriers to accessing national and international markets.</p>
<p>Our road customers</p> <p>Future directions to investigate</p> <ul style="list-style-type: none"> • Provide better road connections between key centres, particularly in regional NSW • Prioritise efficient vehicles, taking into account the type of corridor, customer mix and the importance of local spaces • Deliver 'smart' motorways and work with industry and innovators on new technologies that can improve the road user experience • Enable new and upgraded physical and digital assets to support new technologies and adapt to future developments 	<p>The Future Transport 2056 Strategy includes areas for future investigation over the 10 years from publishing. The commitment to these areas and their alignment to regional charging infrastructure implies that approaches for funding will be well received if based on robust analysis.</p>

The Central West and Orana Regional Plan 2036

The Central West and Orana Regional Plan 2036 is a 20-year blueprint for the future of the Central West and Orana region, and is a related plan to the Future Transport 2056 Strategy. The top 3 economic opportunities per LGA are presented in the Central West and Orana Regional Plan 2036, and these are presented below:

Top 3 economic opportunities per Local Government Area								
CENTRAL WEST								
	Agribusiness	Transport and logistics	Tourism	Manufacturing	Mining	Aged care	Health	Aviation
Bathurst Regional								
Blayney								
Cabonne								
Cowra								
Forbes								
Lachlan								
Lithgow								
Oberon								
Orange								
Parkes								
Weddin								

Source: Central West and Orana Regional Plan 2036

This table helps to visualise the importance of tourism, which is relatively consistent amongst the top three economic opportunities for councils of CNSWJO. Another clear takeaway is the importance of agriculture, transport and logistics, manufacturing and mining. These economic verticals can be well served through transport electrification, with a competitive advantage to be enjoyed by regions that can optimise the electrification timeframe.

The below table presents the key takeaways from the Central West and Orana Regional Plan 2036, and the potential for leverage into support for the region:

Strategic relevance of takeaways from the Central West and Orana Regional Plan 2036	
Takeaways from the Central West and Orana Regional Plan 2036	Strategic relevance
Direction 4: Promote and diversify regional tourism markets	<p>The 8 identified directions and two actions from the Central West and Orange Regional Plan 2036 are consistent with the outcomes of investing in optimised charging infrastructure for the Central NSW region.</p> <p>The Central West and Orana Delivery, Coordination and Monitoring Committee should be receptive to the arguments put forward for funding assistance by the CNSWJO and member councils. While there may not be existing budget in the regional plan to support new activities</p>
Direction 13: Protect and manage environmental assets	
Direction 15: Increase resilience to natural hazards and climate change	
Direction 18: Improve freight connections to markets and global gateways	
Direction 21: Coordinate utility infrastructure investment	
Direction 22: Manage growth and change in regional cities and strategic and local centres	
Direction 23: Build the resilience of towns and villages	
Direction 29: Deliver healthy built environments and better urban design	
Action 4.1 Align land use and tourism strategies with a Destination Management Plan for the Country and Outback NSW Destination Network.	
Action 4.3 Develop the region's capacity to grow food and wine tourism	

The NSW Government has established the Central West and Orana Delivery, Coordination and Monitoring Committee to deliver, coordinate and be accountable for achieving the vision and goals of this Plan. In the short term, its focus includes planning for growth and change in the region's centres, which strongly aligns with the endeavours of the CNSWJO.

The Central West and Orana Delivery, Coordination and Monitoring Committee should be receptive to the arguments put forward for funding assistance by the CNSWJO and member councils.

TfNSW Freight and Ports Plan 2018-2023

TfNSW Freight and Ports Plan 2018-2023 sees electrification as a focus for 'sustainability', and not health, nor economic benefit. This is a missed opportunity as there are significant economic

opportunities attached to the successful electrification of freight through the region, with typical costs per kilometre travelled being 75-80% lower than for existing diesel-powered freight.

Progress in this area has the opportunity to take further advantage of TfNSW investment in connecting the region to key 'Global Gateway Cities', lowering the barriers to global competitiveness for local export such as agricultural produce.

Infrastructure to support freight electrification such as Hydrogen refuelling and ultra-fast charging can come with high up-front costs. As such, the issue of freight electrification becomes a strategic discussion, and it is recommended that CNSWJO seeks to raise and sustain this topic through all relevant pathways of influence, including through the TfNSW Section responsible for the Freight and Ports Plan 2018-2023.

Transport and Tourism Plan and Visitor Economy Industry Action Plan 2030

Transport has the potential to support and enhance existing tourism as well as create new economic development opportunities. In recognition of the critical interconnect between transport and tourism in regional NSW, a supporting Tourism and Transport Plan was developed as part of Future Transport 2056.

The Tourism and Transport Plan focuses on what the Transport cluster of agencies can do to deliver on the NSW Government's state-wide targets for the visitor economy set in the Visitor Economy Industry Action Plan 2030. It was developed in collaboration with the tourism sector and will inform the state-wide Tourism Infrastructure Strategy.

This plan provides a framework of customer outcomes for visitors to the region and initiatives to guide the work of the NSW Transport cluster⁵⁹ over the next 10 years. The Transport and Tourism Plan provides a number of key insights into how CNSWJO and member councils can benefit from broader strategic investment across NSW.

This Visitor Economy Industry Action Plan 2030 (VEIAP 2030) responds to the independent Visitor Economy Taskforce's review of the NSW Visitor Economy Industry Action Plan and provides a reinvigorated direction for the NSW visitor economy to the next decade. VEIAP 2030 supports the Commonwealth Government's ambition to develop Australia's visitor economy industry to a top tier sector, with the Tourism 2030 Strategy due for launch later this year.

The below table presents the key takeaways from the Transport and Tourism Plan and Visitor Economy Industry Action Plan 2030, and the potential for leverage into support for the region:

⁵⁹ <https://www.transport.nsw.gov.au/system/files/media/documents/2020/transport-cluster-chart-july-2020.pdf>

Strategic relevance of takeaways from the Transport and Tourism Plan and Visitor Economy Industry Action Plan 2030	
Takeaways from the Transport and Tourism Plan and Visitor Economy Industry Action Plan 2030	Strategic relevance
<p>Customer Outcome 2. Greater access to more of NSW Transport is essential in connecting visitors to our cities and regions.</p> <p>By improving existing connections and expanding connections to new destinations, transport can create new visitor experiences across the state and support new industries and employment in regional communities.</p>	<p>As transport electrification gains deeper penetration of the total vehicle pool, and of the cohort that may travel to the region, the performance and transparency of the regional charging infrastructure will play an increasingly pivotal role.</p> <p>More than a potential barrier, experience in Bathurst demonstrates that effective charging infrastructure networks attract a new type of experience-based tourist to the region.</p>
<p>Customer Outcome 3. Making transport the attraction</p> <p>Transport not only gets visitors to destinations, but can also be an attraction in itself. Heritage tours, walking and cycling trails, and iconic journeys by road, rail and sea all contribute to attracting visitors to NSW.</p>	
<p>Stage of journey - “arrive” - Experiencing The Destination</p> <p>Ease of getting around and to sites and attractions</p> <p>The destination experience is often shaped by the ease of getting to and around the sites and attractions including for people with disabilities. Creating attractive and vibrant places that are well connected to the transport network will also help boost tourism.</p>	
<p>Creating places initiative</p> <p>“Ensure the design and function of transport investments improve places”</p>	<p>This initiative is committed over the 10 years from publishing of the Plan and provides an insight into an approach that may receive funding support. A strategic overlay identifying the scope of investment and how charging infrastructure supports creating spaces may provide a persuasive argument.</p>
<p>Electric vehicles are coming fast:</p> <p>A range of studies show that electric vehicle ownership rates are starting to increase significantly, due to cost</p>	<p>This section of the Transport and Tourism Plan provides the clearest messaging about the alignment of TfNSW plans and</p>

<p>reductions and advances in battery technology. Public charging points are critical for electric vehicle owners and hirers to be able to access all parts of the state and be confident in the regional touring market. In order to support the growing number of visitors driving electric vehicles, <i>regions and tourist operators will need to plan for the provision of charging stations, particularly along major tourist routes.</i></p> <p>In NSW, the importance of giving regions access to the growing market of visitors driving electric vehicles cannot be overstated. This will require planning and possible industry-government co-investment to establish charging infrastructure. In particular, fast public charging infrastructure is principally required to facilitate inter-city travel for trips greater than 150-250 km.</p>	<p>those being investigated by CNSWJO and member councils.</p>
<p>Focus 02. Support regional decisions. Back regional NSW.</p> <p>How are we going to better support the Destination Networks and increase local decision making?</p> <ul style="list-style-type: none"> • Introduce annual funding agreements between each Destination Network and the Chair of Destination NSW⁶⁰ Board on behalf of the NSW Government. • Redesign Destination NSW grant processes to increase Destination Network participation in grant design, assessment and funding allocations. • Require the Destination Networks to actively engage with local councils. • Increase short term funding to each Destination Network to reflect resources required to develop and implement destination management plans. • Ensure each Destination Network has access to Destination NSW regional staff with the necessary skills and expertise to deliver on destination management plans. 	<p>Funding streams are established through the Destination Network mechanism coordinated by the NSW Government. The Country and Outback NSW Destination Network offers a potential pathway to progress requests for funding.</p> <p>Direct unsolicited approaches to Destination NSW, TfNSW or other areas of the NSW Government or elected leaders may also present valid and effective funding pathways.</p>
<p>Focus 05. Invest in infrastructure.</p> <p>Investing in critical infrastructure, future planning and better ways to do business will ensure the continued growth and future prosperity of the NSW visitor economy.</p>	<p>The Visitor Economy Industry Action Plan 2030 considers investing in infrastructure to be a core focus of the plan.</p>

⁶⁰ <https://www.destinationnsw.com.au/contact-us/key-contacts#executive>

Regional NSW Services and Infrastructure Plan

The Regional NSW Services and Infrastructure Plan is the NSW Government's blueprint for transport in regional NSW out to 2056. It sets out the Government's thinking on the big trends, issues, services and infrastructure needs which are now, or will soon shape transport in regional NSW.

The Regional NSW Services and Infrastructure Plan outlines the vision and customer outcomes that the government will use to go about its detailed transport planning in each region and also support its future decision making.

The transport plan for regional NSW is underpinned by the outcomes customers can expect. The below table presents the key takeaways from the Regional NSW Services and Infrastructure Plan, and the potential for leverage into support for the region:

Strategic relevance of takeaways from the Regional NSW Services and Infrastructure Plan	
Takeaways from the Regional NSW Services and Infrastructure Plan	Strategic relevance
<p>Customer Outcome 2: Embracing new technology</p> <p>Customer needs are met by a transport system that is continuously adapting to and embracing new technology. The NSW Government is committed to adopting and applying new technology to transport needs in regional NSW. Technology will continue to challenge and disrupt current thinking and innovation will be critical as we seek ways of doing things differently.</p>	<p>The 5 customer outcomes identified in the Regional NSW Services and Infrastructure Plan are consistent with the outcomes of investing in optimised charging infrastructure for the Central NSW region.</p>
<p>Customer Outcome 3: Movement and place framework</p> <p>Implementing the movement and place framework:</p> <p>By engaging across government with those bodies responsible for transport, land use and roads in NSW, Street Environments will be agreed and become a common platform for road planning, based on an integrated view of:</p> <ul style="list-style-type: none"> the strategic significance of roads and streets in their role to move people and goods 	

<ul style="list-style-type: none"> the strategic significance of the land use adjacent to roads and streets <p>Through this more collaborative and integrated approach, the Movement and Place Framework will enable greater transparency, collaboration and a tool to provide better clarity to communities and the public, how the NSW Government plans, designs and operates the road network.</p>	
<p>Customer Outcome 4: Supporting centres with appropriate transport services and infrastructure</p> <p>Importance of connections to closest regional city</p> <p>A change in approach to providing transport in regional NSW will be a shift away from a network focussed on servicing trips to Sydney to providing more services and facilities in regional cities and leveraging changes in technology to reduce the need to travel long distances</p>	
<p>Customer Outcome 6: Economic development is enabled by regional transport services and infrastructure</p> <p>Transport plays a major role in bringing this vision to life through three underlying programs of investments which are best described as:</p> <ol style="list-style-type: none"> 1. Providing quality transport services and infrastructure in regional NSW – ensuring a baseline set of transport services across regional NSW 2. Aligning effort to support growing regional centres, acknowledging the needs of areas with strong growth in population, jobs or both 3. Identifying and activating economic potential through new transport services and infrastructure <p>The visitor economy</p> <p>The visitor economy is one of the key drivers of regional economies. Service and infrastructure initiatives identified in this plan are targeted at supporting the attraction of people to regional NSW and also an uplift in the tourist experience through improved transport infrastructure and end-to-end customer journey offerings</p>	
<p>Customer Outcome 9: Accessibility to employment</p>	

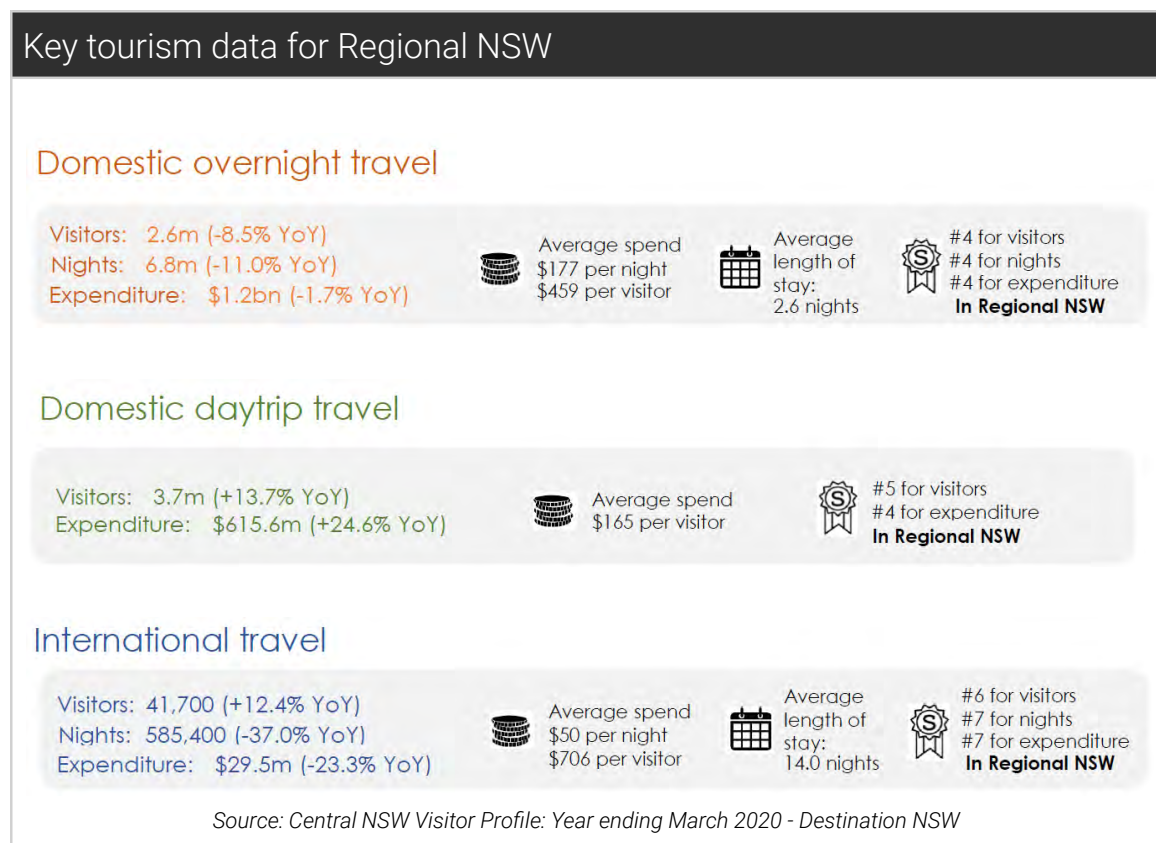
<p>and services</p> <p>Greater coverage:</p> <ul style="list-style-type: none"> • An equitable transport system that provides connections to all settlements. • A transport network that enables seamless and affordable inter-regional and cross-border travel <ul style="list-style-type: none"> ◦ Transport services improve opportunities for people and industry to travel easily and affordably interstate ◦ Travel to your nearest centre or city without penalty ◦ We will work collaboratively with other State governments to remove barriers and improve connectivity for communities and industries of NSW • Provide for trips within centres, between centres and between regions 	
<p>A flexible, agile investment approach</p> <p>Our investment approach is designed to be flexible, responding to change and uncertainty.</p>	<p>The Plan proposes to take a flexible, agile investment approach. This is consistent with a receptiveness to unsolicited requests for funding where the requests align with the overall customer outcomes captured in the Plan.</p>
<p>Central West and Orana</p> <p>Hub & spoke</p> <p>A key to the future success of the Central West and Orana region is supporting efficient transport connections to, from and within the region. Working with the Department of Planning and Environment, we have identified key hubs to support travel in the Central West and Orana region. These include: Bathurst, Dubbo, Forbes, Lithgow, Mudgee, Orange and Parkes</p>	<p>Designated key hubs including Bathurst, Forbes, Orange and Parkes receive place-based plans and may have an advantage in accessing funding owing to their designation.</p>
<p>Future transport planning</p> <p>A region specific supporting transport plan and vision will be prepared for the Central West and Orana region.</p>	<p>The Regional NSW Services and Infrastructure Plan specifically calls out that a plan and vision will be prepared for the Central West and Orana region by TfNSW in conjunction with key stakeholders</p>

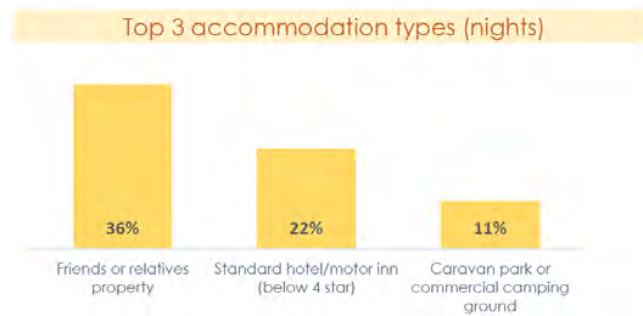
Place-based plans, plans considering the implementation of the movement and place framework will be developed for prioritised key hubs across the Central West and Orana region. These will be developed in conjunction with key stakeholders such as the local government and Department of Planning and Environment.	such as the local government and Department of Planning and Environment. This mechanism may be a key pathway for influence
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Schedule 5 - Linkages with regional travel and tourism

The Central NSW region is a popular destination for domestic and international travellers, with 6.4 million domestic and international tourists per year and growing. These visitors also stay in the region and spend locally, with over 7.4 million nights stayed and \$1.9 billion spent in the region every year.

The tourism industry in Central NSW is a critical part of the local economy, and barriers to getting to the region present a significant risk as vehicle technology changes and electric vehicles become the preferred mode of transport. The region's daytrip visitors travel to the region by private car 97% of the time, and the vast majority of overnight visitors also reach the region by private car.





Each domestic overnight visitor to the region spends on average over \$450 during their stay⁶¹, and growing barriers to their ability to travel to the region stemming from the transition to electric vehicles can quickly have a very large impact.

Over three quarters of domestic overnight visitors travel from within NSW, with 30% of the total travelling from Sydney. This means travel into Central NSW is made up of short trips of less than 50km from surrounding regions, through to stayover or destination travel from other states that may include travel of more than 500km. These varied travel types will demand different charging services, ranging from rapid top-up through to overnight charging at hotels, motor inns, caravan parks or at friends and relatives properties.

The data presented in this document pertains to year-end March 2020 tourism data for the region. While not fully reflective of the impact of cultural and regulatory changes brought about through fear of the SARS-CoV-2 coronavirus and related disease COVID-19, the data does show a drop relative to previous time-series.

The Cowra Guardian notes that "In the past decade, the number of visitors from China to Australia has increased fourfold from 355,000 in 2009 to 1.43 million in the period between July 2018 and June 2019."⁶² The Port Stephens Examiner adds "Tourism Australia data suggests \$45.2 billion dollars is contributed to the national tourism economy from the China market which inevitably filters through to our regional destinations. Events such as the coronavirus and the bushfires will undoubtedly have an effect."⁶³

With the recent summer of bushfires, cracks growing in the China-Australia relationship and the impact of coronavirus related restrictions and fear-based cultural shift, it is more important than ever to ring out the message that Central NSW is open for business.

The NSW Government has committed through the Visitor Economy Industry Action Plan 2030 (VEIAP 2030) to a goal of more than tripling 2009 overnight visitor expenditure by 2030, aiming to achieve \$45 billion by 2025 and \$55 billion by 2030.

⁶¹ <https://www.destinationnsw.com.au/wp-content/uploads/2020/08/central-nsw-fact-sheet-ye-mar-20.pdf>

⁶² <https://www.cowraguardian.com.au/story/6639511/coronavirus-impact-hits-regional-tourism/>

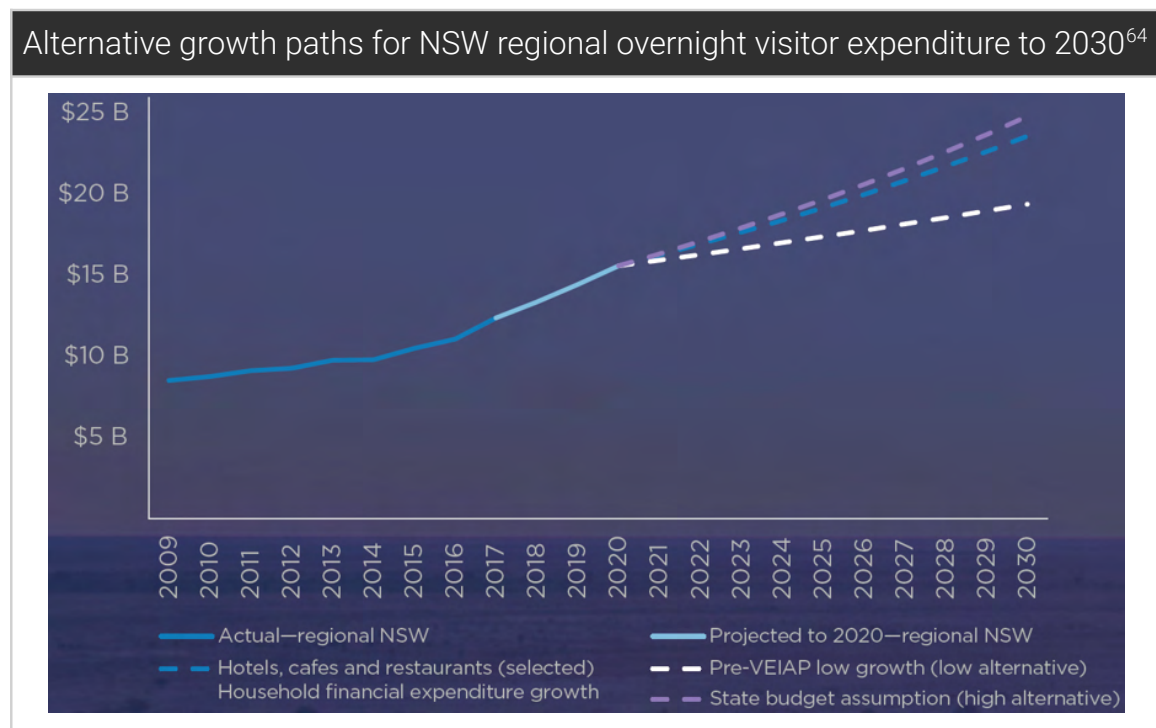
⁶³ <https://www.portstephensexaminer.com.au/story/6613654/coronavirus-bushfires-impact-on-port-tourism/>

The Tourism and Transport Plan considers the customer outcome “greater access to more of NSW” to include a commitment to “investigate economic opportunities of electric vehicles at tourism destinations and for the regional touring economy.” While it may not yet be clear due to low levels of penetration in the national vehicle fleet, electric vehicles will make or break the committed visitor expenditure goals out to 2023.

Electric vehicle charging infrastructure is expected to act as an attractant to early electric vehicle adopters, and early-majority adopters out to 2025. Regions and cities with highly visible and functionally suitable charging will be more likely to attract electric vehicle owners, with those visitors in many cases previously not considering the region for their travel.

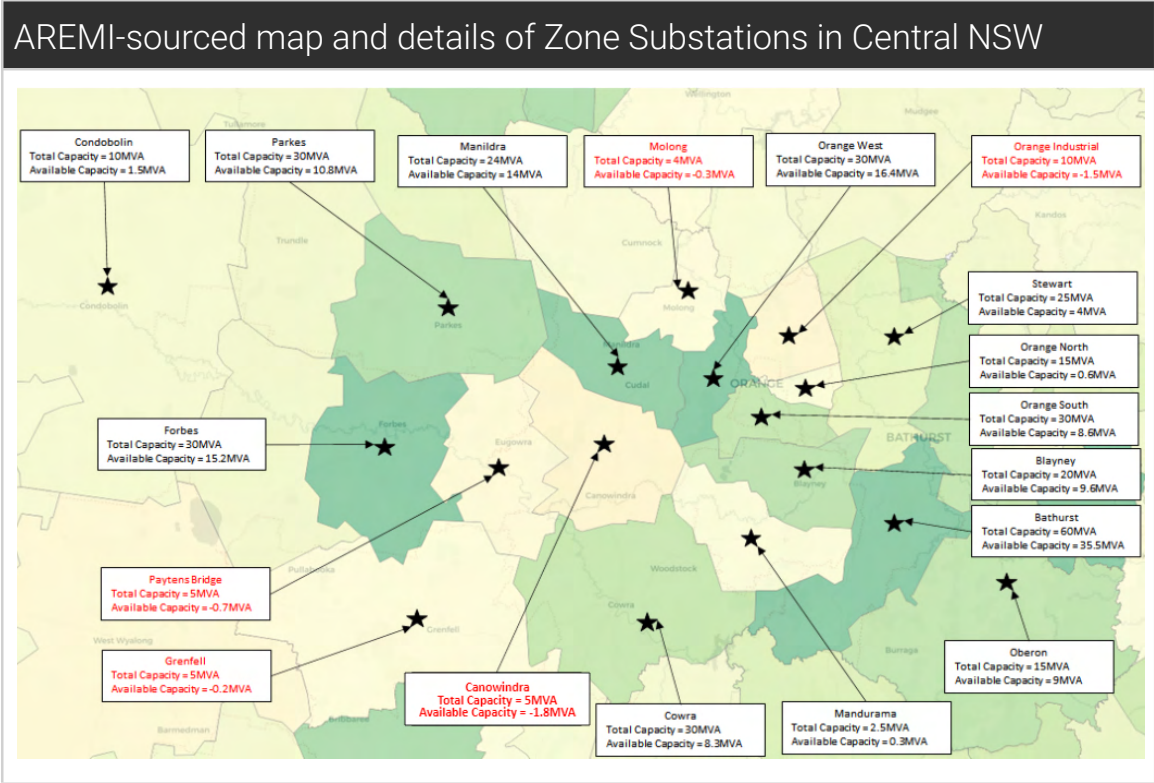
Electric vehicle manufacturing costs are predicted to become lower than those for combustion engine vehicles from the middle of the decade. It is likely there will be a significant shift in the products offered in Australia at this time, such that the balance and competitiveness of offerings tends towards electric and away from combustion.

As electric vehicle adoption rapidly accelerates and the electric proportion of the total vehicle fleet grows, a lack of functionally suitable and highly visible charging infrastructure would become highly detrimental to the ability of the region to grow tourism key performance indicators above the low alternative projection presented in the VEIAP 2030 (see below).



⁶⁴ Source: VEIAP 2030

Schedule 6 - Zone Substation capacity details



Note: 2020 Zone Substation capacity projections by regional DNSP (via AREMI map)

BATHURST REGIONAL COUNCIL
INVESTMENT PERFORMANCE

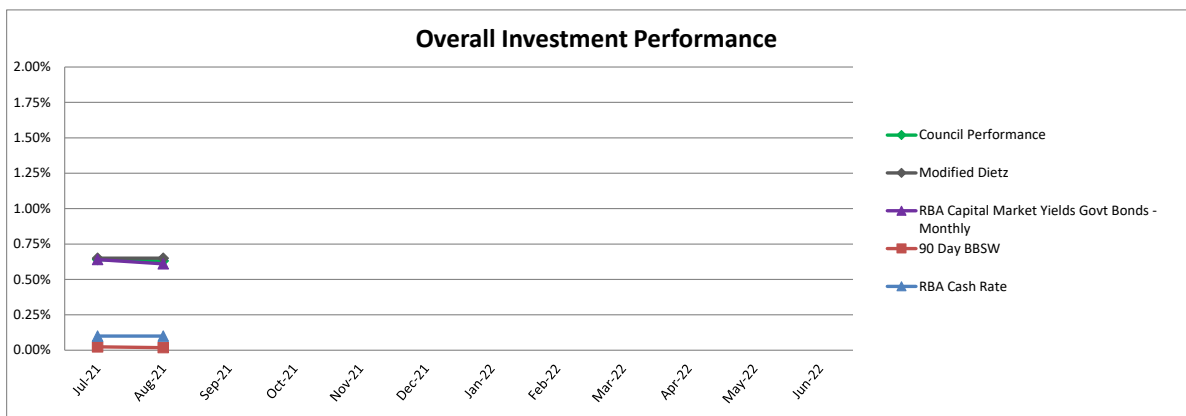
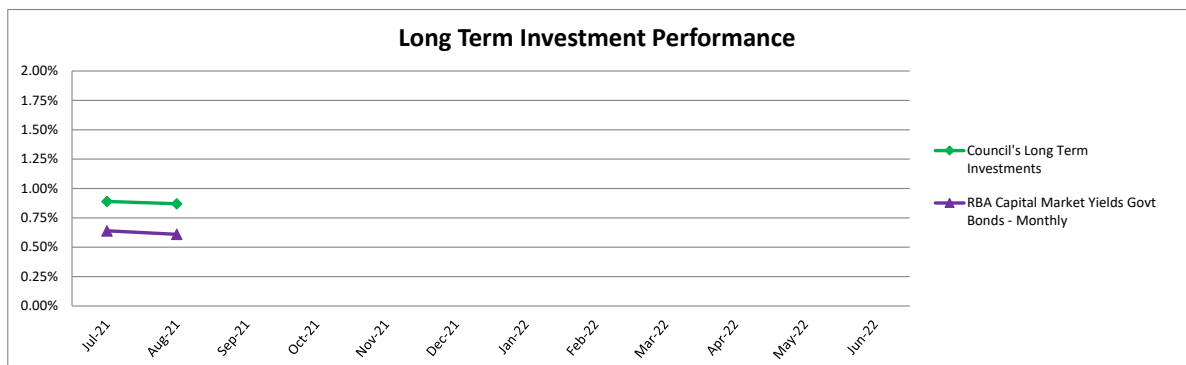
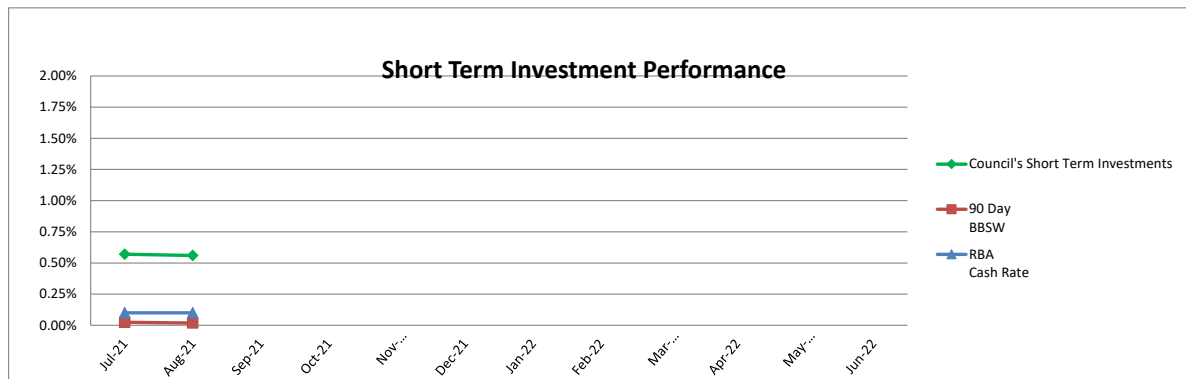
Investment Policy Benchmarks

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	0.10%
AFMA - 90 Day Bank Bill Swap Rate (BBSW) Avg Mid	0.018%
RBA Capital Market Yields Govt Bonds - Monthly	0.61%
Modified Dietz Calculation	0.65%

	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-21	0.10%	0.024%	0.57%	0.64%	0.89%	0.65%	0.64%
Aug-21	0.10%	0.018%	0.56%	0.61%	0.87%	0.65%	0.63%
Sep-21							
Oct-21							
Nov-21							
Dec-21							
Jan-22							
Feb-22							
Mar-22							
Apr-22							
May-22							
Jun-22							



**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.

Short Term	Ratings	Maximum Holding %	Actual Holding %	
	A-1+	100	45%	Complies
	A-1	100	0%	Complies
	A-2	40	44%	Does not comply
	A-3 or unrated	Note*	11%	Complies
			100%	
Long Term				
	AAA	100	0%	Complies
	AA+ AA AA- A+ A	100	75%	Complies
	A-	40	0%	Complies
	BBB+ BBB	20	19%	Complies
	BBB- & unrated	Note *	6%	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	8%	Complies
National Australia Bank Limited	AA-	40	28%	Complies
Westpac	AA-	40	8%	Complies
HSBC	AA-	30	2%	Complies
Macquarie Bank Limited	A+	30	3%	Complies
UBS AG Australia	A+	30	1%	Complies
Suncorp Metway Ltd	A+	30	1%	Complies
Sumitomo Mitsui Banking Corp	A	30	1%	Complies
AMP	BBB+	5	7%	Does not comply
Bank of Queensland Limited	BBB+	5	14%	Does not comply
Bendigo & Adelaide Bank Ltd	BBB+	5	1%	Complies
Newcastle Permanent	BBB	5	1%	Complies
Members Equity Bank	BBB	5	12%	Does not comply
Auswide Bank	BBB	5	3%	Complies
Maritime Mining & Power Credit Union	ADI	Note*	10%	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	52,500,000	4,500,000	0	5,100,000	40	100	70%	Complies
One to three years	10,500,000	2,730,000	0	1,200,000	0	60	17%	Complies
Three to Five Years	4,500,000	0	0	7,250,000	0	30	13%	Complies
Over Five Years	0	0	0	0	0	15	0%	Complies
	67,500,000	7,230,000	0	13,550,000			100%	

Recommendation: That the report be noted.

Responsible Accounting Officer

.....
Aaron Jones
Director Corporate Services & Finance

.....
Prepared By Lesley Guy

3-Sep-21

.....
Reviewed By Tony Burgoyne

2021/22 Annual Operational Plan

Bathurst 2040 Community Strategic Plan

As at 31st August 2021

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.

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 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 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

Bathurst 2040 Community Strategic Plan

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 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 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

Attachment 8.3.2.1

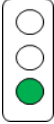

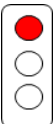
On the following pages, each of Council's principal activities is shown along with their four year Delivery Program actions and the Annual Operational Plan tasks that will be undertaken. These actions and tasks are linked back to the Bathurst 2040 CSP to show the community how its needs and wants are 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:

<p>In progress – tracking as expected</p>  <p>155 / 169 92 %</p>	<p>Needs Attention</p>  <p>14 / 169 8 %</p>	<p>Urgent Attention</p>  <p>0 / 169 0 %</p>
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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 – 2021/2022 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 Rankin St Stanley to Morrisett 200m Browning St William to George Park 50m Charlaffe St 40m Graham Dve to Mendel Dve 300m complete	
		Monitor condition of footpaths.	100% of urban footpath inspected	Manager Works	Level 1 (CBD) – 100% as at 26/10/20 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 reseding works as per Council's 2021/2022 capital works and routine maintenance programs. Completion of 2021/2022 Roads to Recovery Program.	Manager Works	The Bridle Track Widen and seal 500m approach to Howards Bridge – Complete Limekins Rd Reconstruct, widen and seal 2km – Complete Limekins Rd Stage II Reconstruct, widen and seal 2km – Complete 2km rehabilitate widen and seal on Freemantle Rd – Complete 1km rehabilitate widen and seal Rockley Rd – Complete 1.5km Freemantle Rd Stage II complete 2.2km Bridle Track rehabilitate, widen and seal – Complete 4km Turondale Rd widen and seal 3km complete	




Bathurst 2040 Objective reference	Deliverable Actions over the next 4 years	Operational Plan – 2021/2022 Projects / Tasks	Tracking our Progress	Responsible Officer	Action Year to Date	Status													
		Renewal of gravel road surface throughout the network.	Completion of 2021/2022 Unsealed Roads Gravel Resheeting program.	Manager Works	In progress/ongoing	<div><div></div><div></div><div></div></div>													
		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	Complete (last assessment 2019, next assessment due 2023) <div><div>Percentage</div><div>Condition Rating</div></div> <table><tr><td>Excellent</td><td>35.0</td><td>1</td></tr><tr><td>Good</td><td>38.9</td><td>2</td></tr><tr><td>Fair</td><td>22.1</td><td>3</td></tr><tr><td>Poor</td><td>3.9</td><td>4</td></tr><tr><td>Bad</td><td>0.1</td><td>5</td></tr></table> <div><div>96%</div><div>4%</div></div>	Excellent	35.0	1	Good	38.9	2	Fair	22.1	3	Poor	3.9	4	Bad	0.1
Excellent	35.0	1																	
Good	38.9	2																	
Fair	22.1	3																	
Poor	3.9	4																	
Bad	0.1	5																	
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	Funding Grant application through NSW Government Floodplain Management Program in 2020/21 unsuccessful. Further application has been made in 2021/22 program, decision pending.	<div><div></div><div></div><div></div></div>													




Mount Panorama



Bathurst 2040 Objective reference	Deliverable Actions over the next 4 years	Operational Plan – 2021/2022 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 2021/2022 Capital Works Plan	Director Engineering Services	Current budget allocation will complete 1,700m of conduit. This will complete 5,640m of installation, leaving approx. 1,000m of conduit to be installed from future budgets.	
		Development of the second circuit	Development Consent obtained.	Director Engineering Services	Masterplan Complete. Preliminary Design Complete Aboriginal Cultural Heritage Assessment completed. Draft Environmental Impact Assessment completed, has been submitted to NSW Planning for adequacy review prior to lodgement. Community Consultation completed for EIS drafting. Detailed design to be completed Sep 21. Ready for lodgement with EIS to NSW Planning.	


Water, Sewer and Waste

Bathurst 2040		Deliverable Actions over the next 4 years	Operational Plan – 2021/2022 Projects / Tasks	Tracking our Progress	Responsible Officer	Action Year to Date	Status
Objective reference 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 31 August 2021, 359 tests were undertaken (through NSW Health Laboratory plus Council monitoring for fluoride) there was 99.2% 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. Water main in Mountain Straight, Mount Panorama has now been re-laid. Significant reservoir improvements have been completed, with further work planned, to continue to improve the integrity of the drinking water system around Bathurst. To 31 August 2021, complaints regarding flow and pressure were 0 for the 2021/22 year.	
			Respond effectively to discoloured water complaints	Respond to 90% of complaints within 4 hours.	Manager Water and Waste	Complaints regarding discoloured water are responded to as soon as possible, usually within 4 hours. Complaints regarding discoloured water for period 1 July 2021 to 31 August 2021 were 0.	



Bathurst 2040 Objective reference	Deliverable Actions over the next 4 years	Operational Plan – 2021/2022 Projects / Tasks	Tracking our Progress	Responsible Officer	Action Year to Date	Status
		Review, update and adhere to Drinking Water Management System (DWMS).	Australian Drinking Water Guidelines & DWMS compliance reported 6 monthly.	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. An internal review of the Drinking Water Management System's Critical Control Points (CCPs) is undertaken weekly and also monthly. Continuous external monitoring of CCPs is undertaken externally by D2K Information Pty Ltd. CCP performance for the current financial year to 31 July 2021 averaged 98.91%.	
		Winburndale Dam Flood Security Upgrade	Project is constructed and commissioned	Manager Water and Waste	Work on Tender item is progressing with work on the dam crest drilling underway and is over 70% complete as at 20 August 2021. A second project scope change request has been lodged and a response has been received and is being followed up.	
		Stormwater Harvesting Project Stage 1	Project is constructed and commissioned	Manager Water and Waste	Survey, design reports and approvals are being progressed for this project, tenders have been advertised and are currently open to selected contractors who are pricing the proposed works. Tenders closed 27 July 2021, and assessment continues.	

Bathurst 2040 Objective reference	Deliverable Actions over the next 4 years	Operational Plan – 2021/2022 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 31 August 2021 there were 336 approvals in place, with 360 active businesses (93%). The recently released 2021 Liquid Trade Waste Management Guidelines from DPIE are being reviewed for changes.	
		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 DPIE advises the outcomes of their proposed review of the guidelines. As at the end of June 2021 DPIE 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 – 2021/2022 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 6 monthly.	Manager Water and Waste	<p>For both Chifley and Winburndale, a Dam Safety Emergency Plan is in place, and has been updated.</p> <p>Chifley Dam is safe to withstand a 1 in 1,000,000 year flood event.</p> <p>A surveillance inspection of Chifley Dam was undertaken in September 2020. Winburndale Dam surveillance inspections are on hold for the next 12 months during the construction period.</p> <p>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.</p> <p>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.</p> <p>A tender was awarded at the 3 July 2019 Council Meeting to EODO for Winburndale Dam Safety Upgrade. Work is currently over 70% complete for contract works.</p>	
		Work with CNSWJO on Water Utilities Alliance goals	Meeting attended. Relevant projects supported. Goals delivered.	Manager Water and Waste	<p>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.</p>	

Bathurst 2040 Objective reference	Deliverable Actions over the next 4 years	Operational Plan – 2021/2022 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	<p>Wastewater Treatment Works operations are ongoing, with maintenance and repairs conducted as required.</p> <p>Investigations have commenced into the condition assessment of discharge sewer mains at the Wastewater Treatment Plant.</p> <p>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.</p> <p>Ongoing testing of wastewater discharged to the Macquarie River as per EPA Licence 1647 for the period commencing 1 April each year continues. For the licence year ended 30 March 2021, 318 tests were completed and 97.8 compliance achieved.</p>	

Bathurst 2040 Objective reference	Deliverable Actions over the next 4 years	Operational Plan – 2021/2022 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. This financial year to 31 August 2021 sewer main have been inspected though net yet relined. Ongoing sealing of sewer junctions is progressing.	
		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.	
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. Aerial survey was completed on 19 April 2021 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 – 2021/2022 Projects / Tasks	Tracking our Progress	Responsible Officer	Action Year to Date	Status
		<p>Council to continue education and promotion of appropriate wasteWise behaviours regarding green waste and recycling. Promote recycling to maximise diversion from landfill.</p>	<p>10 recycling promotion and education programs run.</p> <p>Monitor combined diversion and report 6 monthly.</p>	<p>Manager Water and Waste</p>	<p>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. A textile recycling trial is underway and the Garage Sale Trail 2020 was a success with over 55 households participating.</p> <p>For 2021/22 to the end of July 2021, food and garden tonnage is 224 and recycling is 187 giving a total of 412 tonnes.</p> <p>20,516 tonnes of food and garden waste have been sent for composting in the first 64 months (April 2016 to July 2021).</p> <p>Combined with recycling, totals show a diversion from landfill of over 32,887 tonnes, or over 32.8 million kilograms over this time.</p> <p>WasteWise education works are continuing, and the recycling contract education strategies are also underway.</p>	
		<p>Identify, assess and implement appropriate diversion opportunities.</p>	<p>Opportunities reviewed to determine cost/benefit and reported 6 monthly.</p>	<p>Manager Water and Waste</p>	<p>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.</p>	



Recreation



Bathurst 2040 Objective reference	Deliverable Actions over the next 4 years	Operational Plan – 2021/2022 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.	Construction of 5 & 6 th sports fields at Hereford Street	Manager Technical Services	Field construction contract awarded. On site works have commenced. Bulk earthworks in progress. Anticipate new turf laid on completed field by January 2022.	
		Update sporting venues, including associated infrastructure.	Replacement of synthetic turf surface to 2 courts – John Matthews Tennis Centre	Manager Recreation	Budget reallocated to Macquarie View Tennis club house due to the need for essential repairs. Scope of works and specifications being finalised. Anticipate quotations to be called in September 2021.	
		Update parks including associated infrastructure.	Reconstruction of the playing field – Bathurst Sportsground		Field construction contract awarded. On site works have commenced. Bulk earthworks in progress. Anticipate new turf laid on completed field by January 2022.	
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	Construct stage 1 of Centennial Park Masterplan	Manager Recreation	Design and specification documents being finalised by landscape consultant. Anticipate calling Tenders in October 2021.	
			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	Community and volunteer tree planting proposed to commence in August 2021 has been postponed due to Covid restrictions and Bathurst Lockdown orders.	
			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 commenced in December 2020. Plant supply contract awarded. Anticipate planting to commence in March 2022 – has been delayed due to	

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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 – 2021/2022 Projects / Tasks	Tracking our Progress	Responsible Officer	Action Year to Date	Status
6.1 6.2	Establish and build on effective networks with other councils to identify areas for operational improvements and efficiencies.	Participate in cross-functional teams with CNSWJO and LGNSW HR network to identify opportunities for efficiencies and best practice.	Participation of HR Team members in relevant HR meetings and networking opportunities working with relevant committees and sub-committees to ensure developing & implementing HR best practice.	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 regularly meet now with the WHS and Training Development groups. HR meetings with "Evo-city" council HR are also ongoing as all Councils of similar size to BRC. Quarterly meetings facilitated by LGNSW are also attended by HR staff.	
1.1 5.3 6.4 6.7 6.8	Ensure all staff complete induction training, ongoing compliance updates and professional development.	Continue building on improvements made to the staff induction program, onboarding and performance areas. Develop and implement Training & Development policy and supporting plan.	Training & Development Policy and plan implemented. Management KPI implemented for staff compliance training.	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 developed & 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 most staff completed within their first month of employment	

Bathurst 2040 Objective reference	Deliverable Actions over the next 4 years	Operational Plan – 2021/2022 Projects / Tasks	Tracking our Progress	Responsible Officer	Action Year to Date	Status
					Changes to the post recruitment through to end of probation have also now been further streamlined. Work to develop the Employee Engagement Program and Workforce strategy has commenced.	
6.2 6.4 6.7 6.8	Provide a range of education and training opportunities for Council's workforce.	Implement targeted position to support education & training of BRC staff. Develop and implement BRC Training policy and plan. Implement plan.	Training & Development now centrally co-ordinated across Council. Training & Development policy and plan implemented.	Manager Human Resources	HR have commenced working to further improve and streamline the Performance Appraisal process for 2021 based on feedback from 2020 process. Improvements in relation to education & training have been implemented as part of this process, including dedicated resource to support co-ordination of staff training & development. The BRC Training Plan has also now been developed and adopted. The BRC Workforce strategy and supporting plan has been drafted.	
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.	Management to leadership training arranged for all Managers. Employee Engagement policy drafted. Training & Development policy and plan implemented.	Manager Human Resources	A full review of this area has now commenced with plans to develop an Employee Engagement Program covering all aspects of the employee lifecycle and focus on career development and succession planning. The Employee Engagement policy has now been approved through Dept. Heads. Further improvements will continue to be implemented as part of the revised Performance strategy across all staff levels. Targeted Senior & Middle Management training has commenced with stage 1 of this training completed and first round coaching sessions have been held.	



Governance


Bathurst 2040 Objective reference	Deliverable Actions over the next 4 years	Operational Plan – 2021/2022 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. Policies are then forwarded to Council meetings for adoption. 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	Online Contract Register is available. We continue to review opportunities for improvement.	
		Action requests for information under GIPA Act.	Information requests (formal and informal) actioned in accordance with statutory guidelines.	Manager Corporate Governance	1 application received in July 2021. Application has been processed. 1 application received in August 2021. Application is being processed.	
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	Information Services Disaster Recovery Plan scheduled to be tested on 21 August 2021 has been deferred for testing until 28 August 2021.	

Information Services



Bathurst 2040 Objective reference	Deliverable Actions over the next 4 years	Operational Plan – 2021/2022 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.	Perform Penetration testing to ensure the security of BRC Data	Engage suitably qualified third party to perform penetration testing on the BRC Network	Manager Information Services	Penetration testing will be performed in Calendar year 2021. This testing will include external and internal penetration testing.	
		Implement Multi Factor Authentication for all staff that require external access to BRC data and systems.	Multi Factor authentication purchased, configured and deployed to staff.	Manager Information Services	Multi Factor authentication has been deployed to approx. Two thirds of users. Licensing has been purchased for the remainder and will be implemented in calendar year 2021.	
		Implement a regimen of Cyber Security training for all staff at BRC.	Cyber Security training purchased, and training program implemented.	Manager Information Services	Training has been purchased and a schedule has been developed. Pilot group has been selected. Training will continue on a rolling basis.	
		Implement regular backup to cloud based data repository to defend BRC against ransom ware attack.	Cloud storage for backups implemented and regular backups instigated.	Manager Information Services	An immutable storage device has been purchased and configured. Backups to this device will commence in September 2021.	
		Develop and implement Cyber Security Framework and ancillary documents to guide BRC's cyber security program	Cyber Security Framework developed and approved by the General Manager	Manager Information Services	Cyber security framework and documents have been developed and are in draft. These documents will be sent to Cyber Security NSW for review. It is intended to have the framework completed and implemented by June 30 2022.	
		Implement cloud based VOIP telephone system.	Phone system installed and functioning.	Manager Information Services	The new VOIP phone system has been pushed to fiscal year 21-22 due to resource limitations and COVID-19.	
		Perform Disaster Recover testing at BRC's DR site.	Tests performed and results reported to General Manager.	Manager Information Services	Full DR testing has been scheduled for Saturday August 28. After testing a report will be written detailing the results obtained.	
		Implement Stage 3 of CBD CTV	System installed and functioning.	Manager Information Services	Stage 3 of the CBD CCTV system has been installed and is operational.	
2.2 2.3 2.6 5.2	Support the Smart Cities project.			Manager Information Services		

Finance



Bathurst 2040 Objective reference	Deliverable Actions over the next 4 years	Operational Plan – 2021/2022 Projects / Tasks	Tracking our Progress	Responsible Officer	Action Year to Date	Status
6.1	Ensure Council's long term financial sustainability.	Review need for special variation in rate income.	Long Term Financial Plan complete and adopted by Council.	Manager Financial Services	Long Term Financial Plan completed for 2021/22.	
6.6		Improve Council's cash flows.	Special Rate Variation considered by Council.	Manager Financial Services	Council did not apply for a special rate variation for 2021/22 Operating/Delivery Plan.	
		Ensure Council's level of debt is manageable.	Rates and Charges Outstanding Ratio less than 10%.	Manager Financial Services	As per 2019/20 Financial Statements achieved 6.49% (2018/19 6.30%). (2017/18 6.17%). (2016/17 5.68%). (2015/16 5.85%). (2014/15 6.63%).	
		Maximise invested funds within prudential guidelines.	Debt service cover ratio greater than 2%.	Manager Financial Services	As per 2019/20 Financial Statements achieved 1.05% (2018/19 2.17%). (2017/18 3.66%). (2016/17 4.12%). (2015/16 3.95%). (2014/15 4.10%).	
			Outperform monthly 90 day bank bill swap rate.	Manager Financial Services	At 31 st August 2021 current year average: • Investment earnings – 0.63% (2020/21 average 0.79%) • 90 day Bank Bill Swap Rate – 0.018%	

Events	Bathurst 2040 Objective reference	Deliverable Actions over the next 4 years	Operational Plan – 2021/2022 Projects / Tasks	Tracking our Progress	Responsible Officer	Action Year to Date	Status
1.3 2.1 2.2 2.5 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.	Manager Events	July	<ul style="list-style-type: none"> Successfully delivered the Bathurst winter festival with the outdoor ice rink, illuminations, food and wine events, music, entertainment, business engagement, rides and community spirit. The festival presented many challenges with major construction works for the Court House changing the illumination locations and layout of the whole festival. One day one of the festival, the NSW Government put Sydney into lockdown due to Covid 19 threats and introduced new restrictions. These restrictions reduced capacity on the ice rink and the over all number of people in one space. Despite these challenges, the festival was still a success and the community was able to embrace the festival. The illumination location footprint was spread wide over Bathurst to ensure social distancing was maintained. The theme for this year was People & Place with illuminations featuring stories and talents of local Bathurst people through art, music, photography and movement. Food and wine nights still went ahead as part of the festival, with reduced capacity and a more local focus. The festival footprint was reduced to cater for smaller crowds. Entertainment moved to showcase the locals with outside of region musicians and entertainment unable to attend. Overall, the festival was a local success for community, businesses and residents 	

Property

Bathurst 2040 Objective reference	Deliverable Actions over the next 4 years	Operational Plan – 2021/2022 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 and commercial land releases to ensure appropriate level of supply.	Complete development of land in accordance with Council plans.	Provision of land to meet demands	Property Management Coordinator	Sunnybright Stage 'A' and 'B' had all lots sold as of 31 March 2021. Sunnybright Stage 'C' registered in July 2021. Ballot draw 17/9/21. Kelso Industrial Park has 0 lots available at end of August 2021. Stage 11 of Bathurst Trade Centre sold. Kelso Industrial Park grant funding (Drought Relief) – DA lodged, plans on hold due to CoVid19.	
2.1 4.1 6.4	Ensure best available return on investment on Council properties.	Review of Council's Property Portfolio	Lease Register updated.	Property Management Coordinator	Return on Investment document being created and due October 2021.	

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	2021 Community Survey completed. Survey result found that 75% of the community is somewhat satisfied or higher (ie satisfied or very satisfied) with Council.	
		Ensure community consultation occurs	All consultation projects included on the "Your Say" platform Followers on social media > 13,000 BRC Website visits > 40,000	Manager Corporate Communications	As at 31 August 2021: 100% consultation projects on Your Say Bathurst (Irrigation portal, Lodging planning applications online, Bathurst town centre master plan, Streets as Shared spaces, Satala Village Plan, Rockley Village Plan, Peel Village Plan, Financial Assistance COVID-19 Stimulus measures, go-kart track development, Pillars of Bathurst, Proposed park upgrades - Miller Park, Gormans Hill Park; DIAP Survey, DIAP Easy Read survey, Policy Review – Rates & Pensioners; Brooke Moore Woodland Reserve Draft Plan of Management, Pillars of Bathurst, Winter Festival Feedback, Bathurst Integrated Medical Centre, Local Environment Plan (LEP) changes, Development Control Plan (DCP) Changes, Seniors Festival feedback Social media followers: July: 14,953 BRC Facebook Page: 13,448 BRC Twitter Page: 1,741 August Total: 15,189 (sum of FB & Twitter) Website visits July: 63,941 Bathurst Regional Council: 24,985 Mount Panorama: 7,549 Art Gallery: 1,967 Museums: 1,758	







						<p>BMEC: 1,068</p> <p>Cobb & Co: 704 Winter Festival: 436 Hill End Art: 417 Bathurst Cycling Classic: 242</p> <p>Bathurst Childcare: 225</p> <p>August total: 39,391</p> <p>Numbers are down substantially for Council Museums, Gallery, BMEC with the implementation of Stay at Home orders and the closure of these facilities</p>	
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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 – 2021/2022 Projects / Tasks	Tracking our Progress	Responsible Officer	Action Year to Date	Status
5.1 5.2 5.3 5.5	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 four (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 Meetings were held in August 2021. YTD one (1) Community Safety Committee meeting held. Development of a fraud campaign and mobility scooter safety campaign commenced in August 2021. Zero (0) campaigns/projects were implemented during August 2021. YTD zero (0) campaigns undertaken in accordance with the Bathurst Community Safety Plan.	
6.3		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.	Monthly review to determine the number of actions in progress or complete. Relevant Community Services initiatives/projects developed and implemented as per actions identified in the Disability Inclusion Action Plan (DIAP).	Manager Community Services	The following actions were undertaken in August 2021: <ul style="list-style-type: none">Review of actions and strategies listed in the Disability Inclusion Action Plan (DIAP). 22 of 50 actions in progress (44%) 11 of 50 actions complete (22%) 17 of 50 actions incomplete (34%) While COVID-19 has had an impact on the DIAP with 12 out of the 50 actions affected (24%), many actions are "ongoing" and remain a priority for Council.	

Bathurst 2040 Objective reference	Deliverable Actions over the next 4 years	Operational Plan – 2021/2022 Projects / Tasks	Tracking our Progress	Responsible Officer	Action Year to Date	Status
			Research and draft second DIAP 2022-2026		<ul style="list-style-type: none"> Research and drafting of second DIAP continued. Consultation for the second DIAP concluded. 	
			Draft Positive Ageing Strategy adopted by Council for public exhibition.	Manager Community Services	The Draft Positive Ageing Strategy was adopted by Council and placed on public exhibition in July 2021.	
		Adopt Positive Ageing Strategy and implement strategies and actions identified in the Strategy	Final Positive Ageing Strategy adopted by Council, following public exhibition	Manager Community Services	The Positive Ageing Strategy was presented to Council and adopted on 18 August 2021.	
			Monthly review to determine the number of actions in progress or complete.	Manager Community Services	Monthly review of actions was completed in August 2021. YTD one (1) action is in progress.	
			Relevant Community Services initiatives/projects developed and implemented as per actions identified in the Positive Ageing Strategy.	Manager Community Services	Creating Connections, a program aiming to combat social isolation in older people, was postponed in August 2021 due to COVID-19. Research and development for campaign around safe mobility scooter use commenced in August 2021.	
			Deliver two (2) community development projects	Manager Community Services	No community development project completed in August 2021. YTD one (1) community development project has been delivered.	
		Collaborate with key stakeholders to develop and deliver programs/activities to meet the needs of the Indigenous community.	Research and draft Aboriginal Community Plan	Manager Community Services	Research of Aboriginal Community Plan continued in August 2021.	

Bathurst 2040 Objective reference	Deliverable Actions over the next 4 years	Operational Plan – 2021/2022 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.	Encourage and facilitate the use of Kelso Community Hub to meet community needs	Facilitate two (2) collaborative projects with key stakeholders at the Kelso community Hub. Information distributed regarding hire of Kelso Community Hub to meet the needs of community. Provide two (2) Kelso Community Hub update reports to Council.	Manager Community Services	Zero (0) collaborative projects were facilitated during August 2021. YTD zero (0) collaborative projects facilitated. Information distributed to two (2) organisations during August 2021. YTD two (2) organisations distributed with information. Zero (0) Kelso Community Hub update reports provided to Council during August 2021. YTD zero (0) update reports provided to Council.	
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 six (6) Bathurst Regional Youth Council meetings, including attendance numbers Undertake and/or participate in six (6) initiatives, activities, programs and events.	Manager Community Services Manager Community Services	Youth Council Main Meeting held 10 August 2021, with 14 Youth Councillors in attendance. YTD one (1) Youth Council meeting held with 14 Youth Councillors in attendance. Youth Council Training Day held 20 July 2021, with 13 Youth Councillors in attendance. August: No activity YTD zero (0) activities undertaken.	 

Bathurst 2040 Objective reference	Deliverable Actions over the next 4 years	Operational Plan – 2021/2022 Projects / Tasks	Tracking our Progress	Responsible Officer	Action Year to Date	Status
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	50% of policies reviewed	Manager Community Services	Sleep Policy reviewed to align in industry regulations during August. YTD 11.4% Policies reviewed.	
			Develop and Maintain current Service Self-Assessment Tool	Manager Community Services	No review occurred in August 2021. Review of FDC Self-Assessment tool delayed during the month of August due to operational needs in light of COVID. YTD zero (0) review has occurred.	
6.3 6.4 6.7	The provision of Council's Children Services, setting a benchmark for education and care in the Bathurst LGA	Undertake actions identified in the Children's Services Strategic Plan 2021-2023	Undertake one (1) peer review of Educational programs in long day care services	Manager Community Services	No survey completed during August 2021 YTD zero (0) peer reviews undertaken	
			Facilitate one (1) survey for Family Day Care (FDC) and Long Day Care (LDC) families for review of service delivery.	Manager Community Services	No survey completed during August 2021. YTD zero (0) surveys undertaken in both Long Day Care and Family Day Care.	
			Provide one (1) Children's Services update report to Council	Manager Community Services	No reports submitted to Council in August. YTD one (1) report submitted to Council.	
			85% occupancy rate for long day care	Manager Community Services	Occupancy rate for August 2021 is 96% with limited placements in Preschool Program. YTD current occupancy rate at 96%	







Bathurst 2040 Objective reference	Deliverable Actions over the next 4 years	Operational Plan – 2021/2022 Projects / Tasks	Tracking our Progress	Responsible Officer	Action Year to Date	Status
			30% increase of Family Day Care Educators	Manager Community Services	In August no new Educators were recruited. YTD a 15.15% increase in Educator numbers has occurred.	
			20% increase in daily usage of family day care	Manager Community Services	In August the average daily attendance is 70 children per day. YTD 5.4% increase in average daily attendances has occurred.	
	Promotion of Children's Services.	Build community awareness of services offered by Children's Services section	Deliver two (2) family information evenings for Children's Services	Manager Community Services	No information evening delivered in August. 2021. YTD zero (0) information evenings held.	
			Facilitate two (2) marketing mechanisms	Manager Community Services	No marketing mechanisms were undertaken during August due to current Covid conditions within the Bathurst community. YTD one (1) marketing mechanism implemented.	
	Connect and collaborate with Children's Services networks locally and regionally to ensure services provision reflects strengths and needs of the sector.	Complete one (1) education and care needs analysis	Facilitate one (1) marketing mechanism relating to the Preschool Program	Manager Community Services	No marketing mechanisms facilitated during August 2021. YTD zero (0) marketing measures undertaken.	
			Facilitate one (1) industry forum	Manager Community Services	No facilitation of an industry forum occurred during August 2021. YTD zero (0) industry forums undertaken.	
			Facilitate one (1) local survey	Manager Community Services	No survey completed in August 2021. YTD zero (0) survey undertaken	






Bathurst Library




Bathurst 2040 Objective reference	Deliverable Actions over the next 4 years	Operational Plan – 2021/2022 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 the Mobile Library Service	Report to Council by June 2022	Manager Library Services	Mobile and Home Library review commenced.	
5.3	Maintain and improve community participation in the Library Services	Maintain and improve membership base	Membership is 28% or more of total population	Manager Library Services	To date, the total active membership of Bathurst Library is 11,455 = 27% of Bathurst population. Excluding non-2795 members, membership is 10,702 = 25% of Bathurst population. Reciprocal/Temporary (non-2795 postcode) membership is 753.	
		Maintain and improve visitations	Yearly visitations are 84,000 or more (monthly average: 7,000)	Manager Library Services	YTD: 14,913 people visited the library. August: 6,663 people visited the library.	
		Maintain and improve program and event delivery	Deliver 200 or more programs / events per year (monthly average: 16.6)	Manager Library Services	Events planned for July & August have been postponed or cancelled due to COVID-19 related restrictions. YTD: 28 Programs delivered. August: 11 Programs delivered.	
		Maintain and improve attendance at programs and events	4,800 attendees or more to programs / events per year (monthly average: 400)	Manager Library Services	Library closed from 16 August onwards YTD: 307 attendees August: 108 attendees	
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: 37,437 items borrowed August: 18,180 items borrowed	
		Improve online information	Audit Bathurst newspaper collections for digitisation needs by June 2022.	Manager Library Services	Audit underway.	

Bathurst 2040 Objective reference	Deliverable Actions over the next 4 years	Operational Plan – 2021/2022 Projects / Tasks	Tracking our Progress	Responsible Officer	Action Year to Date	Status
		Improve adult digital literacy skills	Provide at least 20 technology sessions/workshops for adults yearly	Manager Library Services	YTD: Six (6) digital literacy programs delivered Three (3) digital literacy programs were delivered in August.	<input type="radio"/> <input type="radio"/> <input checked="" type="radio"/>
		Improve Readers Resources	Curate and promote the new Book Club kit collection (minimum 50 titles) by June 2022	Manager Library Services	Twenty- four (24) titles processed and catalogued to date.	<input type="radio"/> <input type="radio"/> <input checked="" type="radio"/>
			Launch and promote four (4) online reading challenges by June 2022	Manager Library Services	YTD: 4 challenges launched and promoted August: Book Week Challenge launched and running	<input type="radio"/> <input type="radio"/> <input checked="" type="radio"/>
		Promote Wiradjuri and Aboriginal Collection content: 1 promotion per month	Promote Wiradjuri and Aboriginal Collection content: one (1) promotion per month	Manager Library Services	August Discover More Wiradjuri History Facebook post, posted 3 August 2021.	<input type="radio"/> <input type="radio"/> <input checked="" type="radio"/>
6.1	Communicate and engage with the community	Growth in followers on the library social media platforms	More than 2,900 Facebook likes and more than 930 Twitter followers	Manager Library Services	Facebook: 2,990 Twitter: 929	<input type="radio"/> <input type="radio"/> <input checked="" type="radio"/>
		Monitor community satisfaction with Library Services, Programs and Collections	Analyse and report on Library Community Survey by December 2021	Manager Library Services	Analysis of data underway.	<input type="radio"/> <input type="radio"/> <input checked="" type="radio"/>
6.2	Maintain and create partnerships with local organisations and neighbouring councils	Foster relationships with local schools and day care centres	Deliver at least two (2) new activities to local schools and two (2) new activities to day care centres by June 2022	Manager Library Services	August: No activity.	<input type="radio"/> <input type="radio"/> <input checked="" type="radio"/>

Bathurst Regional Art Gallery



Bathurst 2040 Objective reference	Deliverable Actions over the next 4 years	Operational Plan – 2021/2022 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	Minimum eight (8) public / education programs delivered per exhibition slot.	Art Gallery Director	YTD: 8 Programs; 130 participants August: Public / Education programs: 3 Total participation: 78	
		Increase student and teacher engagement through education programs and outreach	5% increase in school engagement on 2020/2021.	Art Gallery Director	August: No activity	
		Provide opportunities for the professional development of regionally based artists.	Staging of four (4) regional artist projects with at least 3,250 attendees Commission four (4) new works by regional artists.	Art Gallery Director	YTD: Three (3) regional artist projects; Attendance: 1127 1. JULY: Chester Nealie: Etched in Fire. 2. AUGUST: Karin Smith & Colin Fenn (Foyer Space). July Attendance: 405	
		Develop community access to and understanding of contemporary indigenous art.	Stage two (2) exhibitions of contemporary Aboriginal art.	Art Gallery Director	YTD: Three (3) exhibitions of contemporary Aboriginal art. Attendance: 50 AUGUST: Myall Creek and Beyond; Karla Dickens: Mother's Little Helpers; Paddy Fordham Wainburanga: Recent Acquisitions Attendance August: 405	
		Develop First Nations led program for 2024.	Contract First Nations Curator.	Art Gallery Director	In progress.	
		Develop community access to the permanent collection.	Gallery Store conversion project 'grant ready'.	Art Gallery Director	August: Gallery Guides U3A Lecture Series	

Bathurst 2040 Objective reference	Deliverable Actions over the next 4 years	Operational Plan – 2021/2022 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	Staging two (2) permanent collection exhibitions with at least 3,000 attendees combined	Art Gallery Director	YTD: Two (2) collection exhibitions staged; Attendance: 50 AUGUST: Karla Dickens: Mother's Little Helpers; Paddy Fordham Wainburanga: Recent Acquisitions: July Attendance: 405	
			Develop Masterplan for Gallery refurbishment including permanent collection Foyer Gallery	Art Gallery Director	YTD: 100% complete	
6.1 2.6	Communicate and engage with the community	Increase community engagement on social media platforms.	Increase followers across social media platforms by 5% on 2020/2021 figures.	Art Gallery Director	YTD: 7,420. Target: 7,660. August: 7,420	
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 Residence (AIR) Program.	EOI for Hill End AIR leases complete.	Art Gallery Director	August: No activity	
		Develop Community understanding of the Hill End Artists in Residence (AIR) Program	Staging of at least three (3) Hill End Artists in Residence exhibitions with at least 4,000 attendees combined	Art Gallery Director	YTD: project postponed due to COVID-19 residency carry-overs from 2020 August: No activity	



Bathurst 2040 Objective reference	Deliverable Actions over the next 4 years	Operational Plan – 2021/2022 Projects / Tasks	Tracking our Progress	Responsible Officer	Action Year to Date	Status
		Ensure ongoing sustainability of the Hill End AIR cottage leases	Expression of interest for NPWS leases (Haefligers and Murrays) submitted.	Art Gallery Director	August: No activity	
		Develop activities within the Public Art Policy as resources permit.	Develop and deliver three (3) programs for <i>Out There Bathurst</i> platforms.	Art Gallery Director	YTD: Two (2) public art programs delivered August: Developing forward program JT and JW	
1.3 6.6	Increase in revenue generated from gallery retail outlet and programs	An increase on 2020/2021 total revenue generated from gallery retail and sales	5% increase in revenue	Art Gallery Director	August: 2020-2021: \$4,386.55; 2021-2022: \$5,316.00; 11.9% increase	


Bathurst Memorial Entertainment Centre



Bathurst 2040 Objective reference	Deliverable Actions over the next 4 years	Operational Plan – 2021/2022 Projects / Tasks	Tracking our Progress	Responsible Officer	Action Year to Date	Status
4.1 1.1 1.2 5.3 6.2 5.2 5.3	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 April Framework provided by April	Manager BMEC	Interim solution and Framework both finalised and provided on 12 July.	
	Maintain and improve community participation in BMEC services and activities	Maintain and improve average number of tickets purchased per Member	Average of at least five (5) tickets per Member	Manager BMEC	YTD 9.7 average Tickets Purchased per Member. Actual purchases for the financial year will decrease as refunds have been required due to COVID-19 cancellations or postponements. YTD 151 current members were rolled over from 2020 into 2021 year and 83 members have had their 2021 show bookings reserved.	
		Maintain and improve venue attendance	Attendances exceed 55,000	Manager BMEC	YTD 2,485 – Visitors, (total number of people through the venue). Of these 1,713 were attending BMEC curated events. Of the remainder none were commercial performance hires due to COVID-19 restrictions. YTD 53 - number of events at BMEC (including meetings)	
		Maintain and improve program and event delivery	Deliver approximately 14 Season and other events, seven (7) associated workshops and a Local Stages Program including LEAP program, local writers' and readers' festival and other performing arts development	Manager BMEC	17 Events are programmed in the 2021 Annual Season which is a calendar year program. To date eight of these have been delivered with six so far cancelled or postponed due to COVID-19 18 events were programmed in the 2020 Annual Season. Two (2) were delivered and 16 cancelled due to COVID-19. August Season events: <ul style="list-style-type: none"> Kangaroo – Tour to Cowra, performance 83 attendees. Kangaroo "podcast" replacing the tour to Penrith Dad's - postponed to December Emil & the Detectives - cancelled Sydney Symphony Orchestra - cancelled August workshops: <ul style="list-style-type: none"> 2 youth drama workshops; 	

Bathurst 2040 Objective reference	Deliverable Actions over the next 4 years	Operational Plan – 2021/2022 Projects / Tasks	Tracking our Progress	Responsible Officer	Action Year to Date	Status
					<ul style="list-style-type: none"> 3 all access workshops (one was delivered online due to COVID-19 lockdown); 2 Fast Cars & Dirty Beats Drumming workshops. 	
		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	YTD 1,325 attendees at Season events. August – Local Stages presented Kangaroo in Cowra. Audience: 83	
1.1 1.2 5.3	Communicate and engage with the community	Growth in community engagement	At least one (1) intrinsic impact study per year. 2% growth in social media followers over 2020/2021	Manager BMEC	YTD 22% growth in facebook followers from 4 July 2020 BMEC currently has: <ul style="list-style-type: none"> 4,129 facebook followers 504 Twitter Followers 1,081 Instagram followers 	

Museums

Bathurst 2040 Objective reference	Deliverable Actions over the next 4 years	Operational Plan – 2021/2022 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 8% total visitors from 2017/2018 numbers to: <ul style="list-style-type: none"> • Australian Fossil and Mineral Museum • National Motor Racing Museum • Chifley Home and Education Centre • Bathurst Rail Museum 	Total increase of 8% in visitor numbers	Manager Museums	Total number of visitors to museums in August 2021 was 1,101 which is a 68% decrease from August 2017 numbers of 3,525. Note: Museums closed to public on Sunday 15 August in compliance with NSW Public Health Order. Australian Fossil & Mineral Museum 195 which is an 86% decrease from August 2017 visitor numbers of 1,467. National Motor Racing Museum 138 which is a 93% decrease from August 2017 visitor numbers of 2,019. Bathurst Rail Museum 768 visitors for August 2021 (note Rail Museum opened February 2020) Chifley Home & Education Centre (remains closed due to COVID-19) Zero (0) which is a decrease from August 2017 visitor numbers of 39. Year to date (YTD) total visitors to Council Museums is 5,478, which is an 40% decrease from 9,230 YTD 2017.	
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 8% in total education/ school engagement from 2017/2018 numbers to: <ul style="list-style-type: none"> • Australian Fossil and Mineral Museum • National Motor Racing Museum • Chifley Home and Education Centre • Bathurst Rail Museum 	Total increase of 8% in education/ school engagement	Manager Museums	The number of education/school engagement across the Museums in August 2021 was 4,408 which is an increase of 498% from August 2017 numbers of 737. Note: Museums closed to public on Sunday 15 August in compliance with NSW Public Health Order. Australian Fossil & Mineral Museum 4,408 registered educational visitors through the Department of Education (DART) virtual classroom "So you want a pet dinosaur"	

Bathurst 2040 Objective reference	Deliverable Actions over the next 4 years	Operational Plan – 2021/2022 Projects / Tasks	Tracking our Progress	Responsible Officer	Action Year to Date	Status
					<p>which is a 952% increase of August 2017 visitor numbers of 419.</p> <p>National Motor Racing Museum 0 educational visitors which is a decrease of August 2017 visitor numbers of 137.</p> <p>Bathurst Rail Museum 0 registered educational visitors in August 2021.</p> <p>Chifley Home & Education Centre (remains closed due to COVID-19) Zero (0) which is the same as August 2017 visitor numbers of 0.</p> <p>Year to date (YTD) total education/school visitors to Council Museums is 4,408, which is a 339% increase from 1,002 YTD 2017.</p>	
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 (6) exhibitions, five (5) public programs and two (2) community events	Manager Museums	<p>YTD five (5) exhibitions YTD zero (0) Community Event YTD three (3) Public Programs</p> <p>In August 2021 the following has occurred:</p> <p>Exhibitions Australian Fossil and Mineral Museum Chapman Collection - ongoing</p> <p>National Motor Racing Museum Dick Johnson Exhibition – ongoing</p> <p>Chifley Home and Education Centre Online Exhibition, Interpretations: A Reproduced History - ongoing</p> <p>Bathurst Rail Museum Local Stories cabinet - Michael Burrell story ongoing</p> <p>Community Events - Nil</p> <p>Public programs</p> <ul style="list-style-type: none"> DART Virtual Classrooms - AFMM Science Teachers Association – virtual conference and expo – AFMM 	

Bathurst 2040 Objective reference	Deliverable Actions over the next 4 years	Operational Plan – 2021/2022 Projects / Tasks	Tracking our Progress	Responsible Officer	Action Year to Date	Status
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 8% gross total revenue from 2017/2018 numbers for: <ul style="list-style-type: none"> Australian Fossil and Mineral Museum National Motor Racing Museum Chifley Home and Education Centre Bathurst Rail Museum 	Total increase of 8% in revenue	Manager Museums	<p>Total retail and venue hire gross income across the Museums in August 2021 was \$4,473 which is an 81% decrease on August 2017 income of \$23,610.</p> <p>Note: Museums closed to public on Sunday 15 August in compliance with NSW Public Health Order.</p> <p>In August 2021 the following retail and venue hire gross revenue was achieved: Australian Fossil & Mineral Museum \$1,507 which is a 40% decrease on August 2017 income of \$5,483. National Motor Racing Museum \$2,267 which is a 87% decrease on August 2017 income of \$18,093. 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 \$699 (shop sales, venue hire, plaques) for August 2021.</p> <p>Year to date (YTD) total gross revenue for Council Museums is \$22,363, which is a 60% decrease from \$57,334 YTD 2017.</p>	
1.1 1.2 1.3 6.6	Central Tablelands Collection Facility	Complete construction of Central Tablelands Collection Facility and commence operations.	Complete construction and commence operations.	Manager Museums	<p>In August 2021 the following occurred:</p> <ul style="list-style-type: none"> Slab is 75% complete following three pours in August. White rabbit art racking relocated to Blayney for steel preparation. BRAG collection packed for move to new facility and removed to allow removal of and alterations of racking. 	

Tourism

Bathurst 2040 Objective reference	Deliverable Actions over the next 4 years	Operational Plan – 2021/2022 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 and destination experiences	Ten (10) new packages, products or experiences developed	Manager Tourism & Visitor Services	YTD one (1) new product developed. Bathurst 'Lockdown Love' packages – local products developed August 2021 New Wiradjuri tour elements for 2022 Autumn Colours program – initial development meeting held 28 July 65 paid tourism partners as of 31 August 2021. Full year target of 206. Campaign targeting new businesses ongoing.	
		Grow Regional Tourism Partnership program	Number of tourism partners increased by 10%	Manager Tourism & Visitor Services		
		Increase stakeholder advertising in Destination Planner	Advertising revenue increased 10%	Manager Tourism & Visitor Services	Advertising prospectus completed and sent to all partners and via eDMs in July 2021	
2.6	Provide visitors and prospective visitors to the area with quality information and services.	Develop new engaging content for Bathurst Step Beyond App	One (1) new tour product added and promoted	Manager Tourism & Visitor Services	YTD three new products being developed: 1. Wiradjuri Tour, meeting held with Elders 28 July 2021. 2. Hill End Tour, script completed and narrator confirmed. 3. St Joseph's Perthville, seeking joint funding.	
		Increase volume of online tour, event and accommodation bookings	Increase of 10% total bookings through online portal	Manager Tourism & Visitor Services	YTD 71% increase against 2020/2021 figures to total \$5,120 August 2021 - No bookings made.	
		Develop annual Destination Planner	2022 Destination Planner published	Manager Tourism & Visitor Services	RFQ for design work for 2022 Planner distributed July 2021.	
		Develop new Bathurst region villages touring itineraries and inter-region itineraries based on shared thematic elements	Six (6) new itineraries created and published on website/available at BVIC.	Manager Tourism & Visitor Services	YTD three (3) new itineraries with Geo tourism/outdoors themes published on website in July 2021. Discussion with DNSW in August 2021 to revive designated regional tourism drives	

Bathurst 2040 Objective reference	Deliverable Actions over the next 4 years	Operational Plan – 2021/2022 Projects / Tasks	Tracking our Progress	Responsible Officer	Action Year to Date	Status
		Increase local range of retail products and souvenirs at BVIC and develop e-commerce facility	Retail sales at BVIC increase by 10% over previous year	Manager Tourism & Visitor Services	YTD 58.4% decrease to \$4882 August- \$1,801 gross retail revenue being 59% decrease against August 2021. Result significantly affected by COVID19 lockdown. New e-commerce products launched 30 August - \$251 revenue	
2.6	Effectively promote and market the Bathurst Region as a key destination	Implement new 2021-2023 marketing plan	30% of actions completed or underway	Manager Tourism & Visitor Services	New plan adopted by Council at February meeting. 20 of 39 action items (51%) completed or underway as of 31 August	
		Implement online content strategy	Destination website page views increase 15% Total social media following (includes Facebook, Instagram and Twitter) increase 20%	Manager Tourism & Visitor Services	Pageviews: YTD 22.4% decrease on 2020/2021 (No travel from Greater Sydney due to COVID 19 lock down) To 31 August 2021, 42,557 total pageviews Social Media: YTD of 2.9% total social media increase to total 19,567 followers	
		Work with industry and specialist agencies as required to generate brand building earned media coverage through public relations activity	120 media articles generated (across all platforms).	Manager Tourism & Visitor Services	RFQ for specialist PR Agency services distributed July 2021. Six (6) media articles generated in August, 15 YTD	
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 2021 Marketing Plan	Overnight visitors increase by 5% Average length of stay increases by 5% Measurement based on Tourism Research Australia annual data	Manager Tourism & Visitor Services	Annual Tourism Research Australia figures released October 2020 (most recent) Overnight visitor nights increased by 6.1% Average length of stay steady at average three nights	
		Promote BVIC as essential step off point for Bathurst region.	Annual visitation to BVIC increases 3%	Manager Tourism & Visitor Services	YTD visitation decrease of 72% on 2020/2021, August 2021 - visitation of 527 decreased 78% over August 2020 COVID-19 lock down, Greater Sydney YTD and all NSW from 15 August	



Destination Management

Bathurst 2040 Objective reference	Deliverable Actions over the next 4 years	Operational Plan – 2021/2022 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	35% of actions completed or underway	Manager Tourism & Visitor Services	YTD 30% or 31 of the 104 priority actions completed or underway as of 31 August 2021.	
2.6	Support the Tourism Reference Group, which consists of a cross section of the industry	Implement the Industry Engagement Strategy	Hold at least: <ul style="list-style-type: none"> four (4) targeted meetings with industry four (4) industry capacity building workshops 	Manager Tourism & Visitor Services	YTD one (1) industry meetings held Meeting held with Bathurst Region Vignerons Association (BRVA) 19 July No meetings in August	
2.6	Connect with industry	Continue monthly industry eDM Host industry gatherings Increase engagement with industry website	Minimum of 12 eDMs issued. Hold at least four (4) industry networking events. Pageviews increase 20%	Manager Tourism & Visitor Services	eDMs Issued: YTD 4 August - two (2) Industry Events: YTD No industry events held Pageviews: 37 pageviews in August 2021, 135 YTD	
2.6	Set and measure benchmarks	Publish annual market intelligence report to strengthen knowledge and guide investment. Establish accommodation benchmarking in the Bathurst LGA	Market intelligence report produced. More than ten (10) accommodation operators contribute data to accommodation monitoring	Manager Tourism & Visitor Services	Working with Location analytics company 'Localis' on providing data sets and on building industry friendly dashboard. Initial discussions held with key stakeholders. Report due September 2021. Use of Localis platform COMPLETES this objective with data drawn from 362 properties available to 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 – 2021/2022 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	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	The first community desexing program will be scheduled later in the year. Pet Day was held on 9 July 2021 in conjunction with Bathurst Winter Festival activities. The online event was popular with the local community. One radio interview was undertaken in August 2021. One Facebook post made in July 2021. Off leash areas maintained by contractors when necessary.	
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	93.15% of customer requests responded to within adopted corporate standards for the period 1 July to 31 August 2021. 76 customer requests were investigated during the month of August 2021. 100% of customer requests responded to out of hours	



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	Four adoption posts were made during July 2021. No "feel good furiday" posts were made in July 2021. 90.0% of dogs were returned to owner, sold or released to welfare organisations in the month of between 1 July and 31 August 2021. 72.73% of cats were returned to owner, sold or released to welfare organisations in the month of between 1 July and 31 August 2021.	
		New Small Animal Impounding Facility construction completed	Construction 50% complete by 31 December 2021	Manager Environment	Contractor undertook earthworks and other preparatory activities in August 2021.	
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	Infrequent monitoring undertaken, with limited staff availability. (the traffic light should be orange) No educational posts made in August 2021.	
	6.4 5.2	Monitor and enforce parking regulations in off street car parks in accordance with contractual obligations	100% compliance with contractual obligations	Team Leader Regulatory Services	Infrequent monitoring of car parks undertaken during August 2021 due to limited staff resources. (the traffic light should be orange)	
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	100% of customer requests responded to within adopted corporate standards for the period 1 July to 31 August 2021. 21 customer requests were registered with Council in the month of August 2021.	

		Undertake educational programs to enhance community knowledge	Monthly posts on the @sustainablebathurst Facebook page	Manager Environment	Posts in August focused on woodsmoke reduction programs and reducing food waste (Love Food Hate Waste) programs.	
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 2022 Implement the River Connections program targeting primary school aged students by December 2021	Manager Environment	Posts in August focused on the Banishing Bathurst Butts program, the release of the IPCC Climate Change Assessment Report, and the garage sale trail. Applications for Council's Sustainable Schools Grant program were assessed in July 2021. A review of the 2021 SLE event commenced in July 2021. Planning for the 2022 event has commenced. The milestone report for the pilot phase of the River Connections project was submitted to the NSW Environmental Trust in July 2021.	
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 with a focus on high risk systems and systems where the ownership is changing due to sale of the property. 12 approvals to operate have been issued for the period 1 July 2021 to 31 July 2021.	
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 the Roadside Vegetation 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 Implement a priority project in the Roadside Vegetation Management Plan	Manager Environment	Planning is underway for UWMP projects in Spring 2021. The Backyard Bird Count in association with Birdlife Australia will be completed in October 2021. The count contributes to Council's understanding of bird populations and is relevant to both biodiversity and pest bird management. Pigeon removal works are scheduled for Spring 2021. Installation of signage ordered for high conservation value sections of roadway identified in the RVMP is scheduled for September 2021.	



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	Energy Strategy Officer	<p>The installation of a 44kW solar array at the Waste Management Centre which was scheduled for July 2021 has been delayed due to Covid-19.</p> <p>Contract was awarded in October 2020 for the installation of a 40kW solar array and 25kW battery storage system at the Bathurst Rail Museum. The NSW Heritage Office refused Council's s60 permit application on aesthetic grounds, and an appeal is currently underway. Installation of 24kW of the array was completed in June 2021.</p>	
3.1 3.4 6.4 1.4 4.6	<p>Meet Council's obligations under the Biodiversity Conservation Act 2016, Fisheries Management Act 1994 and Water Management Act 2000</p> <p>Meet Council's obligations under SEPP55 and related planning policies</p>	<p>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</p> <p>Ensure that Council activities are compliant with the requirements of the Biodiversity Conservation Act 2016</p> <p>Ensure the assessment of development applications meets all of the requirements of SEPP55 and Council's Contaminated Land Policy</p>	<p>Number of development applications assessed and professional advice provided.</p> <p>Council policies and plans are reviewed and updated where required to ensure consistency with current legislation</p> <p>Assess vegetation removal applications in urban zones in accordance with the vegetation SEPP in Council's DCP.</p> <p>Professional advice provided including pre-DA advice on contaminated land matters</p>	Manager Environment	<p>36 development applications were assigned for environmental assessment in July 2021.</p> <p>Advice provided during August 2021 for various Council activities and their implications under the Biodiversity Conservation Act.</p> <p>A new web-based enquiry process was developed in August 2020 which will streamline the enquiry and application process for vegetation removal. 28 enquiries were processed by 30 June 2021.</p> <p>Advice provided on a regular basis. Staff have participated in technical training in contaminated land management during April and May 2021.</p>	
2.3 3.3 5.2	Contribute to the development of Bathurst as a Smart City	Implement the Electric Vehicle Transition Plan	Implement a priority project identified in the Electric Vehicle Transition plan	Manager Environment	<p>Procurement of the first hybrid vehicles for the passenger fleet commenced in July 2021, however the quotes received did not include any hybrid vehicles.</p> <p>Investigation of options to procure an electric vehicle for garbage collection continued in August 2021. Options for possible hydrogen powered vehicles are also being investigated.</p>	

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 across the Local Government Area	Collate data and prepare reports on Environmental data on an annual basis	Manager Environment	Trends in Council's operational footprint included in the monthly report prepared for internal review, with annual data included in the State of Environment (SOE) reporting	
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 2022 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 August 2021, with fewer than average inspections due to Covid-19 restrictions on trade of some businesses. The Annual Food Regulation Report was submitted to the NSW Food Authority in mid-July 2021. 100% of customer requests responded to within adopted corporate standards for the period 1 July to 31 August 2021. Three customer requests were registered with Council during August 2021.	
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 were not inspected during August 2021 as businesses were operational for most of the month due to Covid-19 restrictions. Public swimming pool inspections will recommence in Spring 2021. Liaison with operators of cooling towers continued in August 2021. 100% responded to within adopted corporate standards between 1 July 2021 and 31 August 2021. Two customer requests were registered with Council during August 2021	

Planning

Bathurst 2040 Objective reference	Deliverable Actions over the next 4 years	Operational Plan – 2021/2022 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	<ol style="list-style-type: none"> 1. LEP Amendment: Moveable and Monumental Heritage. Gazetted LEP and DCP Amendment: Laffing Waters Master Plan, Planning Proposal awaiting Gateway Determination. 2. LEP and DCP Amendment: Heritage Conservation Area Review. Planning Proposal on public exhibition until 13 September 2021. 3. Schedule 5 update Heritage Planning Proposal – 50 items being researched for listing. Planning Proposal being prepared. 4. Community Participation Plan Amendment – to update notification procedures for new development adjacent to rural heritage items – adopted by Council. 5. DCP amendment – Update Section 9.6 Flooding - draft amendment on public exhibition until 6 September 2021. 6. DCP Amendment – Gorman's Hill – include lands at Gorman's Hill in Residential density precinct 1 – draft amendment on public exhibition until 13 September 2021. 7. 	
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 2022	Manager Strategic Planning	<ol style="list-style-type: none"> 1. Hereford Street Corridor investigations – awaiting final report. 2. CBD Car parking surveys – data from two surveys received and being analysed. 3. Bathurst Region Community Strategic Plan – project plan developed. 4. Bathurst Region Active Transport Strategy – project plan developed. Quotations called for consultation. 5. Bathurst Streets as Shared Spaces – works underway. Consultation with stakeholders continuing. Some delays due to COVID-19 	




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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. Investigations underway to determine if stormwater plan should be moved to section 64 of LGA 1993.		<div><div></div><div></div><div></div></div>
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. 2021/22 site visits to date: 10 (Due to COVID -19 some site visits are occurring on-line/virtually or only with staff attending). 2. Review of guidelines for preparation of Statement of Heritage Impact completed and being placed on Council's website. 3. Preparation of guidelines for the preparation of heritage interpretation strategies completed and being placed on Council's website. 4. Heritage Assessment advice provided for 39 development applications to date.		<div><div></div><div></div><div></div></div>
	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 2021/22 program assessed. Funding offers distributed to 46 projects. Projects underway. 2. Bathurst Region Conservation and Interpretation Fund – Applications for funding under the 2021/22 program assessed. Funding offers distributed to 11 projects. Projects underway. Bathurst CBD Main Street Improvement Fund – Applications for funding under the 2021/22 program assessed. Funding offers distributed to 19 projects. Projects underway.			<div><div></div><div></div><div></div></div>

		Prepare and implement projects for the interpretation and display of cultural heritage and history information.	New interpretative/ promotional information made available.	Manager Strategic Planning	<ol style="list-style-type: none"> 1. Mount Panorama Wapulu Boardwalk – Contractors engaged for design and manufacture of Stage 1 signage. 2. Pillars of Bathurst project paused for 2021. 2020 Pillars announced at 2021 Proclamation Day. Nominations for new Pillars in 2022 open until 25 October 2021. 	
		Prepare research/studies into the region's heritage values	<p>Studies/plans considered and adopted by Council.</p> <p>Number of local heritage items included in the Local Environmental Plan.</p>	Manager Strategic Planning	<ol style="list-style-type: none"> 1. Bathurst Region Heritage Plan review – Draft plan prepared. Workshop with Heritage Reference Group held on 28 April 2021. 2. Former Ambulance Station Conservation Management Plan – draft final plan received. 3. Condition Assessment and Maintenance Plan for the Street and Park Lamp Standards – NSW Heritage grant accepted. Quotation document being finalised. 	

Development Assessment

Bathurst 2040 Objective reference	Deliverable Actions over the next 4 years	Operational Plan – 2021/2022 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.	To be at or below the state average for determination times of development applications	Comparative data provided as part of annual Local Development Performance Management (LDPM) to DPIE	Manager Development Assessment	NSW State Average 2018-19	Bathurst Regional Council Aug 2021	Bathurst Regional Council year to date average	<div><div></div><div></div><div></div></div>	
					Average gross days taken to determine a DA	67.75	57.41		
					Average nett days taken to determine a DA	53.15	46.77		
		To be at or below the state average of determination times for complying development	Comparative data provided as part of annual Local Development Performance Management (LDPM) to DPIE	Manager Development Assessment	NSW State Average 2018-19	Bathurst Regional Council Aug 2021	Bathurst Regional Council year to date average	<div><div></div><div></div><div></div></div>	
					Average days taken to determine a CDC	3.82	4.61		

Economic Development

CSP 2040 Objective Reference	Deliverable Actions over the next 4 years	Operational Plan – 2021/2022 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	<ul style="list-style-type: none"> - Federal Regional Connectivity Program reviewed. Not suitable at present. - Aerodrome promotional prospectus completed. New website copy complete for airport. - DA approved for Stage 1 of Kelso Industrial Estate expansion (\$4.8M Drought Stimulus Fund) - Aerodrome scope finalised with grant authority (Growing Local Economies Fund \$2.9M). 	
		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 / Bathurst Business Hub.	Manager Economic Development	<ul style="list-style-type: none"> - Contributed to Move to More Campaign. - Listed Bathurst and villages on Pointer Remote. - New Resident Guide underway. - Reinstated process for responding to Evo City enquiries. - Process to update billboards underway. 	
		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 engagement programs. Bathurst Business Hub website updated/maintained. Attendance at 75% of Business Chamber After-Hours	Manager Economic Development	<ul style="list-style-type: none"> - All eNewsletters sent to date - Cluster Strategy complete. Events/engagements around cluster groups planned. - BizMonth postponed to February. Details organised. - Secured regular spot in Business Chamber Board meeting. - Representation at all Business Chamber events to date. - All Upstairs Startup hub board meetings attended to date. - Redesigned Bathurst Business Hub. 	

			events. Representation at all "Upstairs Start-up Hub" board meetings. Promote resources to businesses including the ID websites and Spendmapp.			
			Grow local employment, investment and attract new businesses	Organise the Bathurst Careers Expo with minimum 40 stalls and 1,500 attendees. Minimum of 60 new local jobs promoted each month via EVO Cities. Develop relocation proposals, relocation materials and support the relocation of new businesses.	Manager Economic Development	<div><div><div></div><div></div><div></div></div></div> <div><ul style="list-style-type: none">- 97 jobs posted on Evojobs in first month of financial year.- Bathurst Careers Expo postponed to 15th February 2022.- Ongoing support for the relocation of numerous businesses in manufacturing and IT industries.- Invest Bathurst campaign being developed including social media/TVC ad, new brochure and updated website.</div>
			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.	Manager Economic Development	<div><div><div></div><div></div><div></div></div></div> <div><ul style="list-style-type: none">- Monthly meetings held to date.- Discussions ongoing with various IT software development firms to be based in Bathurst.- Smart benches installed in three of the four locations.- Investigations into various new Smart projects.- Discussions with Spatial Services on creating digital twins of heritage buildings.- Review NRL, Cycling Classic and Winter Festival using Spendmapp and Localis data.</div>

Attachment 8.3.3.1

2021-2022 Section 356 Donations
Report as at 31 August 2021

Details	Reference	Date	Standard Annual Donations	Specific Donations	Mt Pan Fee Waived	BMEC Donations	Sundry Donations	TOTAL
			\$	\$	\$	\$	\$	\$
Annual Budget			85,067.00	20,800.00	35,000.00	60,000.00	20,000.00	220,867.00
Spent to date:								
Country Women's Association of NSW - Central Western Group (CWA)	Operation Plan	27/07/2021		-300.00				-300.00
Perthville Development Group Inc	Operation Plan	27/07/2021		-1,000.00				-1,000.00
Bathurst Edgell Jog	Operation Plan	27/07/2021		-5,000.00				-5,000.00
Bathurst Remembers / AVAMS / Communications and Resources Project	Operation Plan	27/07/2021		-4,000.00				-4,000.00
WRAS Annual Subscription/donation	Operation Plan	27/07/2021	-2,595.00					-2,595.00
Bathurst AH&P Association	Operation Plan	28/07/2021	-8,244.00					-8,244.00
Monkey Hill UHF Repeater	Operation Plan	30/07/2021	-1,000.00					-1,000.00
Lions Club of Bathurst Inc	Operation Plan	30/07/2021	-2,000.00					-2,000.00
Lifeline Central West	Operation Plan	30/07/2021		-2,500.00				-2,500.00
Bathurst Gardener's Club Inc	Operation Plan	30/07/2021		-500.00				-500.00
BMEC - CPSA Monthly Meetings - 1st July	Operation Plan	30/07/2021				-898.64		-898.64
Bathurst District Historical Society (BDHS) - VJ Day	Operation Plan	31/07/2021		-3,000.00				-3,000.00
Sofala & District AH&P Association	Operation Plan	31/07/2021	-350.00					-350.00
Bathurst Junior Sports Awards	Operation Plan	31/07/2021	-5,000.00					-5,000.00
The Neighbourhood Centre (formerly BINC)	Operation Plan	1/08/2021	-900.00					-900.00
Sofala Progress Association	Operation Plan	13/08/2021	-720.00					-720.00
Central Tablelands Rowing Club Inc	18/08/21 Item 8.2.7	31/08/2021					-5,000.00	-5,000.00
Amount Spent			-20,809.00	-16,300.00	0.00	-898.64	-5,000.00	-43,007.64
Available Balance before commitments			64,258.00	4,500.00	35,000.00	59,101.36	15,000.00	177,859.36
Committed:								
Macquarie Philharmonia - Platinum Donation	Operation Plan		-2,000.00					-2,000.00
Bathurst City Colts Water Account	Operation Plan		-7,034.00					-7,034.00
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 2021	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					-10,101.36		-10,101.36
Russell St Road Closures	Operation Plan		-10,000.00					-10,000.00
Western Sydney University Medical Scholarship	Operation Plan		-7,500.00					-7,500.00
Bathurst City Bowling Club	Operation Plan			-1,000.00				-1,000.00
Bathurst Seymour Centre Inc	Operation Plan			-2,500.00				-2,500.00
Bathurst Gardener's Club Inc	Operation Plan			-500.00				-500.00
Central Tablelands Woodcraft Inc	Operation Plan			-500.00				-500.00
Bathurst Street & Custom Motorcycle Show	19/05/21 Item 08.02.6						0.00	0.00
Amount Committed			-62,534.00	-4,500.00	0.00	-49,101.36	0.00	-116,135.36
Adjustment between Funds								
Available Balance			1,724.00	0.00	35,000.00	10,000.00	15,000.00	61,724.00

Summary Remaining Budget	\$
Standard Annual Donations	1,724.00
Specified Donations	0.00
Mt Pan Fee Waived	35,000.00
BMEC Donations	10,000.00
Sundry Donations	15,000.00
Total Remaining	61,724.00

Summary	\$
Total Budget	220,867.00
Less: Amount Spent	-43,007.64
Less: Amount Committed	-116,135.36
Total Remaining	61,724.00

Market Rental Subsidies for 2021/22

NAME OF TENANT	LOCATION	Current Rent PA	Estimated Market Rent	BRC Rental Subsidy
Mitchell Conservatorium	Machattie Park Cottage	561.00	17,140.00	16,579.00
Central Tablelands Woodcraft Inc	Learmonth Park	588.00	15,950.00	15,362.00
Community Opportunity Shop Inc	8 Lions Club Drive	1,122.00	21,266.00	20,144.00
Community Opportunity Shop Inc	Veggie Patch Church Lane	1.00	15,950.00	15,949.00
Air Services Australia	Aerodrome - Communication	1.00	19,139.00	19,138.00
Taxi Cabs of Bathurst Co-operative Society Ltd	Communication tower	1,308.00	19,139.00	17,831.00
Master Communications & Electronics Pty Ltd	Communication tower	4,547.00	19,139.00	14,592.00
Bathurst City & RSL Band Association	Walmer Park	233.00	21,266.00	21,033.00
Bathurst Lions Club Inc	Short St	1.10	15,950.00	15,948.90
Evans Arts Council Inc	Lee Street	500.00	5,317.00	4,817.00
Bathurst District Historical Society Inc	Mitre Street	1.00	10,634.00	10,633.00
Bathurst District Historical Society Inc	16 Stanley Street	1.00	10,634.00	10,633.00
Bathurst Meals on Wheels Inc	4 Watt Drive	1.00	53,163.00	53,162.00
Department of Defence (Air Cadets)	Aerodrome - Lot 25	90.91	13,648.00	13,557.09
Department of Defence (Air Cadets)	Aerodrome - Lot 36	90.91	39,425.00	39,334.09
			288,713.08	

POLICY:	CONSTRUCTION AND TRANSFER OF CROWN ROADS
DATE ADOPTED:	Director Environmental, Planning & Building Services Report #8 Council 31 January 2007 Minute Book No. 10040
ORIGINAL ADOPTION:	
FILE REFERENCE:	25.00155
OBJECTIVE:	To establish guidelines for construction and transfer of Crown roads.

1. Where it is intended to upgrade or construct a Crown Road all costs and maintenance relating to that road will be the responsibility of the applicant or owner of the land the subject of the Development Application and the road will be constructed and maintained in accordance with Council's Engineering Policy.
2. Where the Department of Lands advises that dedication of a road is required, any costs or applications associated with such dedication will be the responsibility of the applicant or owner of the land of the subject Development Application.
3. Where the road reserve is to be fenced, all such work, gates and grids will be erected at the expense of the applicant or owner of the land of the subject Development Application.
4. The developer is to provide the written consent of the Department of Lands relating to the construction of the Crown Road prior to the commencement of any Crown road works.

POLICY:	DEPUTATIONS
DATE ADOPTED:	Director Corporate Services & Finance's Report #1 Policy 5 December 2012 Council 6 February 2013 Minute Book No. 11477
ORIGINAL ADOPTION:	Director Corporate Services Report #1 Policy 1 December 2004, Council 8 December 2004 Minute Book No. 9416 (former BCC Policy)
FILE REFERENCE:	11.00005
OBJECTIVE:	To provide operational guidelines for deputations wishing to speak to Council

Community/Business groups seeking to discuss specific matters with Council may attend a Councillors Meeting with Community Groups/Representatives session. Details of the matter to be discussed shall be lodged with the General Manager prior to the closing time for preparation of the Agenda for the meeting.

A report on the Meeting, shall be prepared for the Agenda of the next Ordinary Meeting of Council.

Where the matter is, in the Mayor's opinion, one of urgency; the Mayor shall meet with the deputation to discuss the issues involved.

POLICY:	GATHERING INFORMATION
DATE ADOPTED:	Director Corporate Services & Finance's Report #1 Policy 5 December 2012 Council 6 February 2013 Minute Book No. 11477
ORIGINAL ADOPTION:	Director Corporate Services & Finance's Report #16 Council 20 July 2005 Minute Book No. 9599
FILE REFERENCE:	03.00005, 03.00006
OBJECTIVE:	To implement a system of gathering information in the event of a public liability incident

OBJECTIVE AND RATIONALE

To implement a system of gathering information in the event of an incident that may give rise to a public liability claim against Council. This policy will allow Council to provide its insurers with early information that enables them to provide the best possible defence for Council in the event of a claim.

POLICY APPLICATION

The policy will be used to identify methods of gathering information and the types of information required. The Policy will be applied to all of the functional areas of Council.

ORGANISATIONAL RESPONSIBILITIES

Duty of General Manager

The General Manager acknowledges overall responsibility for the effective management of information gathering systems within Council.

Duties of WHS Coordinator

The WHS coordinator is responsible, within the scope of his authority, for:

- Integrating information gathering processes into staff work practices
- Providing appropriate information gathering training when a need is identified
- Implementing the information gathering system and completing all associated tasks
- Consulting identified stakeholders (employees, contractors, public committees, general public) when implementing the information gathering processes.

Duties of staff

Employees are responsible for:

- Completing all documentation and training which supports the information gathering process.
- Complying with information gathering training and processes whilst completing duties

Duties of Contractors

Contractors are responsible for:

- Completing (where appropriate) all documentation and training which supports the information gathering process.

INFORMATION GATHERING PROCESS

The information gathering process will:

- Define the type of information required
- Define the methods of collecting the required information
- Identify the reasons for collecting each particular type of information
- Identify the person responsible for collecting the information
- Identify systems of alerting Council officers and Council's insurer to a possible liability claim.

DOCUMENTATION

Council will maintain records of all information gathering documentation to facilitate monitoring, review and auditing of the information gathering system and process.

SYSTEM REVIEW

The Information Gathering system will be regularly reviewed.

POLICY:	GIFTS & BENEFITS
DATE ADOPTED:	Director Corporate Services & Finance's Report #2 Policy 5 December 2012 Council 6 February 2013 Minute Book No. 11477
ORIGINAL ADOPTION:	Director Corporate Service & Finance's Report #1 Policy 6 September 2006, Council 20 September 2006 Minute Book No. 9950
FILE REFERENCE:	18.00013
OBJECTIVE:	To clearly define the parameters relating to the acceptance of gifts and benefits by Councillors and staff of Bathurst Regional Council.

Summary

This Policy supports Council's Code of Conduct and provides procedures and guidance to Councillors and Staff for managing gifts and benefits. Councillors and staff of Council must comply at all times with this policy.

Policy

Councillors and staff must not:

- Seek or accept a bribe or other improper inducement and/or
- By virtue of your position acquire a personal profit or advantage which has a monetary value.

Councillors and staff must not seek or accept any payment, gift or benefit intended or likely to influence, or that could be reasonably perceived by an impartial observer as intended or likely to influence you to:

- Act in a particular way (including making a particular decision)
- Fail to act in a particular circumstance; and
- Otherwise deviate from the proper exercise of your official duties.

Gifts and benefits of value: ¹

Councillors and staff must:

- never accept an offer of money, regardless of the amount.
- not accept gifts and benefits that have more than a nominal or token value.
- take all reasonable steps to ensure that your immediate family members do not receive gifts or benefits that could appear to an impartial observer to be an attempt to influence or secure a favour. Immediate family members include parents, spouses, children and siblings.

In circumstances where a gift of value cannot reasonably be refused or returned, Councillors and staff may accept the gift but disclose it immediately to the General Manager or his

delegate, or the Mayor, who will then record it in the Council's Gifts Register. Disclosure will be by completion of the Record of Gifts and Benefits Form provided as Appendix 2.

Examples of circumstances where a gift cannot reasonably be refused or returned include anonymous gifts received through the mail or left for the Council official without a return address, gifts accepted for cultural, protocol or other reasons, where returning it would be inappropriate or a gift received in a public forum where attempts to refuse or return the gift would cause significant embarrassment.

Gifts and benefits of nominal value

You may accept gifts or benefits of a nominal or token value¹ that do not create a sense of obligation on your part.

Procurement

Individuals who have any role in the procurement process e.g., raising of orders, authorisation of orders and approval of payments to suppliers, must **NOT** accept any gifts of **ANY** value that emanate from this procurement role.

Should a gift be received or offered this should be reported immediately to your supervisor and the corporate governance section.

Gifts Register

The General Manager will establish and maintain the Council's Gifts Register that will as a minimum contain the following information:

- Gift recipient
- Nature of gift
- Estimated value (if available)
- Person giving gift
- Reason for gift

Returns of interest

Councillors and staff who are designated persons² must by law disclose any gift(s) received in the period up to 30 June in each year. This must be disclosed in the disclosure of interests returns required under section 449 of the Local Government Act 1993.

¹ See Appendix 1 for examples of Gifts and benefits of value and Gifts and benefits of nominal value.

² As defined under Section 441 of the Local Government Act 1993.

Appendix 1

Gifts and benefits of value

- These include tickets to major sporting events, corporate hospitality at a corporate facility at a sporting venue, discounted products for personal use, the frequent use of facilities such as gyms, use of holiday homes, free or discounted travel and free training sessions, and/or
- Situations in which the appearance may be created that any person or body, through the provision of hospitality or benefits of any kind, is securing or attempting to influence or secure a favour from you or the council.

Gifts and benefits of nominal value

Generally speaking, these include:

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

**Appendix 2
Record of Gifts and Benefits Form**

Date: ____/____/____

Name of Recipient of Gift:

Department:

Description of Gift Received:

Estimated Value (if known):

Person providing Gift and Organisation to which they belong

Name:

Organisation:

Reason for Gift (if known):

Noted by General Manager: _____
(Signature)

Date Noted: _____

OFFICE USE ONLY

Page No: _____

POLICY:	MEDIA
DATE ADOPTED:	Director Corporate Services & Finance's Report #1 Policy 5 December 2012 Council 6 February 2013 Minute Book No. 11477
ORIGINAL ADOPTION:	Director Corporate Services Report #1 Policy 1 December 2004, Council 8 December 2004 Minute Book No. 9416 (former BCC Policy)
FILE REFERENCE:	04.00003
OBJECTIVE:	To develop and maintain an effective, professional level of communication with the media.

Roles and responsibilities

The Mayor

- The Mayor plays an integral role in reporting back to ratepayers and residents, the decisions and considerations before Council. The Mayor is the main spokesperson on political issues but will delegate media duties in consultation with fellow Councillors who also have regular contact with the media on issues of specific interest.

General Manager/Acting General Manager

- Gives the final approval on all media comment/releases relating to general Council business and is the spokesperson, unless choosing to delegate, on the main areas of Council business and strategic issues.
- Is responsible for maintaining an open communication policy with the Media & Communications Officer to provide adequate planning and lead time for preparation of media strategies.

Department Heads/Acting Department Heads

- Will approve all media generated by their department unless delegated authority is given to other staff eg Library, Art Gallery.
- Are responsible for developing proactive media opportunities amongst staff.
- Are responsible for identifying potential issues that may develop within Council or in the wider community, in relation to Council business and should brief the Media & Communications Officer who in consultation, will assess and develop an appropriate media strategy.

Media & Communications Officer

- Is the first point of contact for all media inquiries at Council.
- Is available at all times to respond to media inquiries and assess critical media issues.
- Is responsible for handling all media inquiries and preparing a response in consultation with Council staff and Councillors, where appropriate.
- Shall seek the final approval of the General Manager, Director of Corporate Services or appropriate Department Head before releasing any comment to the media.

- Is responsible for generating proactive news items to media, identifying potential to promote Council's services and developing appropriate strategies.

Corporate Communications team members

- Will support the Media & Communications Officer with media release writing and media liaison when required.
- In preparing information for radio ads, on hold messages and other items, shall inform the Media & Communications Officer of all possible news items.

All staff

- Are responsible for alerting the Media & Communications Officer of any media inquiry to Council as soon as they are aware of media contact.

Approaching the media

- After consultation with the General Manager, Mayor or Department Head the Media & Communications Officer will generally initiate all contact with the media and talk to journalists about potential stories, photo opportunities and events involving Council unless an alternative strategy is developed.
- Council staff should advise the Media & Communications Officer of all potential media events, launches, press conferences etc...no later than two weeks prior to the event so an appropriate strategy can be developed.

Responding to a media inquiry

- All media inquiries that come via phone, email or fax to Council are to be directed to the Media & Communications Officer or in the absence of that position, to the Manager Corporate Communications or Digital Communications Officer.
- If the Corporate Communications staff are unavailable, details of the caller and the nature of the inquiry are to be forwarded to the Department Head with a copy of details to be sent to the Media & Communications Officer
- It is the responsibility of the Media & Communications Officer to provide appropriate media liaison, source the relevant spokesperson/informant and complete the inquiry.
- All comment on Council business or information will come from the Mayor, General Manager, Department Head or delegated staff.
- The Media & Communications Officer will be responsible for media liaison with the Mayor and Councillors where appropriate.
- A copy of all media releases issued by Council will be forwarded to all Councillors, Council staff and posted to the News Centre on YourSay Bathurst
- All Council staff are entitled to a personal opinion but must not express their personal views in a public forum or to any member of the media, on behalf of Bathurst Regional Council.

Writing a media release

- Staff from all departments should be encouraged to identify media opportunities and where appropriate draft media releases.
- Once a release is drafted or media concept approved by the General Manager or Department Head it should be sent to the Media & Communications Officer for release to the media.
- As long as they are able to meet the appropriate Council criteria for media liaison, an exception for Media & Communications Officer approval will be given for Council services such as the Library, Art Gallery, Visitor Information Centre, and child care facilities. In these cases, all media releases should be forwarded to Media & Communications Officer for information as they are released to the media.

Confidentiality

- Council staff and elected representatives are bound by the Privacy Act, not to reveal the name or details of any member of the public who has dealings with Council to the media, unless the individual's permission is granted. The exception will be if the release of such information has already been made public through publication of Council's business papers.
- In accordance with Council's Code of Conduct, employees or Councillors shall not disclose otherwise than to the Council, a councillor or member of staff entitled to know, information concerning any matter relating to Council business.

Further information

The Media

- The media are responsible for the reporting of accurate, honest and fair stories with a fair opportunity for reply.
- They must attribute information to appropriate sources.
- They must distinguish between fact and opinion.

POLICY:	NUCLEAR WASTE
DATE ADOPTED:	Director Corporate Services & Finance's Report #1 Policy 5 December 2012 Council 6 February 2013 Minute Book No. 11477
ORIGINAL ADOPTION:	Director Corporate Services Report #1 Policy 1 December 2004, Council 8 December 2004 Minute Book No. 9416 (former BCC Policy)
FILE REFERENCE:	11.00004
OBJECTIVE:	To identify Council's position in relation to the transportation of nuclear waste through the Bathurst community.

That Bathurst Regional Council strongly oppose the transportation of nuclear waste through the Bathurst community.

POLICY:	POWER OF ATTORNEY
DATE ADOPTED:	Director Corporate Services & Finance's Report #1 Policy 5 December 2012 Council 6 February 2013 Minute Book No. 11477
ORIGINAL ADOPTION:	General Manager's Report #4 Council 16 June 2004 Minute Book No. 9252-9253
FILE REFERENCE:	11.00007
OBJECTIVE:	to facilitate the execution of certain documents resulting from resolutions of Council. The purpose of the delegation is to reduce delays in the completion of documents by Council particularly where land sales are involved; subdivision developments occur involving land or easement dedication to the Council; loan mortgages; contracts leases etc

Council resolved that

- (1) the Bathurst Regional Council affix the Council Seal to the Power of Attorney as proposed in the report;
- (2) the General Manager's Delegation of Authority be amended to include the Power of Attorney.
- (3) the Bathurst Regional Council revoke the Power of Attorney issued by the former Bathurst City Council to the General Manager passed by resolution dated 16 April 1997 upon the registration of the Power of Attorney for Bathurst Regional Council.

The Power of Attorney adopted is listed below:

"THIS POWER OF ATTORNEY is made the seventeenth day of June Two thousand and four by BATHURST REGIONAL COUNCIL (hereinafter called "the Council") **WHEREAS** the Council wishes to appoint its General Manager as Its Attorney to act for the Council to enable him to execute instruments resulting from resolutions made from time to time by the Council.

NOW THIS POWER OF ATTORNEY WITNESSETH and the Council DOES HEREBY NOMINATE, CONSTITUTE AND APPOINT the General Manager of the Council for the time being and from time to time holding such office to be the Attorney of the Council for and in the name of and on behalf of the Council to sign any document which the Council would be required to sign for the purposes listed in the schedule hereto provided that the General Manager is not and neither is his wife nor child nor other close relative of his personally a party to the document and for the purpose of this Power of Attorney the expression "General Manager" shall mean the person appointed to that position by the Council pursuant to the Local Government Act or the person temporarily acting in that capacity in the absence of the General Manager and the Council does further declare that:

1. This Power of Attorney shall continue in force until notice of the revocation hereof shall have been received by the Attorney
2. The Council will from time to time and at all times ratify and confirm whatever the Attorney lawfully does or causes to be done pursuant to this Power of Attorney
3. No person or body corporate shall be bound to inquire whether any person who has signed any document pursuant to this Power of Attorney is the holder of the position of General Manager.

THE SCHEDULE

Agreement for the sale or purchase of any land or other form of property;
The transfer of any land;
The acceptance of the transfer of any land;
The mortgage or other form of security of or over any property;
Loan Agreement documents;
The acceptance of any mortgage or other form of security;
The release of any mortgage or other form of security whether registered or unregistered (including any withdrawal of caveat or vacation of causes, writs and orders);
Any plan of subdivision of land in which the Council has an interest including plan accepting a dedication of land for any purpose;
Any instrument creating easements over land or releasing varying or modifying any such easement;
The consent to the subdivision of land which is subject to a mortgage or other form of security in favour of the Council;
Consent to the grant of any easement and/or covenant affecting land which is the subject of a mortgage or other form of security in favour of the Council;
The lease of any land or other property;
Consent to the assignment of the lease of any property;
Surrender of the lease of any property;
Guarantees and indemnities by the Council;
Agreements for the provision of services by the Council;
Joint Venture agreements
Licences for the use of any property or to permit any activity;
Deposit of money with any financial institution;
Granting and accepting options in respect of the acquisition or sale of any property whether real or personal or corporeal or incorporeal;
To create or release vary or modify any restriction or covenanting affecting land.

IN WITNESS WHEREOF the Bathurst Regional Council has hereunto affixed its Seal on the seventeenth day of June 2004 hereinbefore written.

**THE COMMON SEAL OF THE BATHURST
REGIONAL COUNCIL**

was hereunto affixed on seventeenth day of June 2004
in pursuance of a resolution of Council passed on sixteenth day of June, 2004

ADMINISTRATOR

ACTING GENERAL MANAGER"

The Power of Attorney will then be appropriately registered with Land and Property Information.

POLICY:	RATES – RECOVERY OF RATES AND CHARGES
DATE ADOPTED:	Director Corporate Services & Finance Report #1 Policy 2 September 2015 Council 16 September 2015 Minute Book No: 12097
ORIGINAL ADOPTION:	
FILE REFERENCE:	16.00015
OBJECTIVE:	The efficient and effective collection of outstanding rates and charges whilst complying with statutory requirements of the Local Government Act, 1993.

ISSUE OF ORIGINAL RATE NOTICE

Under Section 252 (3) (b) of the Local Government Act 1993, rates and charges are due on a quarterly basis. The due dates for each quarter are 31 August, 30 November, 28 February and 31 May each year. A ratepayer may approach Council and seek an arrangement to finalise the rate account. Recovery action will only apply to those ratepayers who have not made arrangements to finalise their rates, or who have defaulted on an existing arrangement. Council's policy has also been to exclude aged pensioners from any legal action as per the current Policy – Accumulation of Rates by Aged Pensioners & Rebates.

1. PROCEDURE

- (1) One week after instalment due date Council will issue a Missed Instalment Notice as per Section 562 (5) if the Local Government Act 1993.
- (2) Issue a letter of Debt Demand with the current quarter rates owing and/or arrears with a combined total greater than \$300.00 notifying that failure to make full payment or a suitable arrangement within 7 days may result in further recovery action.
- (3) If there is no response to the correspondence above, a final demand letter from Council's external debt recovery agent will be issued stating unless payment is received in full or a suitable arrangement made, legal action will be commenced with associated legal costs added to the outstanding amount. Following the commencement of legal action a judgement may be obtained against the ratepayer and this will affect their personal credit record for 5 years.
- (4) Recovery action by Council's Debt Recovery Agency to recover outstanding debts that will be considered may include, but not limited to:
 - Statement of Liquidated Claim (Summons)
 - Judgement
 - Writ of Execution
 - Garnishee against the debtors salary or bank account
 - Examination Summons
 - Rent for Rates
 - Sale of land for unpaid rates in accordance with Section 713 of the Local Government Act 1993.
 - The Winding up of a Company

- Bankruptcy.

Arrangement for payment of Rates may be accepted after legal action has commenced, subject to the continuation of legal action should the ratepayer not adhere to the approved arrangement.

Section 712 (1) of the Local Government Act 1993 provides that proceedings for the recovery of a rate or charge may be commenced at any time within 20 years from the date when the rate or charge become due and payable.

All legal costs and expenses incurred in recovering outstanding rates and charges shall be charged against the property in accordance with Section 605 of the Local Government Act 1993.

POLICY:	STAFF - CHRISTMAS OFFICE CLOSURE
DATE ADOPTED:	Director Corporate Services & Finance's Report #1 Policy 5 December 2012 Council 6 February 2013 Minute Book No. 11477
ORIGINAL ADOPTION:	Director Corporate Services Report #1 Policy 1 December 2004, Council 8 December 2004 Minute Book No. 9416 (former BCC Policy)
FILE REFERENCE:	19.00020
OBJECTIVE:	To provide guidelines for Christmas closure of Council services

That Council close its offices between Christmas and New Year with staff having the option of either taking annual leave or rostered days off.

Bathurst Regional Council

GENERAL PURPOSE FINANCIAL STATEMENTS for the year ended 30 June 2021

*A vibrant regional centre that enjoys a rural lifestyle
A Region full of community spirit and shared prosperity.*



Bathurst Regional Council**General Purpose Financial Statements**for the year ended 30 June 2021

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Overview

Bathurst Regional Council is constituted under the Local Government Act 1993 (NSW) and has its principal place of business at:
158 Russell Street
Bathurst NSW 2795

Council's guiding principles are detailed in Chapter 3 of the LGA and includes:

- principles applying to the exercise of functions generally by council,
- principles to be applied when making decisions,
- principles of community participation,
- principles of sound financial management, and
- principles for strategic planning relating to the development of an integrated planning and reporting framework.

A description of the nature of Council's operations and its principal activities are provided in Note B1-2.

Through the use of the internet, we have ensured that our reporting is timely, complete and available at minimum cost. All press releases, financial statements and other information are publicly available on our website www.bathurst.nsw.gov.au.

Bathurst Regional Council

General Purpose Financial Statements

for the year ended 30 June 2021

Statement by Councillors and Management made pursuant to Section 413(2)(c) of the *Local Government Act 1993* (NSW)

The attached general purpose financial statements have been prepared in accordance with:

- the *Local Government Act 1993* and the regulations made thereunder,
- the Australian Accounting Standards and other pronouncements of the Australian Accounting Standards Board
- the Local Government Code of Accounting Practice and Financial Reporting.

To the best of our knowledge and belief, these statements:

- present fairly the Council's operating result and financial position for the year
- accord with Council's accounting and other records.

We are not aware of any matter that would render these statements false or misleading in any way.

Signed in accordance with a resolution of Council made on 15 September 2021.

Ian North

Mayor

15 September 2021

Monica Morse

Deputy Mayor

15 September 2021

David Sherley

General Manager

15 September 2021

Aaron Jones

Responsible Accounting Officer

15 September 2021

Bathurst Regional Council

Income Statement

for the year ended 30 June 2021

Original unaudited budget 2021	\$ '000	Notes	Actual 2021	Actual 2020
	Income from continuing operations			
49,617	Rates and annual charges	B2-1	49,230	46,848
29,485	User charges and fees	B2-2	23,335	21,963
2,803	Other revenue	B2-3	1,839	3,002
12,252	Grants and contributions provided for operating purposes	B2-4	12,905	13,457
62,280	Grants and contributions provided for capital purposes	B2-4	14,719	16,794
2,821	Interest and investment income	B2-5	812	1,679
2,417	Other income	B2-6	2,324	1,933
11,722	Net gains from the disposal of assets	B4-1	8,474	6,720
–	Fair value increment on investment properties	C1-8	590	–
173,397	Total income from continuing operations		114,228	112,396
	Expenses from continuing operations			
31,171	Employee benefits and on-costs	B3-1	34,705	34,534
43,708	Materials and services	B3-2	42,604	45,215
1,321	Borrowing costs	B3-3	987	1,352
28,212	Depreciation, amortisation and impairment for non-financial assets	B3-4	33,251	25,411
2,200	Other expenses	B3-5	1,906	1,826
106,612	Total expenses from continuing operations		113,453	108,338
66,785	Operating result from continuing operations		775	4,058
66,785	Net operating result for the year attributable to Council		775	4,058
4,475	Net operating result for the year before grants and contributions provided for capital purposes		(13,944)	(12,736)

The above Income Statement should be read in conjunction with the accompanying notes.

Bathurst Regional Council

Statement of Comprehensive Income

for the year ended 30 June 2021

\$ '000	Notes	2021	2020
Net operating result for the year – from Income Statement		775	4,058
Other comprehensive income:			
Amounts which will not be reclassified subsequently to the operating result			
Gain (loss) on revaluation of infrastructure, property, plant and equipment	C1-7	<u>23,769</u>	<u>98,213</u>
Total items which will not be reclassified subsequently to the operating result		23,769	98,213
Total other comprehensive income for the year		23,769	98,213
Total comprehensive income for the year attributable to Council		24,544	102,271

The above Statement of Comprehensive Income should be read in conjunction with the accompanying notes.

Bathurst Regional Council

Statement of Financial Position

as at 30 June 2021

\$ '000	Notes	2021	2020
ASSETS			
Current assets			
Cash and cash equivalents	C1-1	6,154	3,197
Investments	C1-2	56,600	60,480
Receivables	C1-4	9,581	10,950
Inventories	C1-5	4,580	7,568
Contract assets and contract cost assets	C1-6	2,304	1,339
Other	C1-9	675	588
Total current assets		79,894	84,122
Non-current assets			
Investments	C1-2	30,480	13,300
Receivables	C1-4	623	512
Inventories	C1-5	11,487	11,453
Infrastructure, property, plant and equipment	C1-7	1,421,527	1,410,807
Investment property	C1-8	16,111	15,521
Right of use assets	C2-1	219	632
Total non-current assets		1,480,447	1,452,225
Total assets		1,560,341	1,536,347
LIABILITIES			
Current liabilities			
Payables	C3-1	7,391	9,523
Contract liabilities	C3-2	7,069	3,814
Lease liabilities	C2-1	83	182
Borrowings	C3-3	5,056	5,423
Employee benefit provisions	C3-4	12,877	12,933
Provisions	C3-5	111	97
Total current liabilities		32,587	31,972
Non-current liabilities			
Payables	C3-1	1,218	1,081
Lease liabilities	C2-1	143	453
Borrowings	C3-3	31,123	32,356
Employee benefit provisions	C3-4	179	171
Provisions	C3-5	1,777	1,544
Total non-current liabilities		34,440	35,605
Total liabilities		67,027	67,577
Net assets		1,493,314	1,468,770
EQUITY			
Accumulated surplus	C4-1	691,433	690,658
IPPE revaluation reserve	C4-1	801,881	778,112
Council equity interest		1,493,314	1,468,770
Total equity		1,493,314	1,468,770

The above Statement of Financial Position should be read in conjunction with the accompanying notes.

Bathurst Regional Council

Statement of Changes in Equity

for the year ended 30 June 2021

\$ '000	Notes	as at 30/06/21			as at 30/06/20		
		Accumulated surplus	IPPE revaluation reserve	Total equity	Accumulated surplus	IPPE revaluation reserve	Total equity
Opening balance at 1 July		690,658	778,112	1,468,770	690,747	679,899	1,370,646
Changes due to AASB 1058 and AASB 15 adoption		–	–	–	(4,147)	–	(4,147)
Restated opening balance		690,658	778,112	1,468,770	686,600	679,899	1,366,499
Net operating result for the year		775	–	775	4,058	–	4,058
Other comprehensive income							
Gain (loss) on revaluation of infrastructure, property, plant and equipment	C1-7	–	23,769	23,769	–	98,213	98,213
Other comprehensive income		–	23,769	23,769	–	98,213	98,213
Total comprehensive income		775	23,769	24,544	4,058	98,213	102,271
Closing balance at 30 June		691,433	801,881	1,493,314	690,658	778,112	1,468,770

The above Statement of Changes in Equity should be read in conjunction with the accompanying notes.

Bathurst Regional Council

Statement of Cash Flows

for the year ended 30 June 2021

Original unaudited budget 2021	\$ '000	Notes	Actual 2021	Actual 2020
Cash flows from operating activities				
<i>Receipts:</i>				
49,412	Rates and annual charges		49,296	48,200
29,471	User charges and fees		24,552	22,277
2,821	Investment and interest revenue received		864	1,715
74,531	Grants and contributions		29,148	26,130
4,991	Other		8,326	7,528
<i>Payments:</i>				
(31,074)	Employee benefits and on-costs		(37,052)	(33,047)
(43,394)	Materials and services		(48,013)	(39,137)
(1,321)	Borrowing costs		(987)	(1,342)
–	Bonds, deposits and retention amounts refunded		(346)	(309)
(2,178)	Other		(2,278)	(14,927)
83,259	Net cash flows from operating activities	G1-1a	23,510	17,088
Cash flows from investing activities				
<i>Receipts:</i>				
–	Sale of investment securities		120,960	53,500
11,722	Sale of real estate assets		16,286	8,489
–	Sale of infrastructure, property, plant and equipment		300	1,439
–	Deferred debtors receipts		–	46
<i>Payments:</i>				
–	Purchase of investment securities		(117,760)	(48,100)
–	Acquisition of term deposits		(16,500)	–
–	Purchase of investment property		–	(1)
(80,777)	Purchase of infrastructure, property, plant and equipment		(21,763)	(35,939)
(4,000)	Purchase of real estate assets		(240)	(1,089)
–	Deferred debtors and advances made		(126)	–
(73,055)	Net cash flows from investing activities		(18,843)	(21,655)
Cash flows from financing activities				
<i>Receipts:</i>				
3,925	Proceeds from borrowings		3,875	6,650
<i>Payments:</i>				
(5,357)	Repayment of borrowings		(5,475)	(5,378)
(135)	Principal component of lease payments		(110)	(276)
(1,567)	Net cash flows from financing activities		(1,710)	996
8,637	Net change in cash and cash equivalents		2,957	(3,571)
4,466	Cash and cash equivalents at beginning of year		3,197	6,768
13,103	Cash and cash equivalents at end of year	C1-1	6,154	3,197
86,500	plus: Investments on hand at end of year	C1-2	87,080	73,780
99,603	Total cash, cash equivalents and investments		93,234	76,977

The above Statement of Cash Flows should be read in conjunction with the accompanying notes.

Bathurst Regional Council

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Bathurst Regional Council

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A About Council and these financial statements

A1-1 Basis of preparation

These financial statements were authorised for issue by Council on dd MMMM yyyy. Council has the power to amend and reissue these financial statements in cases where critical information is received from public submissions or where the OLG directs Council to amend the financial statements.

The principal accounting policies adopted in the preparation of these consolidated financial statements are set out below.

These policies have been consistently applied to all the years presented, unless otherwise stated.

These general purpose financial statements have been prepared in accordance with Australian Accounting Standards and Australian Accounting Interpretations, the *Local Government Act 1993* (Act) and *Local Government (General) Regulation 2005* (Regulation), and the Local Government Code of Accounting Practice and Financial Reporting.

Council is a not for-profit entity.

The financial statements are presented in Australian dollars and are rounded to the nearest thousand dollars.

Historical cost convention

These financial statements have been prepared under the historical cost convention, as modified by the revaluation of certain infrastructure, property, plant and equipment and investment property.

Significant accounting estimates and judgements

The preparation of financial statements requires the use of certain critical accounting estimates. It also requires management to exercise its judgement in the process of applying the Council's accounting policies.

Estimates and judgements are continually evaluated and are based on historical experience and other factors, including expectations of future events that may have a financial impact on the Council and that are believed to be reasonable under the circumstances.

Critical accounting estimates and assumptions

Council makes estimates and assumptions concerning the future.

The resulting accounting estimates will, by definition, seldom equal the related actual results.

The estimates and assumptions that have a significant risk of causing a material adjustment to the carrying amounts of assets and liabilities within the next financial year include:

- (i) estimated fair values of investment properties – refer Note C1-8
- (ii) estimated fair values of infrastructure, property, plant and equipment – refer Note C1-7
- (iii) estimated tip remediation provisions – refer Note C3-5
- (iv) employee benefit provisions – refer Note C3-5.

Significant judgements in applying the Council's accounting policies

- (i) Impairment of receivables

Council has made a significant judgement about the impairment of a number of its receivables – refer Note C1-4.

Monies and other assets received by Council

The Consolidated Fund

In accordance with the provisions of Section 409(1) of the Local Government Act 1993 (NSW), all money and property received by Council is held in the Council's Consolidated Fund unless it is required to be held in the Council's Trust Fund.

Cash and other assets of the following entities have been included as part of the Consolidated Fund:

- General purpose operations
- Water service
- Sewerage service

A1-1 Basis of preparation (continued)

The Trust Fund

In accordance with the provisions of Section 411 of the *Local Government Act 1993 (NSW)* (as amended), a separate and distinct Trust Fund is maintained to account for all money and property received by the council in trust which must be applied only for the purposes of, or in accordance with, the trusts relating to those monies.

Trust monies and property subject to Council's control have been included in these reports.

A separate statement of monies held in the Trust Fund is available for inspection at the council office by any person free of charge.

Goods and Services Tax (GST)

Revenues, expenses and assets are recognised net of the amount of associated GST, unless the GST incurred is not recoverable from the taxation authority. In this case it is recognised as part of the cost of acquisition of the asset or as part of the expense.

Receivables and payables are stated inclusive of the amount of GST receivable or payable. The net amount of GST recoverable from, or payable to, the taxation authority is included with other receivables or payables in the Statement of Financial Position.

Cash flows are presented on a gross basis. The GST components of cash flows arising from investing or financing activities that are recoverable from, or payable to, the taxation authority, are presented as operating cash flows.

Volunteer services

Council relies on some volunteer services in the operation of various Museums. The volunteer services, whilst helping the facilities, would not be purchased if not voluntarily provided and the value of those services cannot be reliably measured.

New accounting standards and interpretations issued not yet effective

New accounting standards and interpretations issued but not yet effective

Certain new accounting standards and interpretations (ie. pronouncements) have been published by the Australian Accounting Standards Board that are not mandatory for the 30 June 2021 reporting period.

Council has elected not to apply any of these pronouncements in these financial statements before their operative dates.

As at the date of authorisation of these financial statements Council does not consider that any of these new (and still to be applied) standards and interpretations are likely to have a material impact on the Council's future financial statements, financial position, financial performance or cash flows.

New accounting standards adopted during the year

During the year Council adopted all accounting standards and interpretations (as issued by the Australian Accounting Standards Board) which were mandatorily effective from the first time at 30 June 2021.

Those newly adopted standards which had a material impact on Council's reported financial position, financial performance and/or associated financial statement disclosures are further discussed in Note G3-1.

B Financial Performance

B1 Functions or activities

B1-1 Functions or activities – income, expenses and assets

Income, expenses and assets have been directly attributed to the following functions or activities. Details of those functions or activities are provided in Note B1-2.

\$ '000	Income		Expenses		Operating result		Grants and contributions		Carrying amount of assets	
	2021	2020	2021	2020	2021	2020	2021	2020	2021	2020
Functions or activities										
Governance	–	–	3,475	3,475	(3,475)	(3,475)	6,457	6,607	68	68
Administration	943	1,965	13,327	15,789	(12,384)	(13,824)	353	943	89,851	85,988
Public order and safety	481	855	1,951	2,102	(1,470)	(1,247)	291	280	8,543	7,901
Environment	10,445	11,834	8,983	10,264	1,462	1,570	230	843	172,149	174,280
Community services and education	2,714	3,234	2,437	2,802	277	432	2,365	2,353	11,241	11,309
Housing and community amenities	452	472	2,657	5,088	(2,205)	(4,616)	980	120	5,430	5,215
Water supplies	15,957	15,821	18,256	14,558	(2,299)	1,263	2,771	1,603	279,009	277,167
Sewerage services	15,064	14,645	14,559	8,938	505	5,707	1,066	100	194,209	191,591
Recreation and culture	4,833	10,462	17,402	19,528	(12,569)	(9,066)	2,763	3,666	234,252	218,695
Mining, manufacturing and construction	1,022	1,015	1,268	1,185	(246)	(170)	–	–	222	221
Transport and communication	11,899	7,712	25,134	18,821	(13,235)	(11,109)	10,135	3,489	556,171	563,912
Economic affairs	15,943	9,905	4,004	5,788	11,939	4,117	213	536	9,196	–
General Purpose Revenues	34,475	34,476	–	–	34,475	34,476	–	–	–	–
Other	–	–	–	–	–	–	–	9,711	–	–
Total functions and activities	114,228	112,396	113,453	108,338	775	4,058	27,624	30,251	1,560,341	1,536,347

B1-2 Components of functions or activities

Details relating to the Council's functions or activities as reported in B1-1 are as follows:

Governance

Includes costs relating to Council's role as a component of democratic government, including elections, members' fees and expenses, subscriptions to local authority associations, meetings of Council and policy-making committees, public disclosure (e.g. GIPA), and legislative compliance.

Administration

Includes corporate support and other support services, engineering works, and any Council policy

Public order and safety

Includes Council's fire and emergency services levy, fire protection, emergency services, enforcement of regulations and animal control.

Environment

Includes noxious plants and insect/vermin control; other environmental protection; solid waste management, including domestic waste; other waste management; other sanitation; and garbage, street cleaning, drainage and stormwater management.

Community services and education

Includes administration and education; social protection (welfare); migrant, Aboriginal and other community services and administration (excluding accommodation – as it is covered under 'housing and community amenities'); youth services; aged and disabled persons services; children's services, including family day care; child care; and other family and children services.

Housing and community amenities

Includes public cemeteries; public conveniences; street lighting; town planning; other community amenities, including housing development and accommodation for families and children, aged persons, disabled persons, migrants and Indigenous persons.

Water supplies

Includes maintenance and operation of dams, water filtration plant, reservoirs and the reticulation of the water supply.

Sewerage services

Includes maintenance and operation of the sewerage network of pipes, pump stations and treatment works.

Recreation and culture

Includes public libraries; museums; art galleries; community centres and halls, including public halls and performing arts venues; sporting grounds and venues; swimming pools; parks; gardens; lakes; and other sporting, recreational and cultural services.

Mining, manufacturing and construction

Includes building control, quarries and pits.

Transport and communication

Urban local, urban regional, includes sealed and unsealed roads, bridges, footpaths, parking areas, and aerodromes.

Economic affairs

Includes camping areas and caravan parks; tourism and area promotion; industrial development promotion; sale yards and markets; real estate development; commercial nurseries; and other business undertakings.

B2 Sources of income**B2-1 Rates and annual charges**

\$ '000	2021	2020
Ordinary rates		
Residential	19,688	19,031
Farmland	2,168	2,117
Mining	11	11
Business	5,994	5,781
Less: pensioner rebates (mandatory)	(664)	(654)
Rates levied to ratepayers	27,197	26,286
Pensioner rate subsidies received	365	360
Total ordinary rates	27,562	26,646
Annual charges		
(pursuant to s.496, s.496A, s.496B, s.501 & s.611)		
Domestic waste management services	6,508	6,106
Stormwater management services	390	–
Water supply services	3,367	3,332
Sewerage services	10,822	10,188
Waste management services (non-domestic)	922	876
Section 611 charges	40	42
Less: pensioner rebates (mandatory)	(424)	(417)
Less: pensioner rebates (Council policy)	(190)	(154)
Annual charges levied	21,435	19,973
Pensioner subsidies received:		
– Water	113	111
– Sewerage	110	108
– Domestic waste management	10	10
Total annual charges	21,668	20,202
Total rates and annual charges	49,230	46,848

Council has used 01/07/2019 year valuations provided by the NSW Valuer General in calculating its rates.

Accounting policy

Rates and annual charges are recognised as revenue at the beginning of the rating period to which they relate. Prepaid rates are recognised as a financial liability until the beginning of the rating period.

Pensioner rebates relate to reductions in rates and certain annual charges for eligible pensioners' place of residence in the local government council area that are not subsidised by the NSW Government.

Pensioner rate subsidies are received from the NSW Government to provide a contribution towards the pensioner rebates and are recognised within the underlying revenue item based on their substance.

B2-2 User charges and fees

\$ '000	Timing	2021	2020
Specific user charges			
(per s.502 - specific 'actual use' charges)			
Water supply services	1	9,641	8,685
Sewerage services	1	1,613	1,581
Waste management services (non-domestic)	1	3,339	3,050
Total specific user charges		14,593	13,316
Other user charges and fees			
(i) Fees and charges – statutory and regulatory functions (per s.608)			
Planning and building regulation	2	1,242	1,271
Private works – section 67	1	43	99
Section 603 certificates	2	138	90
Total fees and charges – statutory/regulatory		1,423	1,460
(ii) Fees and charges – other (incl. general user charges (per s.608))			
Aerodrome	2	87	313
Advertising	1	1	253
Cemeteries	2	9	9
Art gallery	2	15	5
Child care	2	709	593
Chifley home	2	1	6
Entertainment centre	2	417	467
Library and art gallery	2	15	23
Mount panorama	2	1,009	2,275
National motor racing museum	2	381	284
Tourism	2	398	649
Transport for NSW works (state roads not controlled by Council)	1	3,093	1,052
Sewerage	1	622	929
Water	2	200	199
Other	2	362	130
Total fees and charges – other		7,319	7,187
Total user charges and fees		23,335	21,963
Timing of revenue recognition for user charges and fees			
User charges and fees recognised over time (1)		18,352	–
User charges and fees recognised at a point in time (2)		4,983	21,963
Total user charges and fees		23,335	21,963

Accounting policy

Revenue arising from user charges and fees is recognised when or as the performance obligation is completed and the customer receives the benefit of the goods / services being provided.

The performance obligation relates to the specific services which are provided to the customers and generally the payment terms are within 30 days of the provision of the service or in some cases such as caravan parks, the customer is required to pay on arrival or a deposit in advance. There is no material obligation for Council in relation to refunds or returns.

Where an upfront fee is charged such as joining fees for the leisure centre the fee is recognised on a straight-line basis over the expected life of the membership.

Licences granted by Council are all either short-term or low value and all revenue from licences is recognised at the time that the licence is granted rather than over the term of the licence.

B2-3 Other revenue

\$ '000	Timing	2021	2020
Fines	2	49	46
Fines – parking	2	132	398
Legal fees recovery – rates and charges (extra charges)	1	–	1
Commissions and agency fees	2	83	282
Diesel rebate	2	–	161
Insurance claims recoveries	2	29	56
Recycling income (non-domestic)	2	135	122
Insurance rebates	2	106	185
Mount Panorama	2	430	772
Recovery of Lehman Brothers investment	2	3	4
Other	2	564	577
Sales – miscellaneous	2	308	398
Total other revenue		1,839	3,002

Timing of revenue recognition for other revenue

Other revenue recognised over time (1)	–	–
Other revenue recognised at a point in time (2)	1,839	3,002
Total other revenue	1,839	3,002

Accounting policy for other revenue

Where the revenue is earned for the provision of specified goods / services under an enforceable contract, revenue is recognised when or as the obligations are satisfied.

Statutory fees and fines are recognised as revenue when the service has been provided, the payment is received or when the penalty has been applied, whichever occurs first.

Other revenue is recorded when the payment is due, the value of the payment is notified, or the payment is received, whichever occurs first.

Attachment 8.3.6.1

Bathurst Regional Council | Notes to the Financial Statements 30 June 2021

B2-4 Grants and contributions

\$ '000	Timing	Operating 2021	Operating 2020	Capital 2021	Capital 2020
General purpose grants and non-developer contributions (untied)					
General purpose (untied)					
Financial assistance	2	3,118	3,207	—	—
Payment in advance - future year allocation					
Financial assistance	2	3,339	3,399	—	—
Amount recognised as income during current year		6,457	6,606	—	—
Special purpose grants and non-developer contributions (tied)					
Art gallery	1	—	—	—	35
Bushfire and emergency services	2	291	280	—	—
Bushfire services	1	—	66	—	—
Community care	2	2,053	2,326	19	34
Community centres	1	—	—	38	51
Community services	2	—	—	—	2
Economic development	1	50	125	47	178
Environmental programs	1	202	33	28	—
Heritage and cultural	2	581	496	994	1,279
Heritage/cultural	2	80	126	—	—
LIRS subsidy	2	12	41	—	—
Mount Panorama	1	—	—	88	937
Other contributions	2	27	32	—	79
Other councils – joint works/services	1	235	178	—	—
Previously contributions:					
Recreation and culture	1	56	93	825	1,673
Other specific grants	1	29	5	312	302
Recreation and culture	1	—	—	139	60
Sewerage services	1	—	—	—	100
Specific Purpose (tied)					
Storm/flood damage	1	—	—	574	810
Strategic planning	2	12	12	—	—
Street lighting	2	108	108	—	—
Tourism	2	—	—	116	—
Transport (aerodrome)	1	—	—	—	652
Transport (cycleways)	1	—	—	512	197
Transport (other roads and bridges funding)	1	62	68	1,081	658
Transport (roads to recovery)	1	1,575	1,873	—	—
Transport for NSW contributions (regional roads, block grant)	1	1,016	913	619	80
Waste management	2	13	—	—	—
Water supplies	1	46	76	1,695	1,527
Total special purpose grants and non-developer contributions – cash		6,448	6,851	7,087	8,654
Non-cash contributions					
Dedications – subdivisions (other than by s7.11)	2	—	—	1,848	3,952
Heritage/cultural	2	—	—	293	409
Other	2	—	—	1,100	—
Total other contributions – non-cash		—	—	3,241	4,361
Total special purpose grants and non-developer contributions (tied)		6,448	6,851	10,328	13,015
Total grants and non-developer contributions		12,905	13,457	10,328	13,015

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Bathurst Regional Council | Notes to the Financial Statements 30 June 2021

B2-4 Grants and contributions (continued)

\$ '000	Timing	Operating 2021	Operating 2020	Capital 2021	Capital 2020
Comprising:					
– Commonwealth funding		10,268	10,734	2,415	2,579
– State funding		2,376	1,387	4,457	5,709
– Other funding		261	1,336	3,456	4,727
		12,905	13,457	10,328	13,015

Developer contributions

\$ '000	Notes	Timing	Operating 2021	Operating 2020	Capital 2021	Capital 2020
Developer contributions:						
(s7.4 & s7.11 - EP&A Act, s64 of the LGA):						
Cash contributions						
S 7.11 – contributions towards amenities/services		2	–	–	2,295	2,166
S 64 – water supply contributions		2	–	–	1,030	786
S 64 – sewerage service contributions		2	–	–	1,066	827
Total developer contributions – cash			–	–	4,391	3,779
Total developer contributions			–	–	4,391	3,779
Total contributions			–	–	4,391	3,779
Total grants and contributions			12,905	13,457	14,719	16,794
Timing of revenue recognition for grants and contributions						
Grants and contributions recognised over time (1)			3,346	–	5,883	–
Grants and contributions recognised at a point in time (2)			9,559	13,457	8,836	16,794
Total grants and contributions			12,905	13,457	14,719	16,794

B2-4 Grants and contributions (continued)**Unspent grants and contributions**

Certain grants and contributions are obtained by Council on the condition they be spent in a specified manner or in a future period but which are not yet spent in accordance with those conditions are as follows:

\$ '000	Operating 2021	Operating 2020	Capital 2021	Capital 2020
Unspent grants and contributions				
Unspent funds at 1 July	–	–	5,100	4,945
Add: Funds recognised as revenue in the reporting year but not yet spent in accordance with the conditions	879	–	–	10,860
Less: Funds recognised as revenue in previous years that have been spent during the reporting year	(93)	–	(4,778)	(6,959)
Less: Funds received in prior year but revenue recognised and funds spent in current year	–	–	–	(3,746)
Unspent funds at 30 June	786	–	322	5,100
Contributions				
Unspent funds at 1 July	–	–	43,131	45,624
Add: contributions recognised as revenue in the reporting year but not yet spent in accordance with the conditions	–	–	4,442	3,865
Less: contributions recognised as revenue in previous years that have been spent during the reporting year	–	–	(2,490)	(6,358)
Unspent contributions at 30 June	–	–	45,083	43,131

Accounting policy**Grants and contributions – enforceable agreement with sufficiently specific performance obligations**

Grant and contribution revenue from an agreement which is enforceable and contains sufficiently specific performance obligations is recognised as or when control of each performance obligations is transferred.

The performance obligations vary according to the agreement. Payment terms vary depending on the terms of the grant, cash is received upfront for some grants and on the achievement of certain payment milestones for others.

Performance obligations may be satisfied either at a point in time or over time and this is reflected in the revenue recognition pattern. Point in time recognition occurs when the beneficiary obtains control of the goods / services at a single time (e.g. completion of the project when a report / outcome is provided), whereas over time recognition is where the control of the services is ongoing throughout the project (e.g. provision of community health services through the year).

Where control is transferred over time, generally the input methods being either costs or time incurred are deemed to be the most appropriate methods to reflect the transfer of benefit.

Capital grants

Capital grants received by Council under an enforceable contract for the acquisition or construction of infrastructure, property, plant and equipment to identified specifications which will be under Council's control on completion are recognised as revenue as and when the obligation to construct or purchase is completed.

For construction projects, this is generally as the construction progresses in accordance with costs incurred since this is deemed to be the most appropriate measure of the completeness of the construction project.

For acquisitions of assets, the revenue is recognised when the asset is acquired and controlled by the Council.

Developer contributions

B2-4 Grants and contributions (continued)

Council has obligations to provide facilities from contribution revenues levied on developers under the provisions of sections 7.4, 7.11 and 7.12 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

While Council generally incorporates these amounts as part of a Development Consents Order, such developer contributions are only recognised as income upon receipt by Council, due to the possibility that individual development consents may not be acted upon by the applicant and, accordingly, would not be payable to Council.

Developer contributions may only be expended for the purposes for which the contributions were required, but Council may apply contributions according to the priorities established in work schedules for the contribution plan.

Other grants and contributions

Assets, including cash, received from other grants and contributions are recognised at fair value when the asset is received. Council considers whether there are any related liability or equity items associated with the asset which are recognised in accordance with the relevant accounting standard.

Once the assets and liabilities have been recognised then income is recognised for any remaining asset value at the time that the asset is received.

B2-5 Interest and investment income

\$ '000	2021	2020
Interest on financial assets measured at amortised cost		
– Overdue rates and annual charges (incl. special purpose rates)	101	177
– Cash and investments	711	1,502
Total interest and investment income (losses)	812	1,679
Interest and investment income is attributable to:		
Unrestricted investments/financial assets:		
Overdue rates and annual charges (general fund)	101	177
General Council cash and investments	415	1,162
Restricted investments/funds – external:		
Development contributions		
– Section 7.11	12	31
– Section 64	24	55
Water fund operations	46	45
Sewerage fund operations	109	107
Domestic waste management operations	105	102
Total interest and investment income	812	1,679

Accounting policy

Interest income is recognised using the effective interest rate at the date that interest is earned.

Dividends are recognised as income in profit or loss when the shareholder's right to receive payment is established unless the dividend clearly represents a recovery of part of the cost of the investment.

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Bathurst Regional Council | Notes to the Financial Statements 30 June 2021

B2-6 Other income

\$ '000	Notes	2021	2020
Rental income			
Investment properties			
Lease income (excluding variable lease payments not dependent on an index or rate)		663	687
Lease income relating to variable lease payments not dependent on an index or a rate		154	132
Total Investment properties		817	819
Other lease income			
Room/Facility Hire		1,302	985
Leaseback fees - council vehicles		205	129
Total Other lease income		1,507	1,114
Total rental income	C2-2	2,324	1,933
Total other income		2,324	1,933

B3 Costs of providing services

B3-1 Employee benefits and on-costs

\$ '000	2021	2020
Salaries and wages	24,842	23,924
Travel expenses	508	556
Employee leave entitlements (ELE)	4,044	5,297
Superannuation	3,156	3,067
Workers' compensation insurance	1,597	1,203
Fringe benefit tax (FBT)	93	180
Payroll tax	286	238
Training costs (other than salaries and wages)	288	199
Protective clothing	4	1
Other	72	100
Total employee costs	34,890	34,765
Less: capitalised costs	(185)	(231)
Total employee costs expensed	34,705	34,534
Number of 'full-time equivalent' employees (FTE) at year end	398	393

Accounting policy

Employee benefit expenses are recorded when the service has been provided by the employee.

Retirement benefit obligations

All employees of the Council are entitled to benefits on retirement, disability or death. Council contributes to various defined benefit plans and defined contribution plans on behalf of its employees.

Superannuation plans

Contributions to defined contribution plans are recognised as an expense as they become payable. Prepaid contributions are recognised as an asset to the extent that a cash refund or a reduction in the future payments is available.

Council participates in a defined benefit plan under the Local Government Superannuation Scheme, however, sufficient information to account for the plan as a defined benefit is not available and therefore Council accounts for its obligations to defined benefit plans on the same basis as its obligations to defined contribution plans, i.e. as an expense when it becomes payable – refer to Note E3-1 for more information.

B3-2 Materials and services

\$ '000	Notes	2021	2020
Raw materials and consumables		29,021	31,379
Contractor and consultancy costs		2,157	2,555
Audit Fees	F2-1	179	165
Previously other expenses:			
Councillor and Mayoral fees and associated expenses	F1-2	298	275
Advertising		909	807
Bank charges		154	144
Cleaning		609	515
Electricity and heating		2,313	2,363
Fire control expenses		5	5
Insurance		1,469	1,365
Office expenses (including computer expenses)		80	58
Postage		128	143
Printing and stationery		195	193
Street lighting		646	1,030
Subscriptions and publications		1,677	1,300
Telephone and communications		476	591
Valuation fees		194	158

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B3-2 Materials and services (continued)

\$ '000	2021	2020
Other expenses	2	–
Legal expenses:		
– Legal expenses: planning and development	–	2
– Legal expenses: debt recovery	47	58
– Legal expenses: other	490	471
Expenses from short-term leases	62	88
Expenses from leases of low value assets	114	84
Variable lease expense relating to usage	110	99
Recycling services	1,269	1,367
Total materials and services	42,604	45,215

Accounting policy

Expenses are recorded on an accruals basis as the Council receives the goods or services.

B3-3 Borrowing costs

\$ '000	Notes	2021	2020
(i) Interest bearing liability costs			
Interest on leases		13	17
Interest on overdraft		21	–
Interest on loans		1,190	1,319
Total interest bearing liability costs		1,224	1,336
Total interest bearing liability costs expensed		1,224	1,336
(ii) Other borrowing costs			
Discount adjustments relating to movements in provisions (other than ELE)			
– Remediation liabilities	C3-5	(237)	16
Total other borrowing costs		(237)	16
Total borrowing costs expensed		987	1,352

Accounting policy

Borrowing costs incurred for the construction of any qualifying asset are capitalised during the period of time that is required to complete and prepare the asset for its intended use or sale. Other borrowing costs are expensed as incurred.

B3-4 Depreciation, amortisation and impairment of non-financial assets

\$ '000	Notes	2021	2020
Depreciation and amortisation			
Plant and equipment		2,629	2,529
Office equipment		439	251
Furniture and fittings		167	162
Land improvements (depreciable)		491	458
Infrastructure:	C1-7		
– Buildings		1,884	1,449
– Buildings – Leasehold Improvements		56	21
– Other structures		900	818
– Roads		14,256	8,614
– Bridges		994	422
– Footpaths		256	194
– Stormwater drainage		1,964	1,785
– Water supply network		4,458	4,256
– Sewerage network		4,281	3,279
– Swimming pools		–	415

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B3-4 Depreciation, amortisation and impairment of non-financial assets (continued)

\$ '000	Notes	2021	2020
Right of use assets	C2-1	114	279
Other assets:			
– Other		342	459
Reinstatement, rehabilitation and restoration assets:			
– Tip assets	C3-5, C1-7	20	20
Total depreciation and amortisation costs		33,251	25,411
Total depreciation, amortisation and impairment for non-financial assets		33,251	25,411

Accounting policy**Depreciation and amortisation**

Depreciation and amortisation are calculated using the straight line method to allocate their cost, net of their residual values, over their estimated useful lives. Useful lives are included in Note C1-7 for IPPE assets.

Impairment of non-financial assets

Other assets are tested for impairment whenever events or changes in circumstances indicate that the carrying amount may not be recoverable. An impairment loss is recognised for the amount by which the asset's carrying amount exceeds its recoverable amount. The recoverable amount is the higher of an asset's fair value less costs to sell and value in use.

For the purposes of assessing impairment, assets are grouped at the lowest levels for which there are separately identifiable cash inflows that are largely independent of the cash inflows from other assets or groups of assets (cash-generating units). Non-financial assets that suffered an impairment are reviewed for possible reversal of the impairment at each reporting date.

Impairment losses for revalued assets are firstly offset against the amount in the revaluation surplus for the class of asset, with only the excess to be recognised in the Income Statement.

B3-5 Other expenses

\$ '000	Notes	2021	2020
Impairment of receivables			
Other		(98)	84
Total impairment of receivables	C1-4	(98)	84
Fair value decrement on investment properties			
Fair value decrement on investment properties		–	47
Total fair value decrement on investment properties	C1-8	–	47
Other			
Contributions/levies to other levels of government			
– NSW fire brigade levy		438	392
– NSW rural fire service levy		454	426
– Waste levy		65	59
– EPA payment for Sewerage Treatment		28	19
– Donations, contributions and assistance		654	243
– Footpath and gutter maintenance		93	115
– Somerville collection		(2)	192
Upper Macquarie County Council (Noxious Weeds)		274	249
Total other expenses		1,906	1,826

Accounting policy

Other expenses are recorded on an accruals basis when Council has an obligation for the expenses.

Impairment expenses are recognised when identified.

B4 Gains or losses**B4-1 Gain or loss from the disposal, replacement and de-recognition of assets**

\$ '000	Notes	2021	2020
Infrastructure, property, plant & equipment			
Proceeds from disposal – property		95	1,439
Less: carrying amount of property assets sold/written off		(1,528)	(1,444)
Gain (or loss) on disposal		(1,433)	(5)
Gain (or loss) on disposal of plant and equipment			
	C1-7		
Proceeds from disposal – plant and equipment		205	–
Less: carrying amount of plant and equipment assets sold/written off		(3,388)	–
Gain (or loss) on disposal		(3,183)	–
Gain (or loss) on disposal of real estate assets held for sale			
	C1-5		
Proceeds from disposal – real estate assets		16,286	8,489
Less: carrying amount of real estate assets sold/written off		(3,196)	(1,764)
Gain (or loss) on disposal		13,090	6,725
Gain (or loss) on disposal of investments			
	C1-2		
Proceeds from disposal/redemptions/maturities – investments		60,480	53,500
Less: carrying amount of investments sold/redeemed/matured		(60,480)	(53,500)
Gain (or loss) on disposal		–	–
Net gain (or loss) on disposal of assets		8,474	6,720

Accounting policy

Gains and losses on disposals are determined by comparing proceeds with carrying amount. The gain or loss on sale of an asset is determined when control of the asset has irrevocably passed to the buyer and the asset is de-recognised.

B5 Performance against budget

B5-1 Material budget variations

Council's original budget was adopted by the Council on 17/06/2020 and is not required to be audited. The original projections on which the budget was based have been affected by a number of factors. These include state and federal government decisions, including new grant programs, changing economic activity, environmental factors, and by decisions made by Council.

While these General Purpose Financial Statements include the original budget adopted by Council, the Act requires Council to review its financial budget on a quarterly basis, so it is able to manage the variation between actuals and budget that invariably occur during the year.

Material variations of more than 10% between original budget and actual results or where the variance is considered material by nature are explained below.

Variation Key: **F** = Favourable budget variation, **U** = Unfavourable budget variation.

\$ '000	2021 Budget	2021 Actual	2021 ----- Variance -----	
REVENUES				
User charges and fees	29,485	23,335	(6,150)	(21)% U
Continuing extreme water restrictions saw income from Water Usage drop by over \$2 million from budget. RMCC ordered works were down by \$1.9 million, with a major project being included in both Original and Revised Budgets. COVID-19 restrictions saw User Charges down at many Council facilities, including Childrens Services \$375,000, BMEC \$268,000, Mt Panorama \$216,000 and Events \$137,000.				
Other revenues	2,803	1,839	(964)	(34)% U
Parking fines were \$225,000 below Budget with reduced enforcement due to COVID. Other Revenues from Mt Panorama and other Council facilities/events were more than \$600,000 below Budget with reduced events, again due to COVID. Income from Rentals included in Budget for Other revenues, but actuals in Other income.				
Capital grants and contributions	62,280	14,719	(47,561)	(76)% U
The main variance in this item is from Mount Panorama second track grants of \$45 million not being received. Work was halted due to the section 10 being placed on Mount Panorama by the Federal Government and, consequently, grant funds were not applied for.				
Several Grants were awarded late in the year, with Construction works not able to commence on Eusdale and Stony Creek Bridges, totalling \$1,865,000. Delays in finalising tenders/contractors for various building construction projects resulted in a further \$2,460,000 under Budget. The Go-Kart track construction project was delayed due to a Section 10 declaration over portion of Mt Panorama resulting in a loss of \$2,250,000 against Budget. Donated Assets were \$961,000 below Budget due to delays in private land development.				
Interest and investment revenue	2,821	812	(2,009)	(71)% U
The official Interest Rate remaining at historically low levels has resulted in Council's Interest revenue being below Budget.				
Net gains from disposal of assets	11,722	8,474	(3,248)	(28)% U
Delays in the planning approval process for Council's land development program kept this income item under budget.				
Fair value increment on investment property	-	590	590	∞ F
Nil budgeted for this item due to ongoing uncertainties about improvements to CPI at time of budget preparation. CPI actually increased 3.8% for year.				
EXPENSES				
Employee benefits and on-costs	31,171	34,705	(3,534)	(11)% U
Mainly due to COVID and seasonal projects delayed from the drought, Council changed its focus to maintenance jobs rather than capital works which meant wages expense was directed to the operating statement instead of construction of new assets.				
Materials and services	43,708	42,604	1,104	3% F

Attachment 8.3.6.1

Bathurst Regional Council | Notes to the Financial Statements 30 June 2021

B5-1 Material budget variations (continued)

\$ '000	2021 Budget	2021 Actual	2021 ----- Variance -----
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Re-allocation of items from Other Expenses into Materials after Budget prepared. Also additional costs due to COVID and seasonal projects delayed from the drought, Council changed its focus to maintenance jobs rather than capital works which meant expenses were directed to the operating statement instead of construction of new assets.

Borrowing costs 1,321 987 334 25% **F**

Interest rate on newer loans in 2020 and 2021 were lower than budgeted. Discount adjustments for remediation liabilities was less than budgeted.

Depreciation, amortisation and impairment of non-financial assets 28,212 33,251 (5,039) (18)% **U**

Revaluation increments of \$98 million for Roads, Bridges and other IPP&E in 2020 were not taken into account in preparing the Budget for this year.

Other expenses 2,200 1,906 294 13% **F**

Re-allocation of items from Other Expenses into Materials after Budget prepared. Write-back of Provision for Doubtful Debts \$110,000 (credit) due to payment of outstanding invoices. Donations were \$90,000 below Budget, with many community events cancelled due to COVID restrictions. Council's contribution to Sommerville Collection was \$74,000 below Budget, as the museum experienced strong sales during the year, decreasing Council's net contribution.

STATEMENT OF CASH FLOWS

Cash flows from operating activities 83,259 23,510 (59,749) (72)% **U**

A combination of the above variances, mainly User Charges & Fees down \$6,150,000 and Capital Grant and Contributions down \$47.6mil make up the majority of this variance.

Cash flows from investing activities (73,055) (18,843) 54,212 (74)% **F**

Mount Panorama second track project (\$45.681mil) was halted due to the Federal Government's section 10 placement on Mount Panorama. Delays in completion of capital works are the major contributor to this variance, with many seasonal projects delayed due to drought in the early part of the year and then further delays due to COVID restrictions and cost savings in the latter part of the year.

C Financial position**C1 Assets we manage****C1-1 Cash and cash equivalents**

\$ '000	2021	2020
Cash and cash equivalents		
Cash on hand and at bank	<u>6,154</u>	<u>3,197</u>
Total cash and cash equivalents	<u>6,154</u>	<u>3,197</u>

Reconciliation of cash and cash equivalents

Total cash and cash equivalents per Statement of Financial Position	<u>6,154</u>	<u>3,197</u>
Balance as per the Statement of Cash Flows	<u>6,154</u>	<u>3,197</u>

Accounting policy

For Statement of Cash Flow presentation purposes, cash and cash equivalents include: cash on hand; deposits held at call with financial institutions; other short-term, highly liquid investments with original maturities of three months or less that are readily convertible to known amounts of cash and which are subject to an insignificant risk of changes in value; and bank overdrafts. Bank overdrafts are shown within borrowings in current liabilities on the Statement of Financial Position.

C1-2 Financial investments

\$ '000	2021 Current	2021 Non-current	2020 Current	2020 Non-current
Debt securities at amortised cost				
Long term deposits	55,500	19,230	53,730	4,500
NCD's, FRN's (with maturities > 3 months)	1,100	11,250	6,750	8,800
Total	56,600	30,480	60,480	13,300
Total financial investments	56,600	30,480	60,480	13,300
Total cash assets, cash equivalents and investments	62,754	30,480	63,677	13,300

Accounting policy

Financial instruments are recognised initially on the date that the Council becomes party to the contractual provisions of the instrument.

On initial recognition, all financial instruments are measured at fair value plus transaction costs (except for instruments measured at fair value through profit or loss where transaction costs are expensed as incurred).

Financial assets

All recognised financial assets are subsequently measured in their entirety at either amortised cost or fair value, depending on the classification of the financial assets.

Classification

On initial recognition, Council classifies its financial assets into the following categories – those measured at:

- amortised cost
- fair value through profit and loss (FVTPL)
- fair value through other comprehensive income – equity instrument (FVOCI-equity)

Financial assets are not reclassified subsequent to their initial recognition.

Amortised cost

Assets measured at amortised cost are financial assets where:

- the business model is to hold assets to collect contractual cash flows, and
- the contractual terms give rise on specified dates to cash flows that are solely payments of principal and interest on the principal amount outstanding.

Council's financial assets measured at amortised cost comprise trade and other receivables, term deposits and cash and cash equivalents in the Statement of Financial Position. Subsequent to initial recognition, these assets are carried at amortised cost using the effective interest rate method less provision for impairment. Interest income, impairment and gains or loss on de-recognition are recognised in profit or loss.

Fair value through other comprehensive income – equity instruments

Council has a number of strategic investments in entities over which they do not have significant influence nor control. Council has made an irrevocable election to classify these equity investments as fair value through other comprehensive income as they are not held for trading purposes.

These investments are carried at fair value with changes in fair value recognised in other comprehensive income (financial asset reserve). On disposal any balance in the financial asset reserve is transferred to accumulated surplus and is not reclassified to profit or loss. Other net gains and losses excluding dividends are recognised in Other Comprehensive Income Statement.

Financial assets through profit or loss

All financial assets not classified as measured at amortised cost or fair value through other comprehensive income as described above are measured at fair value through profit or loss. Net gains or losses, including any interest or dividend income, are recognised in profit or loss. Council's financial assets measured at fair value through profit or loss comprise investments in FRNs and NCDs in the Statement of Financial Position.

C1-3 Restricted cash, cash equivalents and investments

\$ '000	2021 Current	2021 Non-current	2020 Current	2020 Non-current
Total cash, cash equivalents and investments	62,754	30,480	63,677	13,300
attributable to:				
External restrictions	46,290	30,480	62,446	13,300
Internal restrictions	16,406	–	1,123	–

\$ '000	2021	2020
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Details of restrictions

External restrictions – included in liabilities

Specific purpose unexpended grants – general fund	1,101	1,701
Specific purpose unexpended grants – water fund	7	7
Specific purpose unexpended loans – water	–	2,999
External restrictions – included in liabilities	1,108	4,707

External restrictions – other

External restrictions included in cash, cash equivalents and investments above comprise:

Developer contributions – general	15,733	15,727
Developer contributions – water fund	9,395	8,470
Developer contributions – sewer fund	19,955	18,934
Water fund	7,589	8,656
Sewer fund	20,612	17,448
Stormwater management	390	–
Domestic waste management	1,988	1,804
External restrictions – other	75,662	71,039

Total external restrictions

76,770	75,746
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Internal restrictions

Council has internally restricted cash, cash equivalents and investments as follows:

Employees leave entitlement	138	138
Administration	321	–
Building maintenance and improvements	246	–
Carry over works	830	29
Cultural and community services	675	494
Environmental	8	13
Land development	13,090	–
Plant and vehicle replacement	847	198
Waste employee leave entitlements	251	251
Total internal restrictions	16,406	1,123

Total restrictions

93,176	76,869
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Internal restrictions over cash, cash equivalents and investments are those assets restricted only by a resolution of the elected Council.

C1-4 Receivables

\$ '000	2021 Current	2021 Non-current	2020 Current	2020 Non-current
Purpose				
Rates and annual charges	2,170	168	2,089	169
Interest and extra charges	967	–	987	–
User charges and fees	3,353	–	2,713	–
Accrued revenues				
– Interest on investments	190	–	222	–
– Other income accruals	184	–	620	–
Deferred debtors	52	455	38	343
Government grants and subsidies	59	–	12	–
Net GST receivable	903	–	1,083	–
Sundry debtors	1,727	–	3,320	–
Total	9,605	623	11,084	512
Less: provision of impairment				
User charges and fees	(3)	–	(81)	–
Other debtors	(21)	–	(53)	–
Total provision for impairment – receivables	(24)	–	(134)	–
Total net receivables	9,581	623	10,950	512

\$ '000	2021	2020
Movement in provision for impairment of receivables		
Balance at the beginning of the year (calculated in accordance with AASB 139)	134	58
+ new provisions recognised during the year	–	160
– amounts already provided for and written off this year	–	(84)
– amounts provided for but recovered during the year	(110)	–
Balance at the end of the year	24	134

Accounting policy

Receivables are recognised initially at fair value and subsequently measured at amortised cost using the effective interest method, less provision for impairment. Receivables are generally due for settlement within 30 days.

Impairment

Impairment of financial assets measured at amortised cost is recognised on an expected credit loss (ECL) basis.

When determining whether the credit risk of a financial asset has increased significantly since initial recognition, and when estimating ECL, the Council considers reasonable and supportable information that is relevant and available without undue cost or effort. This includes both quantitative and qualitative information and analysis based on Council's historical experience and informed credit assessment, and including forward-looking information.

When considering the ECL for rates debtors, Council takes into account that unpaid rates represent a charge against the rateable property that will be recovered when the property is next sold. For non-rates debtors, Council uses the presumption that an asset which is more than 30 days past due has seen a significant increase in credit risk.

The Council uses the presentation that a financial asset is in default when:

- the other party is unlikely to pay its credit obligations to the Council in full, without recourse by the Council to actions such as realising security (if any is held) or
- the financial assets (for non-rates debtors) are more than 90 days past due.

Credit losses are measured as the present value of the difference between the cash flows due to the entity in accordance with the contract, and the cash flows expected to be received. This is applied using a probability weighted approach.

On initial recognition of the asset, an estimate of the expected credit losses for the next 12 months is recognised. Where the asset has experienced significant increase in credit risk then the lifetime losses are estimated and recognised.

C1-4 Receivables (continued)

Council uses the simplified approach for trade receivables where the expected lifetime credit losses are recognised on day 1.

There has been no change in the estimation techniques or significant assumptions made during the current reporting period.

The Council writes off a trade receivable when there is information indicating that the debtor is in severe financial difficulty and there is no realistic prospect of recovery, e.g. when the debtor has been placed under liquidation or has entered into bankruptcy proceedings, or when the receivables are over 1 years past due, whichever occurs first.

None of the receivables that have been written off are subject to enforcement activity.

Where the Council renegotiates the terms of receivables due from certain customers, the new expected cash flows are discounted at the original effective interest rate and any resulting difference to the carrying value is recognised in profit or loss.

Rates and annual charges outstanding are secured against the property.

C1-5 Inventories

\$ '000	2021 Current	2021 Non-current	2020 Current	2020 Non-current
(i) Inventories at cost				
Real estate for resale	3,664	11,487	6,654	11,453
Stores and materials	621	–	604	–
Trading stock	295	–	310	–
Total inventories at cost	4,580	11,487	7,568	11,453
Total inventories	4,580	11,487	7,568	11,453

(i) Other disclosures

\$ '000	Notes	2021 Current	2021 Non-current	2020 Current	2020 Non-current
(a) Details for real estate development					
Residential		3,664	11,487	5,707	2,683
Industrial/commercial		–	–	947	8,770
Total real estate for resale		3,664	11,487	6,654	11,453

(Valued at the lower of cost and net realisable value)

Represented by:

Acquisition costs	3,664	11,487	5,806	11,212
Development costs	–	–	848	241
Total costs	3,664	11,487	6,654	11,453
Total real estate for resale	3,664	11,487	6,654	11,453

Movements:

Real estate assets at beginning of the year	6,654	11,453	7,237	11,545
– Purchases and other costs	206	34	848	241
– WDV of sales (expense)	(3,196)	–	(1,764)	–
– Transfer between current/non-current	–	–	333	(333)
Total real estate for resale	3,664	11,487	6,654	11,453

Accounting policy

Raw materials and stores, work in progress and finished goods

Raw materials and stores, work in progress and finished goods are stated at the lower of cost and net realisable value. Costs are assigned to individual items of inventory on the basis of weighted average costs. Costs of purchased inventory

C1-5 Inventories (continued)

are determined after deducting rebates and discounts. Net realisable value is the estimated selling price in the ordinary course of business less the estimated costs of completion and the estimated costs necessary to make the sale.

Land held for resale

Land held for resale is stated at the lower of cost and net realisable value. Cost is assigned by specific identification and includes the cost of acquisition, and development and borrowing costs during development. When development is completed, borrowing costs and other holding charges are expensed as incurred.

Borrowing costs included in the cost of land held for resale are those costs that would have been avoided if the expenditure on the acquisition and development of the land had not been made. Borrowing costs incurred while active development is interrupted for extended periods are recognised as expenses.

C1-6 Contract assets and Contract cost assets

\$ '000	Notes	2021	2020
Contract assets	C1-6	2,304	1,339
Total contract assets and contract cost assets		2,304	1,339

Contract assets

\$ '000	2021 Current	2021 Non-current	2020 Current	2020 Non-current
Transport Assets	1,734	–	611	–
Flood Security Works	418	–	216	–
Skate Park	–	–	201	–
Other	152	–	311	–
Total contract assets	2,304	–	1,339	–

Significant changes in contract assets

Contract Assets has increased significantly from 2020 due to grant programs from other levels of Government, where we have incurred large expenditure but not reached milestones listed in grant agreements for payment of income.

Accounting policy

Contract assets

Contract assets represent Council's right to payment in exchange for goods or services the Council has transferred to a customer when that right is conditional on something other than the passage of time.

Contract assets arise when the amounts billed to customers are based on the achievement of various milestones established in the contract and therefore the amounts recognised as revenue in a given period do not necessarily coincide with the amounts billed to or certified by the customer. Once an invoice or payment claim is raised or the relevant milestone is reached, Council recognises a receivable.

Impairment of contract assets is assessed using the simplified expected credit loss model where lifetime credit losses are recognised on initial recognition.

Contract cost asset – costs to fulfil a contract

Where costs are incurred to fulfil a contract and these costs are outside the scope of another accounting standard, they are capitalised as contract cost assets if the following criteria are met:

- the costs relate directly to a contract
- the costs generate or enhance resources of Council that will be used to satisfy performance obligations in the future and
- the costs are expected to be recovered.

The capitalised costs are recognised in the Income statement on a systematic basis consistent with the timing of revenue recognition.

Refer to B3-4 for the accounting policy for impairment of contract cost assets.

C1-7 Infrastructure, property, plant and equipment

By aggregated asset class	At 1 July 2020			Asset movements during the reporting period					At 30 June 2021		
	Gross carrying amount	Accumulated depreciation and impairment	Net carrying amount	Additions renewals ¹	Additions new assets	Carrying value of disposals	Depreciation expense	Revaluation increments to equity (ARR)	Gross carrying amount	Accumulated depreciation and impairment	Net carrying amount
\$ '000											
Plant and equipment	28,516	(16,268)	12,248	1,232	–	(188)	(2,629)	–	29,097	(18,434)	10,663
Office equipment	2,937	(1,715)	1,222	243	8	–	(439)	–	3,179	(2,145)	1,034
Furniture and fittings	2,081	(1,317)	764	–	–	–	(167)	–	2,081	(1,483)	598
Land:											
– Operational land	103,347	–	103,347	–	605	–	–	–	103,917	–	103,917
– Community land	17,542	–	17,542	–	–	(1,094)	–	2,347	19,897	–	19,897
– Land under roads (post 30/6/08)	1,247	–	1,247	–	233	–	–	–	1,480	–	1,480
Land improvements – depreciable	25,594	(5,446)	20,148	–	694	(886)	(491)	4,091	30,571	(7,094)	23,477
Infrastructure:											
– Buildings	186,474	(56,760)	129,714	343	1,402	(275)	(1,726)	–	187,756	(58,298)	129,458
– Buildings – leasehold improvements	5,325	(23)	5,302	142	–	–	(56)	–	5,468	(79)	5,389
– Other structures	29,202	(8,578)	20,624	351	984	(3,740)	(900)	7,817	37,802	(13,626)	24,176
– Roads	479,464	(160,454)	319,010	2,758	1,566	–	(14,256)	–	483,787	(174,710)	309,077
– Bridges	98,548	(43,292)	55,256	1,391	–	–	(994)	–	99,939	(44,286)	55,653
– Footpaths	18,912	(6,405)	12,507	350	456	–	(256)	–	19,718	(6,661)	13,057
– Bulk earthworks (non-depreciable)	140,499	–	140,499	532	1,801	–	–	–	142,831	–	142,831
– Stormwater drainage	193,586	(48,935)	144,651	5	1,163	–	(1,964)	–	194,753	(50,899)	143,854
– Water supply network	367,468	(131,459)	236,009	5,870	243	–	(4,458)	2,170	377,000	(137,168)	239,832
– Sewerage network	233,488	(85,427)	148,061	459	981	–	(4,281)	1,323	237,077	(90,533)	146,544
– Swimming pools	15,945	(2,061)	13,884	–	–	–	(158)	–	15,945	(2,219)	13,726
Other assets:											
– Other	40,978	(13,538)	27,440	39	691	–	(342)	6,021	48,237	(13,150)	35,087
Reinstatement, rehabilitation and restoration assets (refer Note 15):											
– Tip assets	1,434	(102)	1,332	–	–	–	(20)	–	1,777	–	1,777
Total infrastructure, property, plant and equipment	1,992,587	(581,780)	1,410,807	13,715	10,827	(6,183)	(33,137)	23,769	2,042,312	(620,785)	1,421,527

(1) Renewals are defined as the replacement of existing assets (as opposed to the acquisition of new assets).

C1-7 Infrastructure, property, plant and equipment (continued)

By aggregated asset class	At 1 July 2019			Asset movements during the reporting period						At 30 June 2020		
	Gross carrying amount	Accumulated depreciation and impairment	Net carrying amount	Additions renewals ¹	Additions new assets	Carrying value of disposals	Depreciation expense	Adjustments and transfers	Revaluation increments to equity (ARR)	Gross carrying amount	Accumulated depreciation and impairment	Net carrying amount
\$ '000												
Plant and equipment	27,667	(15,623)	12,044	3,007	18	(292)	(2,529)	–	–	28,516	(16,268)	12,248
Office equipment	2,339	(1,464)	875	455	143	–	(251)	–	–	2,937	(1,715)	1,222
Furniture and fittings	2,067	(1,155)	912	–	14	–	(162)	–	–	2,081	(1,317)	764
Land:												
– Operational land	102,940	–	102,940	–	707	(300)	–	–	–	103,347	–	103,347
– Community land	17,542	–	17,542	–	–	–	–	–	–	17,542	–	17,542
– Land under roads (post 30/6/08)	1,488	–	1,488	–	–	–	–	(241)	–	1,247	–	1,247
Land improvements – depreciable	24,345	(4,988)	19,357	320	929	–	(458)	–	–	25,594	(5,446)	20,148
Infrastructure:												
– Buildings – non-specialised	187,470	(55,792)	131,678	1,032	1,325	(479)	(1,449)	(2,020)	(373)	186,474	(56,760)	129,714
– Buildings – specialised	2,029	(2)	2,027	–	3,296	–	(21)	–	–	5,325	(23)	5,302
– Other structures	24,841	(7,760)	17,081	1,821	2,540	–	(818)	–	–	29,202	(8,578)	20,624
– Roads	458,715	(170,724)	287,991	2,645	3,958	–	(8,614)	–	33,030	479,464	(160,454)	319,010
– Bridges	38,485	(16,849)	21,636	496	–	–	(422)	–	33,546	98,548	(43,292)	55,256
– Footpaths	15,748	(5,581)	10,167	172	687	–	(194)	–	1,675	18,912	(6,405)	12,507
– Bulk earthworks (non-depreciable)	129,069	–	129,069	1,378	457	–	–	–	9,595	140,499	–	140,499
– Stormwater drainage	169,748	(43,514)	126,234	312	2,638	–	(1,785)	–	17,252	193,586	(48,935)	144,651
– Water supply network	354,932	(125,966)	228,966	7,804	1,365	–	(4,256)	–	2,130	367,468	(131,459)	236,009
– Sewerage network	229,142	(81,345)	147,797	484	1,701	–	(3,279)	–	1,358	233,488	(85,427)	148,061
– Swimming pools	13,836	(1,646)	12,190	–	89	–	(415)	2,020	–	15,945	(2,061)	13,884
Other assets:												
– Other	40,603	(13,079)	27,524	202	173	–	(459)	–	–	40,978	(13,538)	27,440
Reinstatement, rehabilitation and restoration assets (refer Note 15):												
– Tip assets	1,434	(82)	1,352	–	–	–	(20)	–	–	1,434	(102)	1,332
Total infrastructure, property, plant and equipment	1,844,440	(545,570)	1,298,870	20,128	20,040	(1,071)	(25,132)	(241)	98,213	1,992,587	(581,780)	1,410,807

(1) Renewals are defined as the replacement of existing assets (as opposed to the acquisition of new assets).

C1-7 Infrastructure, property, plant and equipment (continued)

Accounting policy

Infrastructure, property, plant and equipment are held at fair value. Independent valuations are performed at least every five years, however the carrying amount of assets is assessed at each reporting date to confirm that it is not materially different from current fair value.

Water and sewerage network assets are indexed at each reporting period in accordance with the Rates Reference Manual issued by Crown Lands and Water (CLAW).

Increases in the carrying amounts arising on revaluation are credited to the revaluation reserve. To the extent that the increase reverses a decrease previously recognising profit or loss relating to that asset class, the increase is first recognised as profit or loss. Decreases that reverse previous increases of assets in the same class are first charged against revaluation reserves directly in equity to the extent of the remaining reserve attributable to the class; all other decreases are charged to the Income Statement.

Subsequent costs are included in the asset's carrying amount or recognised as a separate asset, as appropriate, only when it is probable that future economic benefits associated with the item will flow to Council and the cost of the item can be measured reliably. All other repairs and maintenance are charged to the Income Statement during the financial period in which they are incurred.

Land is not depreciated. Depreciation on other assets is calculated using the straight-line method to allocate their cost, net of their residual values, over their estimated useful lives as follows:

Plant and equipment	Years	Other equipment	Years
Office equipment	5 to 10	Playground equipment	5 to 15
Office furniture	10 to 20	Benches, seats etc.	10 to 20
Computer equipment	4		
Vehicles	5 to 8	Buildings	
Heavy plant/road making equipment	5 to 8	Buildings: masonry	50 to 100
Other plant and equipment	5 to 15	Buildings: other	20 to 40
Water and sewer assets		Stormwater assets	
Dams and reservoirs	80 to 100	Drains	80 to 100
Bores	20 to 40	Culverts	50 to 80
Reticulation pipes: PVC	70 to 80	Flood control structures	80 to 100
Reticulation pipes: other	25 to 75		
Pumps and telemetry	15 to 20		
Transportation assets		Other infrastructure assets	
Sealed roads: surface	20	Bulk earthworks	Non-depreciable
Sealed roads: structure	50	Swimming pools	50
Unsealed roads	20	Other open space/recreational assets	20
Bridge: concrete	100	Other infrastructure	20
Bridge: other	50		
Road pavements	60		
Kerb, gutter and footpaths	80		

The assets' residual values and useful lives are reviewed, and adjusted if appropriate, at each reporting date.

Gains and losses on disposals are determined by comparing proceeds with carrying amount. These are included in the Income Statement.

Land under roads

Land under roads is land under roadways and road reserves including land under footpaths, nature strips and median strips.

Council has elected not to recognise land under roads acquired before 1 July 2008. Land under roads acquired after 1 July 2008 is recognised in accordance with the IPPE accounting policy.

Crown reserves

Crown reserves under Council's care and control are recognised as assets of the council. While ownership of the reserves remains with the Crown, Council retains operational control of the reserves and is responsible for their maintenance and use in accordance with the specific purposes to which the reserves are dedicated.

C1-7 Infrastructure, property, plant and equipment (continued)

Improvements on Crown reserves are also recorded as assets, while maintenance costs incurred by Council and revenues relating to the reserves are recognised within Council's Income Statement.

Rural Fire Service assets

Under Section 119 of the *Rural Fire Services Act 1997 (NSW)*, "all firefighting equipment purchased or constructed wholly or from money to the credit of the Fund is to be vested in the council of the area for or on behalf of which the firefighting equipment has been purchased or constructed".

Until such time as discussions on this matter have concluded and the legislation changed, Council will recognise rural fire service assets including land and buildings.

C1-8 Investment properties

\$ '000	2021	2020
Owned investment property		
Investment property on hand at fair value	16,111	15,521
Total owned investment property	16,111	15,521

Owned investment property

At fair value

Opening balance at 1 July	15,521	15,567
Acquisitions	—	1
Net gain/(loss) from fair value adjustments	590	(47)
Closing balance at 30 June	16,111	15,521

Accounting policy

Investment property, principally comprising freehold office buildings, is held for long-term rental yields and is not occupied by the Council. Changes in fair values are recorded in the Income Statement as part of other income.

C1-9 Other

Other assets

\$ '000	2021 Current	2021 Non-current	2020 Current	2020 Non-current
Prepayments	675	—	588	—
Total other assets	675	—	588	—

C2 Leasing activities

C2-1 Council as a lessee

Council has leases over a range of assets including land and buildings, machinery and IT equipment. Information relating to the leases in place and associated balances and transactions is provided below.

Buildings

Council leases land and buildings for their operational purposes; the leases are generally between 1 and 100 years and some of them include a renewal option to allow Council to renew for up to twice the noncancellable lease term at their discretion.

The building leases contain an annual pricing mechanism based on either fixed increases or CPI movements at each anniversary of the lease inception.

Office and IT equipment

Leases for office and IT equipment are generally for low value assets, except for significant items such as photocopiers. The leases are for between 1 and 3 years with no renewal option, the payments are fixed, however some of the leases include variable payments based on usage.

Extension options

Council includes options in the building leases to provide flexibility and certainty to Council operations and reduce costs of moving premises; and the extension options are at Council's discretion.

At commencement date and each subsequent reporting date, Council assesses where it is reasonably certain that the extension options will be exercised.

(a) Right of use assets

\$ '000	Plant & Equipment	Office Equipment	Land	Buildings	Total
2021					
Opening balance at 1 July	–	590	40	2	632
Adoption of AASB 16 at 1 July 2019 – first time lease recognition	–	–	–	–	–
Additions to right-of-use assets	–	181	–	–	181
Adjustments to right-of-use assets due to re-measurement of lease liability	–	(481)	–	–	(481)
Depreciation charge	–	(106)	(6)	(2)	(114)
Other movement	–	–	1	–	1
Balance at 30 June	–	184	35	–	219
2020					
Adoption of AASB 16 at 1 July 2019 – first time lease recognition	43	359	47	6	455
Additions to right-of-use assets	–	487	–	–	487
Adjustments to right-of-use assets due to re-measurement of lease liability	–	–	–	–	–
Depreciation charge	(39)	(229)	(7)	(4)	(279)
Other movement	(4)	(27)	–	–	(31)
Balance at 30 June	–	590	40	2	632

C2-1 Council as a lessee (continued)

(b) Lease liabilities

\$ '000	2021 Current	2021 Non-current	2020 Current	2020 Non-current
Lease liabilities	83	143	182	453
Total lease liabilities	83	143	182	453

(c) (i) The maturity analysis

The maturity analysis of lease liabilities based on contractual undiscounted cash flows is shown in the table below:

\$ '000	< 1 year	1 – 5 years	> 5 years	Total	Total per Statement of Financial Position
2021					
Cash flows	84	127	21	232	226
2020					
Cash flows	182	454	26	662	635

(d) Income Statement

\$ '000	2021	2020
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The amounts recognised in the Income Statement relating to leases where Council is a lessee are shown below:

Interest on lease liabilities	13	17
Variable lease payments based on usage not included in the measurement of lease liabilities	110	99
Depreciation of right of use assets	114	279
Expenses relating to short-term leases	62	88
Expenses relating to low-value leases	114	84
	413	567

(e) Statement of Cash Flows

Total cash outflow for leases	410	550
	410	550

(f) Leases at significantly below market value – concessionary / peppercorn leases

Council has identified a number of right of use leases at significantly below market terms & conditions for land and buildings used for toilet facilities, underground pipes and RFS brigade stations.

Lease periods range up to 58 years remaining and require payments of a maximum amount of \$1,000 per year. Market values for these assets are very difficult to reliably estimate due to the nature of the asset (underground pipes and land within railway corridors), so Council has measured these assets at cost. The use of the right-to-use asset is restricted by the lessors to specified community services which Council must provide, these services are detailed in the leases.

Council does not believe that any of the leases in place are individually material from a statement of financial position or performance perspective.

C2-1 Council as a lessee (continued)

Accounting policy

At inception of a contract, Council assesses whether a lease exists – i.e. does the contract convey the right to control the use of an identified asset for a period of time in exchange for consideration?

Council has elected not to separate non-lease components from lease components for any class of asset and has accounted for payments as a single component.

At the lease commencement, Council recognises a right-of-use asset and associated lease liability for the lease term. The lease term includes extension periods where Council believes it is reasonably certain that the option will be exercised.

The right-of-use asset is measured using the cost model where cost on initial recognition comprises: the lease liability, initial direct costs, prepaid lease payments, estimated cost of removal and restoration, less any lease incentives received. The right-of-use asset is depreciated over the lease term on a straight-line basis and assessed for impairment in accordance with the impairment of asset accounting policy.

The lease liability is initially recognised at the present value of the remaining lease payments at the commencement of the lease. The discount rate is the rate implicit in the lease, however where this cannot be readily determined then the Council's incremental borrowing rate for a similar term with similar security is used.

Subsequent to initial recognition, the lease liability is measured at amortised cost using the effective interest rate method. The lease liability is re-measured when there is a lease modification, or change in estimate of the lease term or index upon which the lease payments are based (e.g. CPI).

Where the lease liability is re-measured, the right-of-use asset is adjusted to reflect the re-measurement.

Exceptions to lease accounting

Council has applied the exceptions to lease accounting for both short-term leases (i.e. leases with a term of less than or equal to 12 months) and leases of low-value assets. Council recognises the payments associated with these leases as an expense on a straight-line basis over the lease term.

Leases at significantly below market value / Concessionary leases

Council has elected to measure the right of use asset arising from the concessionary leases at cost which is based on the associated lease liability at initial recognition.

C2-2 Council as a lessor

Operating leases

Council leases out a number of properties and /or plant and equipment to community groups; these leases have been classified as operating leases for financial reporting purposes and the assets are included as investment property (refer note C1-9) and/or IPP&E (refer note C1-8) in the Statement of Financial Position.

\$ '000	2021	2020
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(i) Assets held as investment property

Investment property operating leases relate to Council's leasing of the Post Office building. The leases for each tenant range in term from 1 to 7 years, with some having options for further periods up to 15 years.

The amounts recognised in the Income Statement relating to operating leases where Council is a lessor are shown below

Lease income (excluding variable lease payments not dependent on an index or rate)	663	687
Lease income relating to variable lease payments not dependent on an index or a rate	154	132
Total income relating to operating leases for investment property assets	817	819

Operating lease expenses

Direct operating expenses that generated rental income	400	350
Direct operating expenses that did not generate rental income	234	234
Total expenses relating to operating leases	634	584

Repairs and maintenance: investment property

Other	116	85
Total repairs and maintenance: investment property	116	85

(ii) Assets held as property, plant and equipment

Council provides operating leases on Council land, buildings and facilities for the provision of services by various community organisations and groups. The leases for each tenant range in term from 1 to 5 years. The table below relates to operating leases on assets disclosed in note C1-8.

Lease income (excluding variable lease payments not dependent on an index or rate)	1,507	1,114
Total income relating to operating leases for Council assets	1,507	1,114

(iii) Maturity analysis of undiscounted lease payments to be received after reporting date for all operating leases:

Maturity analysis of future lease income receivable showing the undiscounted lease payments to be received after reporting date for operating leases:

< 1 year	831	815
1–2 years	619	834
2–3 years	535	633
3–4 years	242	549
4–5 years	247	248
> 5 years	20	275
Total undiscounted lease payments to be received	2,494	3,354

C3 Liabilities of Council

C3-1 Payables

\$ '000	2021 Current	2021 Non-current	2020 Current	2020 Non-current
Payables				
Goods and services – operating expenditure	3,175	–	4,709	–
Accrued expenses:				
– Borrowings	28	–	28	–
– Other expenditure accruals	582	–	843	–
Security bonds, deposits and retentions	1,804	1,218	2,287	1,081
Prepaid rates	1,802	–	1,656	–
Total payables	7,391	1,218	9,523	1,081
Total payables	7,391	1,218	9,523	1,081

Accounting policy

Council measures all financial liabilities initially at fair value less transaction costs, subsequently financial liabilities are measured at amortised cost using the effective interest rate method.

Payables

Payables represent liabilities for goods and services provided to Council prior to the end of financial year that are unpaid. The amounts are unsecured and are usually paid within 30 days of recognition.

C3-2 Contract Liabilities

\$ '000	Notes	2021 Current	2021 Non-current	2020 Current	2020 Non-current
Grants and contributions received in advance:					
Funds to construct Council controlled assets	(i)	6,061	–	3,599	–
Grant Funds received prior to performance obligation being satisfied	(ii)	931	–	127	–
Contributions received prior to performance obligation being satisfied	(ii)	13	–	13	–
Total grants received in advance		7,005	–	3,739	–
User fees and charges received in advance:					
Other		64	–	75	–
Total user fees and charges received in advance		64	–	75	–
Total contract liabilities		7,069	–	3,814	–

Notes

(i) Council has received funding to construct assets including sporting facilities, bridges and other infrastructure. The funds received are under an enforceable contract which require Council to construct an identified asset which will be under Council's control on completion. The revenue is recognised as Council constructs the asset and the contract liability reflects the funding received which cannot yet be recognised as revenue. The revenue is expected to be recognised in the next 12 months.

(ii) The contract liability relates to grants received prior to the revenue recognition criteria in AASB 15 being satisfied since the performance obligations are ongoing.

C3-2 Contract Liabilities (continued)

Significant changes in contract liabilities

Contract Liabilities have increased significantly from 2020 due to grant programs from other levels of Government, where Council has received grant income but not completed the projects.

Accounting policy

Contract liabilities are recorded when consideration is received from a customer / fund provider prior to Council transferring a good or service to the customer, Council presents the funds which exceed revenue recognised as a contract liability.

C3-3 Borrowings

\$ '000	2021 Current	2021 Non-current	2020 Current	2020 Non-current
Loans – secured ¹	5,056	31,123	5,423	32,356
Total borrowings	5,056	31,123	5,423	32,356

(1) Loans are secured over the general rating income of Council.

Disclosures on liability interest rate risk exposures, fair value disclosures and security can be found in Note 18.

(a) Changes in liabilities arising from financing activities

\$ '000	2020		Non-cash movements			2021
	Opening Balance	Cash flows	Acquisition	Acquisition due to change in accounting policy	Other non-cash movement	Closing balance
Loans – secured	37,779	(1,600)	–	–	–	36,179
Lease liability (Note C2-1b)	635	(409)	–	–	–	226
Total liabilities from financing activities	38,414	(2,009)	–	–	–	36,405

\$ '000	2019		Non-cash movements			2020
	Opening Balance	Cash flows	Acquisition	Acquisition due to change in accounting policy	Other non-cash movement	Closing balance
Loans – secured	36,507	1,272	–	–	–	37,779
Lease liability (Note C2-1b)	–	635	–	–	–	635
Total liabilities from financing activities	36,507	1,907	–	–	–	38,414

(b) Financing arrangements

\$ '000	2021	2020
Total facilities		
Bank overdraft facilities ¹	650	650
Credit cards/purchase cards	115	115
Total financing arrangements	765	765
Undrawn facilities		
– Bank overdraft facilities	650	650
– Credit cards/purchase cards	115	115
Total undrawn financing arrangements	765	765

continued on next page ...

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C3-3 Borrowings (continued)

Additional financing arrangements information

Breaches and defaults

During the current and prior year, there were no defaults or breaches on any of the loans.

(1) The bank overdraft facility may be drawn at any time and may be terminated by the bank without notice.

Accounting policy

Borrowings are initially recognised at fair value, net of transaction costs incurred. Borrowings are subsequently measured at amortised cost. Any difference between the proceeds (net of transaction costs) and the redemption amount is recognised in the Income Statement over the period of the borrowings using the effective-interest method. Fees paid on the establishment of loan facilities are recognised as transaction costs of the loan to the extent that it is probable that some or all of the facility will be drawn down. In this case, the fee is deferred until the drawdown occurs. To the extent that there is no evidence that it is probable that some or all of the facility will be drawn down, the fee is capitalised as a prepayment for liquidity services and amortised over the period of the facility to which it relates.

Borrowings are removed from the Statement of Financial Position when the obligation specified in the contract is discharged, cancelled or expired. The difference between the carrying amount of a financial liability that has been extinguished or transferred to another party and the consideration paid, including any non-cash assets transferred or liabilities assumed, is recognised in other income or finance cost. Borrowings are classified as current liabilities unless Council has an unconditional right to defer settlement of the liability for at least 12 months after the reporting date.

C3-4 Employee benefit provisions

\$ '000	2021	2021	2020	2020
	Current	Non-current	Current	Non-current
Annual leave	3,523	–	3,438	–
Long service leave	9,354	179	9,495	171
Total employee benefit provisions	12,877	179	12,933	171

Current employee benefit provisions not anticipated to be settled within the next twelve months

\$ '000	2021	2020
The following provisions, even though classified as current, are not expected to be settled in the next 12 months.		
Provisions – employees benefits	9,354	9,647
	9,354	9,647

Description of and movements in provisions

\$ '000	ELE provisions		
	Annual leave	Long service leave	Total
2021			
Other	85	(133)	(48)

Accounting policy

Short-term obligations

Liabilities for wages and salaries (including non-monetary benefits, annual leave and accumulating sick leave expected to be wholly settled within 12 months after the end of the period in which the employees render the related service) are recognised in respect of employees' services up to the end of the reporting period and are measured at the amounts expected to be paid when the liabilities are settled. The liability for annual leave and accumulating sick leave is recognised in the provision for employee benefits. All other short-term employee benefit obligations are presented as payables.

C3-4 Employee benefit provisions (continued)

Other long-term employee benefit obligations

The liability for long-service leave and annual leave that is not expected to be wholly settled within 12 months after the end of the period in which the employees render the related service is recognised in the provision for employee benefits and measured as the present value of expected future payments to be made in respect of services provided by employees up to the end of the reporting period using the projected unit credit method. Consideration is given to expected future wage and salary levels, experience of employee departures, and periods of service. Expected future payments are discounted using market yields at the end of the reporting period on national government bonds with terms to maturity and currency that match, as closely as possible, the estimated future cash outflows.

On-costs

The employee benefit provisions include the aggregate on-cost liabilities that will arise when payment of current employee benefits is made in future periods. These amounts include superannuation, payroll tax and workers compensation expenses which will be payable upon the future payment of certain leave liabilities which employees are entitled to at the reporting period.

The obligations are presented as current liabilities in the Statement of Financial Position if the Council does not have an unconditional right to defer settlement for at least 12 months after the reporting date, regardless of when the actual settlement is expected to occur.

C3-5 Provisions

\$ '000	2021 Current	2021 Non-Current	2020 Current	2020 Non-Current
Other provisions				
Rostered Day Off	111	–	93	–
Sub-total – other provisions	111	–	93	–
Asset remediation/restoration:				
Asset remediation/restoration (future works)	–	1,777	4	1,544
Sub-total – asset remediation/restoration	–	1,777	4	1,544
Total provisions	111	1,777	97	1,544

Description of and movements in provisions

\$ '000	Other provisions		Net carrying amount
	Asset remediation	Other	
2021			
At beginning of year	1,548	93	1,641
Amounts used (payments)	–	18	18
Other	229	–	229
Total other provisions at end of year	1,777	111	1,888
2020			
At beginning of year	1,533	121	1,654
Unwinding of discount	15	–	15
Amounts used (payments)	–	(28)	(28)
Total other provisions at end of year	1,548	93	1,641

Nature and purpose of provisions

Asset remediation

Council has a legal/public obligation to make, restore, rehabilitate and reinstate the council tip and quarry.

Accounting policy

Provisions are recognised when Council has a present legal or constructive obligation as a result of past events, it is probable that an outflow of resources will be required to settle the obligation, and the amount has been reliably estimated.

C3-5 Provisions (continued)

Where there are a number of similar obligations, the likelihood that an outflow will be required in settlement is determined by considering the class of obligations as a whole. A provision is recognised even if the likelihood of an outflow with respect to any one item included in the same class of obligations may be small.

Provisions are measured at the present value of management's best estimate of the expenditure required to settle the present obligation at the reporting date. The discount rate used to determine the present value reflects current market assessments of the time value of money and the risks specific to the liability. The increase in the provision due to the passage of time is recognised as a borrowing cost.

Asset remediation – tips and quarries

Restoration

Close-down and restoration costs include the dismantling and demolition of infrastructure, and the removal of residual materials and remediation of disturbed areas. Estimated close-down and restoration costs are provided for in the accounting period when the obligation arising from the related disturbance occurs, whether this occurs during the development or during the operation phase, based on the net present value of estimated future costs.

Provisions for close-down and restoration costs do not include any additional obligations which are expected to arise from future disturbance. The costs are estimated on the basis of a closure plan. The cost estimates are calculated annually during the life of the operation to reflect known developments, e.g. updated cost estimates and revisions to the estimated lives of operations, and are subject to formal review at regular intervals.

Rehabilitation

Where rehabilitation is conducted systematically over the life of the operation, rather than at the time of closure, provision is made for the estimated outstanding continuous rehabilitation work at each reporting date, and the cost is charged to the Income Statement.

Provision is made for the estimated present value of the costs of environmental clean-up obligations outstanding at the reporting date. These costs are charged to the Income Statement. Movements in the environmental clean-up provisions are presented as an operating cost, except for the unwinding of the discount which is shown as a borrowing cost.

Remediation procedures generally commence soon after the time the damage, remediation process, and estimated remediation costs become known, but may continue for many years depending on the nature of the disturbance and the remediation techniques.

Other movements in the provisions for close-down and restoration costs, including those resulting from new disturbance, updated cost estimates, changes to the estimated lives of operations, and revisions to discount rates, are capitalised within property, plant and equipment. These costs are then depreciated over the lives of the assets to which they relate.

Close-down and restoration costs are a normal consequence of tip and quarry operations, and the majority of close-down and restoration expenditure is incurred at the end of the life of the operations. Although the ultimate cost to be incurred is uncertain, Council estimates the respective costs based on feasibility and engineering studies using current restoration standards and techniques.

C4 Reserves

C4-1 Nature and purpose of reserves

Infrastructure, property, plant and equipment revaluation reserve

The infrastructure, property, plant and equipment (IPPE) revaluation reserve is used to record increments and decrements in the revaluation of infrastructure, property, plant and equipment.

D Council structure

D1 Results by fund

General fund refers to all Council activities other than water and sewer. All amounts disclosed in this note are gross i.e. inclusive of internal charges and recoveries made between the funds. Assets and liabilities shown in the water and sewer columns are restricted for use for these activities.

D1-1 Income Statement by fund

\$ '000	General 2021	Water 2021	Sewer 2021
Income from continuing operations			
Rates and annual charges	35,237	3,277	10,716
User charges and fees	10,420	10,605	2,310
Interest and investment revenue	592	75	145
Other revenues	1,756	54	29
Grants and contributions provided for operating purposes	12,636	159	110
Grants and contributions provided for capital purposes	9,770	2,937	2,012
Net gains from disposal of assets	8,419	55	–
Fair value increment on investment property	590	–	–
Other income	2,324	–	–
Total income from continuing operations	81,744	17,162	15,322
Expenses from continuing operations			
Employee benefits and on-costs	27,153	3,930	3,622
Materials and services	29,223	8,011	5,370
Borrowing costs	770	217	–
Depreciation, amortisation and impairment of non-financial assets	24,133	4,686	4,432
Other expenses	227	923	756
Net losses from the disposal of assets	(229)	229	–
Total expenses from continuing operations	81,277	17,996	14,180
Operating result from continuing operations	467	(834)	1,142
Net operating result for the year	467	(834)	1,142
Net operating result attributable to each council fund	467	(834)	1,142
Net operating result for the year before grants and contributions provided for capital purposes	(9,303)	(3,771)	(870)

Attachment 8.3.6.1

Bathurst Regional Council | Notes to the Financial Statements 30 June 2021

D1-2 Statement of Financial Position by fund

\$ '000	General 2021	Water 2021	Sewer 2021
ASSETS			
Current assets			
Cash and cash equivalents	(21,880)	7,483	20,551
Investments	56,600	—	—
Receivables	5,288	3,216	1,077
Inventories	4,580	—	—
Contract assets and contract cost assets	2,304	—	—
Other	650	25	—
Total current assets	47,542	10,724	21,628
Non-current assets			
Investments	956	9,508	20,016
Receivables	540	44	39
Inventories	11,487	—	—
Infrastructure, property, plant and equipment	1,010,268	258,734	152,525
Investment property	16,111	—	—
Right of use assets	218	—	1
Total non-current assets	1,039,580	268,286	172,581
TOTAL ASSETS	1,087,122	279,010	194,209
LIABILITIES			
Current liabilities			
Payables	6,977	282	132
Contract liabilities	7,069	—	—
Lease liabilities	83	—	—
Borrowings	4,792	264	—
Employee benefit provision	11,472	852	553
Provisions	111	—	—
Total current liabilities	30,504	1,398	685
Non-current liabilities			
Payables	1,218	—	—
Lease liabilities	142	—	1
Borrowings	25,540	5,583	—
Employee benefit provision	176	3	—
Provisions	1,777	—	—
Total non-current liabilities	28,853	5,586	1
TOTAL LIABILITIES	59,357	6,984	686
Net assets	1,027,765	272,026	193,523
EQUITY			
Accumulated surplus	456,055	140,492	94,886
Revaluation reserves	571,710	131,534	98,637
Council equity interest	1,027,765	272,026	193,523
Total equity	1,027,765	272,026	193,523

D2 Interests in other entities

D2-1 Subsidiaries

Council's consolidated financial statements incorporate the assets, liabilities and results of the following subsidiaries in accordance with AASB 10 and the accounting policy described below.

Council's consolidated financial statements also include controlled entities with ownership interest of 50% or less.

Name of Operation/Entity	Principal activity
The Somerville Collection Ltd	Australian Fossil and Mineral Museum 224 Howick Street, Bathurst

Interests in Subsidiary	Ownership 2021	Ownership 2020	Voting rights 2021	Voting rights 2020
Council's interest in Subsidiary	0%	0%	20%	20%
Non-controlling interest in Subsidiary	100%	100%	80%	80%

The nature and extent of significant restrictions relating to the Subsidiary

The specimen collection is owned by the Australian Museum Trust.

The fixtures and fittings are owned by The Somerville Collection Limited, a company limited by guarantee.

The nature of risks associated with Council's interests in the Subsidiary

Council controls the day to day operations of the museum including the receipt of its income, payment of its expenses and employment of staff, including the liability for the leave entitlements of those staff.

Council has resolved, to support the operations of the museum to a maximum subsidy of \$250,000 each year into the future.

Other disclosures

Although Council's voting rights are only 20% and it owns none of the assets, because of the support of the day to day operations, Council considers that it has control over the operations.

Reporting dates of Subsidiary

The Somerville Collection balance date is 30 June.

Summarised financial information for the Subsidiary

\$ '000	2021	2020
Summarised statement of comprehensive income		
Revenue	434	432
Expenses	(489)	(432)
Profit for the period	(55)	—
Total comprehensive income	(55)	—
Summarised statement of financial position		
Current assets	114	120
Non-current assets	132	186
Total assets	246	306
Current liabilities	6	6
Total liabilities	6	6
Net assets	240	300

D2-1 Subsidiaries (continued)

\$ '000	2021	2020
Summarised statement of cash flows		
Cash flows from operating activities	1	2
Net increase (decrease) in cash and cash equivalents	1	2

Accounting policy for subsidiaries

Subsidiaries are all entities (including structured entities) over which the Council has control. Control is established when the Council is exposed to, or has rights to variable returns from its involvement with the entity and has the ability to affect those returns through its power to direct the relevant activities of the entity.

These consolidated financial statements include the financial position and performance of controlled entities from the date on which control is obtained until the date that control is lost. Intragroup assets, liabilities, equity, income, expenses and cash flows relating to transactions between entities in the consolidated entity have been eliminated in full for the purpose of these financial statements. Appropriate adjustments have been made to a controlled entity's financial position, performance and cash flows where the accounting policies used by that entity were different from those adopted by the consolidated entity. All controlled entities have a June financial year end.

D2-2 Interests in joint arrangements

County Councils

County Councils as joint ventures

Council is a member of the Upper Macquarie County Council, a body corporate established under the Local Government Act 1993 (NSW) to control weeds. Council is one of 4 constituent members and does not control the County Council. Accordingly, the County Council has not been consolidated in these Financial Statements.

Accounting policy

The council has determined that it has only joint operations.

Council is only one of several Councils involved in the Joint Operation. The assets and liabilities of the joint operations are immaterial to Council's operations and are therefore not included in these Financial Statements.

E Risks and accounting uncertainties

E1-1 Risks relating to financial instruments held

Council's activities expose it to a variety of financial risks including **(1)** price risk, **(2)** credit risk, **(3)** liquidity risk and **(4)** interest rate risk.

The Council's overall risk management program focuses on the unpredictability of financial markets and seeks to minimise potential adverse effects on the financial performance of the Council. Council does not engage in transactions expressed in foreign currencies and is therefore not subject to foreign currency risk.

Financial risk management is carried out by Council's finance section under policies approved by the Council. The fair value of Council's financial assets and financial liabilities approximates their carrying amount.

(a) Market risk – interest rate and price risk

Council holds investments to maturity and therefore price and interest rate risk are minimal. The impact on result for the year and equity of a reasonably possible movement in the price of investments held and interest rates would be immaterial. The reasonably possible movements were determined based on historical movements and economic conditions in place at the reporting date.

(b) Credit risk

Council's major receivables comprise (i) rates and annual charges and (ii) user charges and fees. Council manages the credit risk associated with these receivables by monitoring outstanding debt and employing stringent debt recovery procedures.

The credit risk for liquid funds and other short-term financial assets is considered negligible, since the counterparties are reputable banks with high quality external credit ratings.

There are no significant concentrations of credit risk, whether through exposure to individual customers, specific industry sectors and/or regions.

Council makes suitable provision for doubtful receivables as required and carries out credit checks on most non-rate debtors. There are no material receivables that have been subjected to a re-negotiation of repayment terms.

Credit risk profile

Receivables – rates and annual charges

Credit risk on rates and annual charges is minimised by the ability of Council to secure a charge over the land relating to the debts – that is, the land can be sold to recover the debt. Council is also able to charge interest on overdue rates and annual charges at higher than market rates which further encourages the payment of debt.

Council has a policy in the case of an aged pensioner who elects to do so, Council shall allow unpaid rates to accumulate and be paid from the estate of such aged pensioner or from the sale of the house.

\$ '000	Not yet overdue	< 1 year overdue	1 - 2 years overdue	2 - 5 years overdue	> 5 years overdue	Total
2021						
Gross carrying amount	–	168	325	153	1,692	2,338
2020						
Gross carrying amount	–	133	247	118	1,760	2,258

E1-1 Risks relating to financial instruments held (continued)

Receivables - non-rates and annual charges and contract assets

Council applies the simplified approach for non-rates and annual charges debtors and contract assets to provide for expected credit losses, which permits the use of the lifetime expected loss provision at inception. To measure the expected credit losses, non-rates and annual charges debtors and contract assets have been grouped based on shared credit risk characteristics and the days past due.

The loss allowance provision is determined as follows. The expected credit losses incorporate forward-looking information.

\$ '000	Not yet overdue	0 - 30 days overdue	31 - 60 days overdue	61 - 90 days overdue	> 91 days overdue	Total
2021						
Gross carrying amount	7,817	32	–	1	40	7,890
Expected loss rate (%)	0.00%	0.00%	0.00%	0.00%	60.00%	0.30%
ECL provision	–	–	–	–	24	24
2020						
Gross carrying amount	7,956	205	6	2	1,169	9,338
Expected loss rate (%)	0.00%	0.00%	0.00%	0.00%	11.46%	1.43%
ECL provision	–	–	–	–	134	134

(c) Liquidity risk

Payables, lease liabilities and borrowings are both subject to liquidity risk; that is, the risk that insufficient funds may be on hand to meet payment obligations as and when they fall due.

Council manages this risk by monitoring its cash flow requirements and liquidity levels, and by maintaining an adequate cash buffer. Payment terms can be extended, and overdraft facilities drawn upon in extenuating circumstances.

Borrowings are also subject to interest rate risk: the risk that movements in interest rates could adversely affect funding costs. Council manages this risk through diversification of borrowing types, maturities and interest rate structures.

The finance team regularly reviews interest rate movements to determine if it would be advantageous to refinance or renegotiate part or all of the loan portfolio.

The timing of cash flows presented in the table below to settle financial liabilities reflects the earliest contractual settlement dates. The timing of expected outflows is not expected to be materially different from contracted cashflows.

The amounts disclosed in the table are the undiscounted contracted cash flows for non-lease liabilities (refer to Note C2-1(b) for lease liabilities) and therefore the balances in the table may not equal the balances in the Statement of Financial Position due to the effect of discounting.

\$ '000	Weighted average interest rate	Subject to no maturity	≤ 1 Year	payable in: 1 - 5 Years	> 5 Years	Total cash outflows	Actual carrying values
2021							
Trade/other payables	0.00%	3,022	–	–	–	3,022	6,807
Loans and advances	3.12%	–	5,056	20,859	10,265	36,180	36,179
Total financial liabilities		3,022	5,056	20,859	10,265	39,202	42,986
2020							
Trade/other payables	0.00%	3,368	–	–	–	3,368	8,948
Loans and advances	3.09%	–	5,423	20,422	11,934	37,779	37,779
Total financial liabilities		3,368	5,423	20,422	11,934	41,147	46,727

E2-1 Fair value measurement

The Council measures the following asset and liability classes at fair value on a recurring basis:

- Infrastructure, property, plant and equipment
- Investment property

The fair value of assets and liabilities must be estimated in accordance with various accounting standards for either recognition and measurement requirements or for disclosure purposes.

AASB 13 Fair Value Measurement requires all assets and liabilities measured at fair value to be assigned to a 'level' in the fair value hierarchy as follows:

Level 1: Unadjusted quoted prices in active markets for identical assets or liabilities that the entity can access at the measurement date.

Level 2: Inputs other than quoted prices included within level 1 that are observable for the asset or liability, either directly or indirectly.

Level 3: Inputs for the asset or liability that are not based on observable market data (unobservable inputs).

Fair value measurement hierarchy							
\$ '000	Notes	Level 2 Significant observable inputs		Level 3 Significant unobservable inputs		Total	
		2021	2020	2021	2020	2021	2020
Recurring fair value measurements							
Investment property	C1-8						
230 Howick Street, Bathurst		16,111	15,521	–	–	16,111	15,521
Total investment property		16,111	15,521	–	–	16,111	15,521
Infrastructure, property, plant and equipment							
	C1-7						
Plant and equipment		–	–	10,663	12,248	10,663	12,248
Office equipment		–	–	1,034	1,222	1,034	1,222
Furniture and fittings		–	–	598	764	598	764
Operational land		–	–	103,917	103,347	103,917	103,347
Community land		–	–	19,897	17,542	19,897	17,542
Land under roads (post 30/6/08)		–	–	1,480	1,247	1,480	1,247
Land improvements – depreciable		–	–	23,477	20,148	23,477	20,148
Buildings		–	–	143,184	129,714	143,184	129,714
Leasehold Improvements		–	–	5,389	5,302	5,389	5,302
Other structures		–	–	24,176	20,624	24,176	20,624
Roads		–	–	309,077	319,010	309,077	319,010
Bridges		–	–	55,653	55,256	55,653	55,256
Footpaths		–	–	13,057	12,507	13,057	12,507
Bulk earthworks (non-depreciable)		–	–	142,831	140,499	142,831	140,499
Stormwater drainage		–	–	143,854	144,651	143,854	144,651
Water supply network		–	–	239,832	236,009	239,832	236,009
Sewerage network		–	–	146,544	148,061	146,544	148,061
Swimming pools		–	–	–	13,884	–	13,884
Other assets		–	–	35,087	27,440	35,087	27,440
Tip		–	–	1,777	1,332	1,777	1,332
Total infrastructure, property, plant and equipment		–	–	1,421,527	1,410,807	1,421,527	1,410,807

Transfers between level 1 and level 2 fair value hierarchies

The following transfers occurred between level 1 and level 2 fair value hierarchies during the year:

During the year, there were no transfers between level 1 and level 2 fair value hierarchies for recurring fair value

continued on next page ...

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E2-1 Fair value measurement (continued)

measurements.

Valuation techniques

Where Council is unable to derive fair valuations using quoted market prices of identical assets (ie. level 1 inputs) Council instead utilises a spread of both observable inputs (level 2 inputs) and unobservable inputs (level 3 inputs).

The fair valuation techniques Council has employed while utilising level 2 and level 3 inputs are as follows:

Investment property

The investment property at 230 Howick Street, Bathurst was valued by Liquid Pacific Pty Ltd, registered valuers, in June 2018. The 2021 fair value includes an indexation using the Consumer Price Index, as shown in Note C1-8.

E2-1 Fair value measurement (continued)

Infrastructure, property, plant and equipment (IPPE)

Land and Buildings

The buildings asset class includes any 'enclosable' roofed structure (4 walls), otherwise assets are classified as Other Structures. Land is classified as either operational or community by Council when acquired. Operational land includes those parcels that are used or earmarked for future use in Council's operations. Community land typically includes road and drainage reserves and open space areas.

Community land is valued at the current valuation provided by the Valuer General of NSW in 2019 and does not have an active market. As such, these assets were classified as having been valued using level 3 valuation inputs.

Operational land and buildings were valued by Liquid Pacific Pty Ltd, Registered Valuers, in June 2018 using the cost approach. The approach estimated the replacement cost for each building by componentising the buildings into significant parts with different useful lives and taking into account a range of factors. While buildings were physically inspected and the unit rates based on square metres could be supported from market evidence (Level 2) other inputs (such as estimates of residual value and pattern of consumption) required extensive professional judgement and impacted significantly on the final determination of fair value. As such, these assets were classified as having been valued using Level 3 valuation inputs.

During the financial year Council completed the construction of a number of buildings. While the costs were current and the impact of depreciation was negligible, buildings have been classified as Level 3 as they were immaterial in relation to the overall value of this asset class. There has been no change to the valuation process during the reporting period.

Other Structures

This asset class includes any non-enclosable roofed or non-roofed structure (fewer than 4 walls).

Other Structures were revalued in 2021 using the cost approach. This was derived via a number of methods, depending on the information available (historical cost, actual quotes/tenders, published component rates). Due to the highly varied nature of this asset class, only very small subsets of assets can be valued using the same basis. Consequently a high degree of professional judgement is required in establishing replacement cost and this asset class is classified as Level 3. There has been no change to the valuation process during the reporting period.

Roads

This asset class comprises the Road Carriageway, Guardrails, Kerb and Gutter, Signs and Traffic facilities.

The road carriageway is defined as the trafficable portion of a road, between but not including the kerb and gutter or other roadside drainage. The 'Cost Approach' using Level 3 inputs was used to value the road carriageway and other road infrastructure.

Roads were revalued by Council staff on 30 June 2020. Valuations for the road carriageway, comprising surface, pavement and formation earthworks were based on calculations carried out by the Assets Team, utilising internal cost rates and the detailed asset information residing in Council's Asset Management System - "Confirm". Other Road Infrastructure was valued the same way.

The cost approach was utilised and while the unit rates based on square metres, linear metres or similar could be supported from market evidence (Level 2) other inputs (such as estimated pattern of consumption, asset condition and useful life) required extensive professional judgement and impacted significantly on the final determination of fair value. Additionally due to limitations in the historical records of very long lived assets there is some uncertainty regarding the actual design, specifications and dimensions of some assets. Consequently a high degree of professional judgement is required in establishing replacement cost and this asset class is classified as Level 3. There has been no change to the valuation process during the reporting period.

Bridges

Bridges were valued in 2020 by Bridge Knowledge using the cost approach and also included a condition assessment. The approach estimated the replacement for each bridge in its entirety; deck, approaches, railings and abutments.

All bridges were physically inspected and an assessment made of the component condition. Unit rates based on deck areas could be supported from market evidence (level 2) however other inputs (pattern of consumption, site-specific technical design issues) require extensive professional judgement and impact on the final determination of fair value. Consequently a high degree of professional judgement is required in establishing replacement cost and this asset class is classified as Level 3. No change has been made to the valuation process during the reporting period.

Footpaths

E2-1 Fair value measurement (continued)

Footpaths were revalued by Council Staff on 30 June 2020 using the cost approach using internal unit cost inputs (Level 3). Footpaths are inspected on either an annual or semi-annual basis for defects and condition and the results are included in the asset register (Confirm) system. There has been no change to the valuation process during the reporting period.

Parking areas

Parking areas are valued and assessed on the same basis as roads.

Bus Shelters

Bus Shelters are valued and assessed on the same basis as Other Structures.

Aerodrome

This comprises the infrastructure assets that form the aerodrome. Equivalent asset classes have been valued using the same conditions and parameters as described above (runway surface, pavement and earthworks as for roads; parking areas, other structures and drainage like for like). Revalued by Council staff on 30 June 2020. Substantial professional judgement has been required to undertake this work and this class is therefore classified as Level 3. No change has been made to the valuation process during the reporting period.

Water Supply network

Assets within this class comprise the infrastructure to supply a reticulated potable drinking water service to Bathurst and adjoining suburbs/villages. There is also a small non-potable service at Hillview Estate Napoleon Reef and a raw-water supply from Winburndale Dam used for irrigation of parks and playing fields in town.

In Bathurst, there is the Filtration Plant, Pump Stations, Reservoirs and reticulation pipe network. A revaluation was made as at 30 June 2017; the reticulation network valued on the basis outlined in the DPI NSW Reference Rates Manual and all other assets were revalued as part of a CENTROC-wide contract with Australis Valuers. While this provides some degree of observability, a substantial amount of professional judgement is required due to limitations in the historical records of very long lived assets as there is some uncertainty regarding the actual design, specifications and dimensions of some assets. Consequently a high degree of professional judgement is required in establishing replacement cost and this asset class is classified as Level 3.

Sewerage network

Assets within this class comprise the infrastructure to supply a reticulated waste water (sewerage) service to Bathurst and adjoining suburbs/villages. This is the Reticulation Pipe Network, Pump Stations and Treatment Plant. A revaluation was made as at 30 June 2017; the reticulation network valued on the basis outlined in the DPI NSW Reference Rates Manual and all other assets were revalued as part of a CENTROC-wide contract with Australis Valuers. While this provides some degree of observability, a substantial amount of professional judgement is required due to limitations in the historical records of very long lived assets as there is some uncertainty regarding the actual design, specifications and dimensions of some assets. Consequently a high degree of professional judgement is required in establishing replacement cost and this asset class is classified as Level 3.

Stormwater Drainage

Assets within this class comprise pits, pipes, open channels, headwalls and various types of water quality devices.

Drainage assets were revalued by Council staff on 30 June 2020. The 'Cost Approach' estimated the replacement cost for each asset by componentising the assets into significant parts with different useful lives and taking into account a range of factors.

While the unit rates based on linear metres of certain diameter pipes and prices per pit or similar could be supported from market evidence (Level 2) other inputs (such as estimates of pattern of consumption, asset condition and useful life) required extensive professional judgement and impacted significantly on the final determination of fair value.

Additionally due to limitations in the historical records of very long lived assets there is uncertainty regarding the actual design, specifications and dimensions of some assets. Consequently a high degree of professional judgement is required in establishing replacement cost and this asset class is classified as Level 3. There has been no change to the valuation process during the reporting period.

Fair value measurements using significant unobservable inputs (level 3)**b. Significant unobservable valuation inputs used (for level 3 asset classes) and their relationship to fair value.**

The following table summarises the quantitative information relating to the significant unobservable inputs used in deriving

E2-1 Fair value measurement (continued)

the various level 3 asset class fair values.

\$ '000	Fair value (30/6/21) 2021	Valuation technique/s	Unobservable inputs
Investment properties			
230 Howick Street, Bathurst	–	Independent Market Valuation by a registered valuer	Land value, land area
Infrastructure, property, plant and equipment			
Land & Buildings	–	Independent Market Valuation by a Registered Valuer	Land value, land area, restricted use
Infrastructure	–	Internal Valuation	Based on actual costs and indexed where required. Estimation of remaining asset lives where infrastructure is below ground. Condition.
Other Assets	–	Internal Valuation and Independent Market Valuation where available	Based on actual costs and indexed where required.

A reconciliation of the movements in recurring fair value measurements allocated to Level 3 of the hierarchy is provided below:

\$ '000	Investment property (level 2)		Land and buildings (level 3)	
	2021	2020	2021	2020
Opening balance	15,521	15,567	292,113	292,113
Total gains or losses for the period				
Recognised in profit or loss – realised (refer to Note B4-1)	590	(47)	–	–
Other movements				
Purchases (GBV)	–	1	–	–
Closing balance	16,111	15,521	292,113	292,113

\$ '000	Infrastructure assets (level 3)		Other assets (level 3)	
	2021	2020	2021	2020
Opening balance	964,050	964,050	42,707	42,707
Total gains or losses for the period				
Other movements				
Closing balance	964,050	964,050	42,707	42,707

\$ '000	Total	
	2021	2020
Opening balance	1,314,391	1,314,437
Recognised in profit or loss – realised (refer to Note B4-1)	590	(47)
Purchases (GBV)	–	1
Closing balance	1,314,981	1,314,391

Highest and best use

All of Council's non-financial assets are considered as being utilised for their highest and best use.

E3-1 Contingencies

The following assets and liabilities do not qualify for recognition in the Statement of Financial Position, but their knowledge and disclosure is considered relevant to the users of Council's financial report.

LIABILITIES NOT RECOGNISED

1. Guarantees

(i) Defined benefit superannuation contribution plans

Council is party to an Industry Defined Benefit Plan under the Local Government Superannuation Scheme, named The Local Government Superannuation Scheme – Pool B (the Scheme) which is a defined benefit plan that has been deemed to be a 'multi-employer fund' for purposes of AASB119 Employee Benefits for the following reasons:

- Assets are not segregated within the sub-group according to the employees of each sponsoring employer.
- The contribution rates have been the same for all sponsoring employers. That is, contribution rates have not varied for each sponsoring employer according to the experience relating to the employees of that sponsoring employer.
- Benefits for employees of all sponsoring employers are determined according to the same formulae and without regard to the sponsoring employer.
- The same actuarial assumptions are currently used in respect of the employees of each sponsoring employer.

Given the factors above, each sponsoring employer is exposed to the actuarial risks associated with current and former employees of other sponsoring employers, and hence shares in the associated gains and losses (to the extent that they are not borne by members).

Description of the funding arrangements.

Pooled employers are required to pay standard employer contributions and additional lump sum contributions to the fund.

The standard employer contributions were determined using the new entrant rate method under which a contribution rate sufficient to fund the total benefits over the working life-time of a typical new entrant is calculated. The current standard employer contribution rates are:

Division B	1.9 times employee contributions; Nil for 180 Point Members*
Division C	2.5% salaries
Division D	1.64 times employee contributions

- For 180 Point Members, Employers are required to contribute 7% of salaries to these members' accumulation accounts, which are paid in addition to members' defined benefits.

The additional lump sum contribution for each Pooled Employer is a share of the total additional contributions of \$40 million per annum from 1 July 2019 for 3 years to 30 June 2021, apportioned according to each employer's share of the accrued liabilities as at 30 June 2018. These additional lump sum contributions are used to fund the deficit of assets to accrued liabilities as at 30 June 2018.

The adequacy of contributions is assessed at each triennial actuarial investigation and monitored annually between triennials.

Description of the extent to which Council can be liable to the plan for other Council's obligations under the terms and conditions of the multi-employer plan

As stated above, each sponsoring employer (Council) is exposed to the actuarial risks associated with current and former employees of other sponsoring employers and hence shares in the associated gains and losses.

However, there is no relief under the Fund's trust deed for employers to walk away from their defined benefit obligations. Under limited circumstances, an employer may withdraw from the plan when there are no active members, on full payment of outstanding additional contributions. There is no provision for allocation of any surplus which may be present at the date of withdrawal of the Council.

There are no specific provisions under the Fund's trust deed dealing with deficits or surplus on wind-up.

The amount of Council employer contributions to the defined benefit section of the Local Government Superannuation Scheme and recognised as an expense for the year ending 30 June 2021 was \$563,818.09. The last valuation of the Scheme was performed by Mr Richard Boyfield, FIAA on 30/06/2020, and covers the period ended 30 June 2021.

E3-1 Contingencies (continued)

Council's expected contribution to the plan for the next annual reporting period is \$597,579.60.

The estimated employer reserves financial position for the Pooled Employers at 30 June 2021 is:

Employer reserves only *	\$millions	Asset Coverage
Assets	1,695.2	
Past Service Liabilities	1,773.2	95.6%
Vested Benefits	1,757.5	96.5%

* excluding member accounts and reserves in both assets and liabilities.

The share of this deficit that is broadly attributed to Council is estimated to be in the order of 0.84% as at 30 June 2021.

Council's share of that deficiency cannot be accurately calculated as the Scheme is a mutual arrangement where assets and liabilities are pooled together for all member councils. For this reason, no liability for the deficiency has been recognised in Council's accounts. Council has a possible obligation that may arise should the Scheme require immediate payment to correct the deficiency.

The key economic long term assumptions used to calculate the present value of accrued benefits are:

Investment return	5.75% per annum
Salary inflation *	3.5% per annum
Increase in CPI	2.5% per annum

* Plus promotional increases

The contribution requirements may vary from the current rates if the overall sub-group experience is not in line with the actuarial assumptions in determining the funding program; however, any adjustment to the funding program would be the same for all sponsoring employers in the Pooled Employers group.

(ii) Statewide Limited

Council is a member of Statewide Mutual Limited, a mutual pool scheme providing liability insurance to local government.

Membership includes the potential to share in either the net assets or liabilities of the fund depending on its past performance. Council's share of the net assets or liabilities reflects Council's contributions to the pool and the result of insurance claims within each of the fund years.

The future realisation and finalisation of claims incurred but not reported to 30/6 this year may result in future liabilities or benefits as a result of past events that Council will be required to fund or share in respectively.

(iii) StateCover Limited

Council is a member of StateCover Mutual Limited and holds a partly paid share in the entity.

StateCover is a company providing workers compensation insurance cover to the NSW local government industry and specifically Council.

Council has a contingent liability to contribute further equity in the event of the erosion of the company's capital base as a result of the company's past performance and/or claims experience or as a result of any increased prudential requirements from APRA.

These future equity contributions would be required to maintain the company's minimum level of net assets in accordance with its licence requirements.

(iv) Other guarantees

Council had 2 bank guarantees at 30 June 2021 held by the Commonwealth Bank.

1. Rental bond for the premises used as the Bathurst Rail Museum for \$50,000
2. Bond for electrical work to be completed at a Council subdivision for \$10,000

2. Other liabilities

E3-1 Contingencies (continued)

(i) Third party claims

The Council is involved from time to time in various claims incidental to the ordinary course of business including claims for damages relating to its services.

Council believes that it is appropriately covered for all claims through its insurance coverage and does not expect any material liabilities to eventuate.

(ii) Potential land acquisitions due to planning restrictions imposed by Council

Council has classified a number of privately owned land parcels as local open space or bushland.

As a result, where notified in writing by the various owners, Council will be required to purchase these land parcels.

At reporting date, reliable estimates as to the value of any potential liability (and subsequent land asset) from such potential acquisitions has not been possible.

(iii) Somerville collection

The Council is a member of a company Limited by Guarantee called the Somerville Collection.

The company was established to manage & maintain the Somerville Collection (made up of fossils, minerals and other features) which are exhibited in Bathurst at the Australian Fossil and Mineral Museum. The Company is a non profit entity. In the event that the Company is wound up, Council's liability is limited to a maximum of \$100.

ASSETS NOT RECOGNISED

(i) Land under roads

As permitted under AASB 1051, Council has elected not to bring to account land under roads that it owned or controlled up to and including 30/6/2008.

(ii) Infringement notices/fines

Fines and penalty income, the result of Council issuing infringement notices is followed up and collected by the Infringement Processing Bureau.

Council's revenue recognition policy for such income is to account for it as revenue on receipt.

Accordingly, at year end, there is a potential asset due to Council representing issued but unpaid infringement notices.

Due to the limited information available on the status, value and duration of outstanding notices, Council is unable to determine the value of outstanding income.

F People and relationships

F1 Related party disclosures

F1-1 Key management personnel (KMP)

Key management personnel (KMP) of the council are those persons having the authority and responsibility for planning, directing and controlling the activities of the council, directly or indirectly.

The aggregate amount of KMP compensation included in the Income Statement is:

\$ '000	2021	2020
Compensation:		
Short-term benefits	1,597	1,666
Post-employment benefits	121	116
Total	1,718	1,782

F1-2 Councillor and Mayoral fees and associated expenses

\$ '000	2021	2020
The aggregate amount of Councillor and Mayoral fees and associated expenses included in materials and services expenses in the Income Statement are:		
Mayoral fee	60	44
Councillors' fees	219	183
Other Councillors' expenses (including Mayor)	19	48
Total	298	275

F2 Other relationships

F2-1 Audit fees

\$ '000	2021	2020
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During the year, the following fees were incurred for services provided by the auditor of Council, related practices and non-related audit firms

Auditors of the Council - NSW Auditor-General:**(i) Audit and other assurance services**

Audit and review of financial statements

	77	77
Remuneration for audit and other assurance services	77	77

Total Auditor-General remuneration

77	77
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Non NSW Auditor-General audit firms**(i) Audit and other assurance services**

Audit and review of financial statements

	–	1
Remuneration for audit and other assurance services	–	1

(ii) Non-assurance services

Internal audit

	102	87
Remuneration for non-assurance services	102	87

Total remuneration of non NSW Auditor-General audit firms

102	88
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Total audit fees

179	165
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G Other matters

G1-1 Statement of Cash Flows information

(a) Reconciliation of net operating result to cash provided from operating activities

\$ '000	2021	2020
Net operating result from Income Statement	775	4,058
Adjust for non-cash items:		
Depreciation and amortisation	33,251	25,411
Net losses/(gains) on disposal of assets	(8,474)	(6,720)
Non-cash capital grants and contributions	(3,241)	(4,361)
Adoption of AASB 15/1058	–	(4,147)
Losses/(gains) recognised on fair value re-measurements through the P&L:		
– Investment property	(590)	47
Unwinding of discount rates on reinstatement provisions	–	15
+/- Movement in operating assets and liabilities and other cash items:		
Decrease/(increase) in receivables	1,494	(1,728)
Increase/(decrease) in provision for impairment of receivables	(110)	76
Decrease/(increase) in inventories	(2)	(63)
Decrease/(increase) in other current assets	(87)	325
Decrease/(increase) in contract assets	(965)	(1,339)
Increase/(decrease) in payables	(1,534)	491
Increase/(decrease) in accrued interest payable	–	(5)
Increase/(decrease) in other accrued expenses payable	(261)	(141)
Increase/(decrease) in other liabilities	(200)	(182)
Increase/(decrease) in contract liabilities	3,255	3,814
Increase/(decrease) in provision for employee benefits	(48)	1,565
Increase/(decrease) in other provisions	247	(28)
Net cash provided from/(used in) operating activities from the Statement of Cash Flows	23,510	17,088

(b) Non-cash investing and financing activities

Other dedications	3,241	4,361
Total non-cash investing and financing activities	3,241	4,361

G2-1 Commitments

Capital commitments (exclusive of GST)

\$ '000	2021	2020
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Capital expenditure committed for at the reporting date but not recognised in the financial statements as liabilities:

Property, plant and equipment

Buildings	7,460	—
Plant and equipment	1,059	—
Roads	2,041	2,384
Stormwater Drainage	228	848
Structures	3,112	597
Water	130	4,141
Total commitments	14,030	7,970

These expenditures are payable as follows:

Within the next year	14,030	7,970
Total payable	14,030	7,970

Sources for funding of capital commitments:

Unrestricted general funds	—	650
Future grants and contributions	5,694	2,283
Section 7.11 and 64 funds/reserves	3,012	233
Unexpended grants	1,402	1,402
Externally restricted reserves	584	404
Internally restricted reserves	1,059	—
Unexpended loans	2,279	2,998
Total sources of funding	14,030	7,970

G3 Statement of developer contributions as at 30 June 2021

G3-1 Summary of developer contributions

\$ '000	Opening balance at 1 July 2020	Contributions received during the year		Interest and investment income earned	Amounts expended	Internal borrowings	Held as restricted asset at 30 June 2021	Cumulative balance of internal borrowings (to)/from
		Cash	Non-cash					
Drainage	5,019	241	–	5	(75)	–	5,190	–
Roads	595	38	–	–	(595)	–	38	–
Traffic facilities	3	5	–	–	–	–	8	–
Parking	188	19	–	–	–	–	207	–
Open space	1,021	244	–	1	(107)	–	1,159	–
Community facilities	3,864	1,040	–	3	(708)	–	4,199	–
S7.11 contributions – under a plan	10,690	1,587	–	9	(1,485)	–	10,801	–
Total S7.11 and S7.12 revenue under plans	10,690	1,587	–	9	(1,485)	–	10,801	–
S7.11 not under plans	5,037	723	–	3	(1,005)	–	4,758	–
S64 contributions	27,404	2,096	–	24	–	–	29,524	–
Total contributions	43,131	4,406	–	36	(2,490)	–	45,083	–

Under the Environmental Planning and Assessment Act 1979, Council has significant obligations to provide Section 7.11 (contributions towards provision or improvement of amenities or services) infrastructure in new release areas. It is possible that the funds contributed may be less than the cost of this infrastructure, requiring Council to borrow or use general revenue to fund the difference.

G3-2 Developer contributions by plan

\$ '000	Opening balance at 1 July 2020	Contributions received during the year		Interest and investment income earned	Amounts expended	Internal borrowings	Held as restricted asset at 30 June 2021	Cumulative balance of internal borrowings (to)/from
		Cash	Non-cash					
CONTRIBUTION PLAN – Jordan Creek Stormwater Drainage Management								
Drainage	557	19	–	1	(21)	–	556	–
Total	557	19	–	1	(21)	–	556	–

G3-2 Developer contributions by plan (continued)

\$ '000	Opening balance at 1 July 2020	Contributions received during the year		Interest and investment income earned	Amounts expended	Internal borrowings	Held as restricted asset at 30 June 2021	Cumulative balance of internal borrowings (to)/from
		Cash	Non-cash					
CONTRIBUTION PLAN – Raglan Creek Stormwater Drainage								
Drainage	2,884	192	–	2	(48)	–	3,030	–
Total	2,884	192	–	2	(48)	–	3,030	–
CONTRIBUTION PLAN – Sawpit Creek Drainage								
Drainage	708	–	–	–	(6)	–	702	–
Total	708	–	–	–	(6)	–	702	–
CONTRIBUTION PLAN – Reconstruct Hereford Street								
Roads	–	38	–	–	–	–	38	–
Total	–	38	–	–	–	–	38	–
CONTRIBUTION PLAN – Central Carparking Strategies								
Parking	188	19	–	–	–	–	207	–
Total	188	19	–	–	–	–	207	–
CONTRIBUTION PLAN – Community Facilities and Services Bathurst								
Community facilities	3,864	1,040	–	3	(708)	–	4,199	–
Total	3,864	1,040	–	3	(708)	–	4,199	–
CONTRIBUTION PLAN – Robin Hill Drainage								
Drainage	458	15	–	1	–	–	474	–
Total	458	15	–	1	–	–	474	–

G3-2 Developer contributions by plan (continued)

\$ '000	Opening balance at 1 July 2020	Contributions received during the year		Interest and investment income earned	Amounts expended	Internal borrowings	Held as restricted asset at 30 June 2021	Cumulative balance of internal borrowings (to)/from
		Cash	Non-cash					
CONTRIBUTION PLAN – Eglinton Open Space & Drainage								
Drainage	412	15	–	1	–	–	428	–
Open space	465	18	–	–	–	–	483	–
Total	877	33	–	1	–	–	911	–
CONTRIBUTION PLAN – Bathurst Regional Open Space								
Open space	556	226	–	1	(107)	–	676	–
Total	556	226	–	1	(107)	–	676	–
CONTRIBUTION PLAN – Roadworks – New Residential Subdivisions (Area 4 Kelso)								
Roads	595	–	–	–	(595)	–	–	–
Total	595	–	–	–	(595)	–	–	–
CONTRIBUTION PLAN - Bathurst Regional Traffic Generating Development								
Traffic facilities	3	5	–	–	–	–	8	–
Total	3	5	–	–	–	–	8	–

G3-3 Contributions not under plans

CONTRIBUTIONS NOT UNDER A PLAN

Roads	4,512	692	–	3	(880)	–	4,327	–
Other	525	31	–	–	(125)	–	431	–
Total	5,037	723	–	3	(1,005)	–	4,758	–

G4 Statement of performance measures

G4-1 Statement of performance measures – consolidated results

\$ '000	Amounts 2021	Indicator 2021	Prior periods		Benchmark
			2020	2019	
1. Operating performance ratio					
Total continuing operating revenue excluding capital grants and contributions less operating expenses ^{1,2}	(23,106)	(25.55)%	(21.74)%	(15.36)%	>0.00%
Total continuing operating revenue excluding capital grants and contributions ¹	90,445				
2. Own source operating revenue ratio					
Total continuing operating revenue excluding all grants and contributions ¹	77,540	73.73%	71.37%	68.29%	>60.00%
Total continuing operating revenue ¹	105,164				
3. Unrestricted current ratio					
Current assets less all external restrictions	29,261	1.57x	0.95x	0.87x	>1.50x
Current liabilities less specific purpose liabilities	18,645				
4. Debt service cover ratio					
Operating result before capital excluding interest and depreciation/impairment/amortisation ¹	11,132	1.69x	1.06x	2.17x	>2.00x
Principal repayments (Statement of Cash Flows) plus borrowing costs (Income Statement)	6,572				
5. Rates and annual charges outstanding percentage					
Rates and annual charges outstanding	3,305	6.29%	6.49%	6.22%	<10.00%
Rates and annual charges collectable	52,576				
6. Cash expense cover ratio					
Current year's cash and cash equivalents plus all term deposits	80,884	10.30 mths	7.81 mths	8.90 mths	>3.00 mths
Monthly payments from cash flow of operating and financing activities	7,855				

(1) Excludes fair value increments on investment properties, reversal of revaluation decrements, reversal of impairment losses on receivables, net gain on sale of assets and net share of interests in joint ventures and associates using the equity method and includes pensioner rate subsidies

(2) Excludes impairment/revaluation decrements of IPPE, fair value decrements on investment properties, net loss on disposal of assets and net loss on share of interests in joint ventures and associates using the equity method

G4-2 Statement of performance measures by fund

\$ '000	General Indicators ³		Water Indicators		Sewer Indicators		Benchmark
	2021	2020	2021	2020	2021	2020	
1. Operating performance ratio							
Total continuing operating revenue excluding capital grants and contributions less operating expenses ^{1,2}	(29.35)%	(23.44)%	(26.51)%	(41.17)%	(6.54)%	6.63%	>0.00%
Total continuing operating revenue excluding capital grants and contributions ¹							
2. Own source operating revenue ratio							
Total continuing operating revenue excluding capital grants and contributions ¹	69.17%	66.68%	81.96%	78.36%	86.15%	86.52%	>60.00%
Total continuing operating revenue ¹							
3. Unrestricted current ratio							
Current assets less all external restrictions	1.57x	0.95x	7.67x	10.25x	31.57x	31.93x	>1.50x
Current liabilities less specific purpose liabilities							
4. Debt service cover ratio							
Operating result before capital excluding interest and depreciation/impairment/amortisation ¹	1.06x	0.61x	4.00x	(4.39)x	∞	∞	>2.00x
Principal repayments (Statement of Cash Flows) plus borrowing costs (Income Statement)							
5. Rates and annual charges outstanding percentage							
Rates and annual charges outstanding	8.57%	8.87%	0.00%	0.00%	0.00%	0.00%	<10.00%
Rates and annual charges collectable							
6. Cash expense cover ratio							
Current year's cash and cash equivalents plus all term deposits	6.73	4.11	∞	∞	∞	∞	>3.00
Monthly payments from cash flow of operating and financing activities	mths	mths					mths

(1) - (2) Refer to Notes at Note 24a above.

(3) General fund refers to all of Council's activities except for its water and sewer activities which are listed separately.

H Additional Council disclosures (unaudited)

H1-1 Council information and contact details

Principal place of business:

158 Russell Street
BATHURST NSW 2795

Contact details

Mailing Address:

Private Mail Bag 17
BATHURST NSW 2795

Telephone: 02 6333 6111

Facsimile: 02 6331 7211

Opening hours:

General Office, Departments and Cashiers
8.30am to 4.45pm weekdays

Internet: www.bathurst.nsw.gov.au

Email: council@bathurst.nsw.gov.au

Officers

General Manager

David Sherley

Responsible Accounting Officer

Aaron Jones

Public Officer

Aaron Jones

Auditors

Auditor General of NSW
15/1 Margaret St, Sydney NSW 2000

Elected members

Mayor

Ian North

Councillors

Warren Aubin

Robert Bourke

Alex Christian

John Fry

Graeme Hanger

Jess Jennings

Monica Morse

Jacqueline Rudge

Other information

ABN: 42 173 522 302

Bathurst Regional Council

General Purpose Financial Statements
for the year ended 30 June 2021

Bathurst Regional Council

General Purpose Financial Statements
for the year ended 30 June 2021

Bathurst Regional Council

SPECIAL PURPOSE FINANCIAL STATEMENTS for the year ended 30 June 2021

*A vibrant regional centre that enjoys a rural lifestyle
A Region full of community spirit and shared prosperity.*



Bathurst Regional Council

Special Purpose Financial Statements

for the year ended 30 June 2021

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Background

- i. These Special Purpose Financial Statements have been prepared for the use by both Council and the Office of Local Government in fulfilling their requirements under National Competition Policy.
- ii. The principle of competitive neutrality is based on the concept of a 'level playing field' between persons/entities competing in a market place, particularly between private and public sector competitors.

Essentially, the principle is that government businesses, whether Commonwealth, state or local, should operate without net competitive advantages over other businesses as a result of their public ownership.

- iii. For Council, the principle of competitive neutrality and public reporting applies only to declared business activities.

These include **(a)** those activities classified by the Australian Bureau of Statistics as business activities being water supply, sewerage services, abattoirs, gas production and reticulation, and **(b)** those activities with a turnover of more than \$2 million that Council has formally declared as a business activity (defined as Category 1 activities).

- iv. In preparing these financial statements for Council's self-classified Category 1 businesses and ABS-defined activities, councils must **(a)** adopt a corporatisation model and **(b)** apply full cost attribution including tax-equivalent regime payments and debt guarantee fees (where the business benefits from Council's borrowing position by comparison with commercial rates).

Bathurst Regional Council

Special Purpose Financial Statements

for the year ended 30 June 2021

Statement by Councillors and Management made pursuant to the Local Government Code of Accounting Practice and Financial Reporting

The attached Special Purpose Financial Statements have been prepared in accordance with:

- the NSW Government Policy Statement '*Application of National Competition Policy to Local Government*',
- the Division of Local Government Guidelines '*Pricing and Costing for Council Businesses – A Guide to Competitive Neutrality*',
- the Local Government *Code of Accounting Practice and Financial Reporting*,
- the NSW Office of *Water Best-Practice Management of Water and Sewerage Guidelines*.

To the best of our knowledge and belief, these statements:

- present fairly the operating result and financial position for each of Council's declared business activities for the year,
- accord with Council's accounting and other records, and
- present overhead reallocation charges to the water and sewerage businesses as fair and reasonable.

We are not aware of any matter that would render these statements false or misleading in any way.

Signed in accordance with a resolution of Council made on 15 September 2021.

Ian North

Mayor

15 September 2021

Monica Morse

Deputy Mayor

15 September 2021

David Sherley

General Manager

15 September 2021

Aaron Jones

Responsible Accounting Officer

15 September 2021

Bathurst Regional Council

Income Statement of water supply business activity
for the year ended 30 June 2021

\$ '000	2021	2020
Income from continuing operations		
Access charges	3,277	3,256
User charges	10,439	9,769
Fees	166	173
Interest	75	100
Grants and contributions provided for non-capital purposes	159	188
Profit from the sale of assets	55	54
Other income	54	33
Total income from continuing operations	14,225	13,573
Expenses from continuing operations		
Employee benefits and on-costs	3,930	3,756
Borrowing costs	217	227
Materials and services	8,011	9,831
Depreciation, amortisation and impairment	4,686	4,475
Loss on sale of assets	229	–
Calculated taxation equivalents	94	94
Debt guarantee fee (if applicable)	170	17
Other expenses	923	872
Total expenses from continuing operations	18,260	19,272
Surplus (deficit) from continuing operations before capital amounts	(4,035)	(5,699)
Grants and contributions provided for capital purposes	2,937	3,508
Surplus (deficit) from continuing operations after capital amounts	(1,098)	(2,191)
Surplus (deficit) from all operations before tax	(1,098)	(2,191)
Surplus (deficit) after tax	(1,098)	(2,191)
Plus accumulated surplus	141,326	143,406
Plus adjustments for amounts unpaid:		
– Taxation equivalent payments	94	94
– Debt guarantee fees	170	17
Closing accumulated surplus	140,492	141,326
Return on capital %	(1.5)%	(2.2)%
Subsidy from Council	7,673	7,708
Calculation of dividend payable:		
Surplus (deficit) after tax	(1,098)	(2,191)
Less: capital grants and contributions (excluding developer contributions)	(2,937)	(3,508)
Surplus for dividend calculation purposes	–	–
Potential dividend calculated from surplus	–	–

Bathurst Regional Council

Income Statement of sewerage business activity
for the year ended 30 June 2021

\$ '000	2021	2020
Income from continuing operations		
Access charges	10,716	10,110
User charges	1,647	1,630
Liquid trade waste charges	547	811
Fees	116	158
Interest	145	177
Grants and contributions provided for non-capital purposes	110	108
Profit from the sale of assets	–	5
Other income	29	25
Total income from continuing operations	13,310	13,024
Expenses from continuing operations		
Employee benefits and on-costs	3,622	3,415
Materials and services	5,370	4,572
Depreciation, amortisation and impairment	4,432	3,419
Calculated taxation equivalents	15	16
Other expenses	756	754
Total expenses from continuing operations	14,195	12,176
Surplus (deficit) from continuing operations before capital amounts	(885)	848
Grants and contributions provided for capital purposes	2,012	1,905
Surplus (deficit) from continuing operations after capital amounts	1,127	2,753
Surplus (deficit) from all operations before tax	1,127	2,753
Less: corporate taxation equivalent [based on result before capital]	–	(233)
Surplus (deficit) after tax	1,127	2,520
Plus accumulated surplus	93,744	90,975
Plus adjustments for amounts unpaid:		
– Taxation equivalent payments	15	16
– Corporate taxation equivalent	–	233
Closing accumulated surplus	94,886	93,744
Return on capital %	(0.6)%	0.6%
Subsidy from Council	3,158	508
Calculation of dividend payable:		
Surplus (deficit) after tax	1,127	2,520
Less: capital grants and contributions (excluding developer contributions)	(2,012)	(1,905)
Surplus for dividend calculation purposes	–	615
Potential dividend calculated from surplus	–	308

Bathurst Regional Council

Income Statement of Waste

for the year ended 30 June 2021

\$ '000	2021 Category 1	2020 Category 1
Income from continuing operations		
Access charges	7,427	6,988
Fees	7,271	6,600
Interest	129	138
Grants and contributions provided for non-capital purposes	40	10
Other income	(1)	(2)
Total income from continuing operations	14,866	13,734
Expenses from continuing operations		
Employee benefits and on-costs	3,010	3,001
Borrowing costs	(237)	16
Materials and services	7,243	6,624
Depreciation, amortisation and impairment	581	575
Loss on sale of assets	94	86
Calculated taxation equivalents	111	122
Other expenses	36	21
Total expenses from continuing operations	10,838	10,445
Surplus (deficit) from continuing operations before capital amounts	4,028	3,289
Surplus (deficit) from continuing operations after capital amounts	4,028	3,289
Surplus (deficit) from all operations before tax	4,028	3,289
Less: corporate taxation equivalent [based on result before capital]	(1,047)	(904)
Surplus (deficit) after tax	2,981	2,385
Plus accumulated surplus	37,187	33,776
Plus adjustments for amounts unpaid:		
– Taxation equivalent payments	111	122
– Corporate taxation equivalent	1,047	904
Closing accumulated surplus	41,326	37,187
Return on capital %	30.1%	24.6%

Attachment 8.3.6.2

Bathurst Regional Council | Statement of Financial Position of water supply business activity | For the year ended 30 June 2021

Bathurst Regional Council

Statement of Financial Position of water supply business activity

as at 30 June 2021

\$ '000	2021	2020
ASSETS		
Current assets		
Contract assets and contract cost assets	—	216
Cash and cash equivalents	7,483	11,662
Receivables	3,216	2,629
Other	25	22
Total current assets	10,724	14,529
Non-current assets		
Investments	9,508	8,470
Receivables	44	41
Infrastructure, property, plant and equipment	258,734	254,071
Total non-current assets	268,286	262,582
Total assets	279,010	277,111
LIABILITIES		
Current liabilities		
Payables	282	371
Borrowings	264	255
Employee benefit provisions	852	792
Total current liabilities	1,398	1,418
Non-current liabilities		
Borrowings	5,583	5,847
Employee benefit provisions	3	10
Total non-current liabilities	5,586	5,857
Total liabilities	6,984	7,275
Net assets	272,026	269,836
EQUITY		
Accumulated surplus	140,492	141,326
Revaluation reserves	131,534	128,510
Total equity	272,026	269,836

Bathurst Regional Council

Statement of Financial Position of sewerage business activity

as at 30 June 2021

\$ '000	2021	2020
ASSETS		
Current assets		
Contract assets and contract cost assets	–	67
Cash and cash equivalents	20,551	17,448
Receivables	1,077	1,005
Total current assets	21,628	18,520
Non-current assets		
Right of use assets	1	1
Investments	20,016	18,934
Receivables	39	37
Infrastructure, property, plant and equipment	152,525	154,096
Total non-current assets	172,581	173,068
Total assets	194,209	191,588
LIABILITIES		
Current liabilities		
Payables	132	38
Employee benefit provisions	553	542
Total current liabilities	685	580
Non-current liabilities		
Lease liabilities	1	1
Employee benefit provisions	–	4
Total non-current liabilities	1	5
Total liabilities	686	585
Net assets	193,523	191,003
EQUITY		
Accumulated surplus	94,886	93,744
Revaluation reserves	98,637	97,259
Total equity	193,523	191,003

Bathurst Regional Council

Statement of Financial Position of Waste

as at 30 June 2021

\$ '000	2021 Category 1	2020 Category 1
ASSETS		
Current assets		
Cash and cash equivalents	36,389	32,019
Receivables	873	1,096
Other	8	11
Total current assets	37,270	33,126
Non-current assets		
Receivables	141	173
Infrastructure, property, plant and equipment	12,591	13,422
Total non-current assets	12,732	13,595
Total assets	50,002	46,721
LIABILITIES		
Current liabilities		
Payables	38	27
Employee benefit provisions	513	563
Total current liabilities	551	590
Non-current liabilities		
Employee benefit provisions	1,780	1,549
Total non-current liabilities	1,780	1,549
Total liabilities	2,331	2,139
Net assets	47,671	44,582
EQUITY		
Accumulated surplus	41,326	37,187
Revaluation reserves	6,345	7,395
Total equity	47,671	44,582

Note – Significant Accounting Policies

A statement summarising the supplemental accounting policies adopted in the preparation of the special purpose financial statements (SPFS) for National Competition Policy (NCP) reporting purposes follows.

These financial statements are SPFS prepared for use by Council and the Office of Local Government. For the purposes of these statements, the Council is a non-reporting not-for-profit entity.

The figures presented in these special purpose financial statements have been prepared in accordance with the recognition and measurement criteria of relevant Australian Accounting Standards, other authoritative pronouncements of the Australian Accounting Standards Board (AASB) and Australian Accounting Interpretations.

The disclosures in these special purpose financial statements have been prepared in accordance with the *Local Government Act 1993* (Act), the *Local Government (General) Regulation 2005* (Regulation) and the Local Government Code of Accounting Practice and Financial Reporting.

The statements are prepared on an accruals basis. They are based on historic costs and do not take into account changing money values or, except where specifically stated, fair value of non-current assets. Certain taxes and other costs, appropriately described, have been imputed for the purposes of the National Competition Policy.

The Statement of Financial Position includes notional assets/liabilities receivable from/payable to Council's general fund. These balances reflect a notional intra-entity funding arrangement with the declared business activities.

National Competition Policy

Council has adopted the principle of 'competitive neutrality' in its business activities as part of the National Competition Policy which is being applied throughout Australia at all levels of government. The framework for its application is set out in the June 1996 NSW Government Policy statement titled 'Application of National Competition Policy to Local Government'. *The Pricing and Costing for Council Businesses – A Guide to Competitive Neutrality* issued by the Office of Local Government in July 1997 has also been adopted.

The pricing and costing guidelines outline the process for identifying and allocating costs to activities and provide a standard for disclosure requirements. These disclosures are reflected in Council's pricing and/or financial reporting systems and include taxation equivalents, Council subsidies, and returns on investments (rate of return and dividends paid).

Declared business activities

In accordance with *Pricing and Costing for Council Businesses – A Guide to Competitive Neutrality*, Council has declared that the following are to be considered as business activities:

Category 1

(where gross operating turnover is over \$2 million)

a. Bathurst Regional Council Water Supplies

Council's water supply activities (established as separate Special Rate Funds) servicing the region of Bathurst

b. Bathurst Regional Council Sewerage Service

Council's sewerage reticulation & treatment activities (established as a Special Rate Fund) servicing the region of Bathurst

c. Bathurst Regional Council Waste Services

Council's domestic waste service & solid waste depot activities servicing the region of Bathurst

Note – Significant Accounting Policies (continued)

Category 2*(where gross operating turnover is less than \$2 million)***Council has no Category 2 businesses.****Taxation equivalent charges**

Council is liable to pay various taxes and financial duties. Where this is the case, they are disclosed as a cost of operations just like all other costs.

However, where Council does not pay some taxes which are generally paid by private sector businesses, such as income tax, these equivalent tax payments have been applied to all Council-nominated business activities and are reflected in Special Purpose Financial Statements.

For the purposes of disclosing comparative information relevant to the private sector equivalent, the following taxation equivalents have been applied to all Council-nominated business activities (this does not include Council's non-business activities):

Notional rate applied (%)

Corporate income tax rate – **27.5%**

Land tax – the first \$692,000 of combined land values attracts **0%**. For the combined land values in excess of \$692,001 up to \$4,231,000 the rate is **1.6% + \$100**. For the remaining combined land value that exceeds \$4,231,000 a premium marginal rate of **2.0%** applies.

Payroll tax – **5.45%** on the value of taxable salaries and wages in excess of \$850,000.

Income tax

An income tax equivalent has been applied on the profits of the business activities. Whilst income tax is not a specific cost for the purpose of pricing a good or service, it needs to be taken into account in terms of assessing the rate of return required on capital invested. Accordingly, the return on capital invested is set at a pre-tax level – gain/(loss) from ordinary activities before capital amounts, as would be applied by a private sector competitor. That is, it should include a provision equivalent to the corporate income tax rate, currently 26% (2019/2020 27.5%).

Income tax is only applied where a gain from ordinary activities before capital amounts has been achieved. Since the taxation equivalent is notional – that is, it is payable to the 'Council' as the owner of business operations – it represents an internal payment and has no effect on the operations of the Council.

Accordingly, there is no need for disclosure of internal charges in the SPFS. The rate applied of 26% is the equivalent company tax rate prevalent at reporting date. No adjustments have been made for variations that have occurred during the year.

Local government rates and charges

A calculation of the equivalent rates and charges for all Category 1 businesses has been applied to all assets owned, or exclusively used by the business activity.

Loan and debt guarantee fees

The debt guarantee fee is designed to ensure that Council business activities face 'true' commercial borrowing costs in line with private sector competitors. In order to calculate a debt guarantee fee, Council has determined what the differential borrowing rate would have been between the commercial rate and Council's borrowing rate for its business activities.

(i) Subsidies

Government policy requires that subsidies provided to customers, and the funding of those subsidies, must be explicitly disclosed. Subsidies occur where Council provides services on a less than cost recovery basis. This option is exercised on a range of services in order for Council to meet its community service obligations. The overall effect of subsidies is contained within the Income Statements of business activities.

(ii) Return on investments (rate of return)

The NCP policy statement requires that councils with Category 1 businesses 'would be expected to generate a return on capital funds employed that is comparable to rates of return for private businesses operating in a similar field'.

Note – Significant Accounting Policies (continued)

Funds are subsequently available for meeting commitments or financing future investment strategies. The rate of return is disclosed for each of Council's business activities on the Income Statement.

The rate of return is calculated as follows:

Operating result before capital income + interest expense

Written down value of I,PP&E as at 30 June

As a minimum, business activities should generate a return equal to the Commonwealth 10 year bond rate which is 1.49% at 30/6/21.

(iii) Dividends

Council is not required to pay dividends to either itself (as owner of a range of businesses) or to any external entities.

Bathurst Regional Council

Special Purpose Financial Statements
for the year ended 30 June 2021

Bathurst Regional Council

General Purpose Financial Statements

for the year ended 30 June 2021

Statement by Councillors and Management

Statement by Councillors and Management made pursuant to Section 413(2)(c) of the *Local Government Act 1993* (NSW)

The attached general purpose financial statements have been prepared in accordance with:

- the *Local Government Act 1993* and the regulations made thereunder,
- the Australian Accounting Standards and other pronouncements of the Australian Accounting Standards Board
- the Local Government Code of Accounting Practice and Financial Reporting.

To the best of our knowledge and belief, these statements:

- present fairly the Council's operating result and financial position for the year
- accord with Council's accounting and other records.

We are not aware of any matter that would render these statements false or misleading in any way.

Signed in accordance with a resolution of Council made on 15 September 2021.

Ian North

Mayor

15 September 2021

Monica Morse

Deputy Mayor

15 September 2021

David Sherley

General Manager

15 September 2021

Aaron Jones

Responsible Accounting Officer

15 September 2021

Bathurst Regional Council

Special Purpose Financial Statements

for the year ended 30 June 2021

Statement by Councillors and Management

Statement by Councillors and Management made pursuant to the Local Government Code of Accounting Practice and Financial Reporting

The attached Special Purpose Financial Statements have been prepared in accordance with:

- the NSW Government Policy Statement '*Application of National Competition Policy to Local Government*',
- the Division of Local Government Guidelines '*Pricing and Costing for Council Businesses – A Guide to Competitive Neutrality*',
- the Local Government *Code of Accounting Practice and Financial Reporting*,
- the NSW Office of Water *Best-Practice Management of Water and Sewerage Guidelines*.

To the best of our knowledge and belief, these statements:

- present fairly the operating result and financial position for each of Council's declared business activities for the year, and
- accord with Council's accounting and other records.
- present overhead reallocation charges to the water and sewerage businesses as fair and reasonable.

We are not aware of any matter that would render these statements false or misleading in any way.

Signed in accordance with a resolution of Council made on 15 September 2021.

Ian North

Mayor

15 September 2021

Monica Morse

Deputy Mayor

15 September 2021

David Sherley

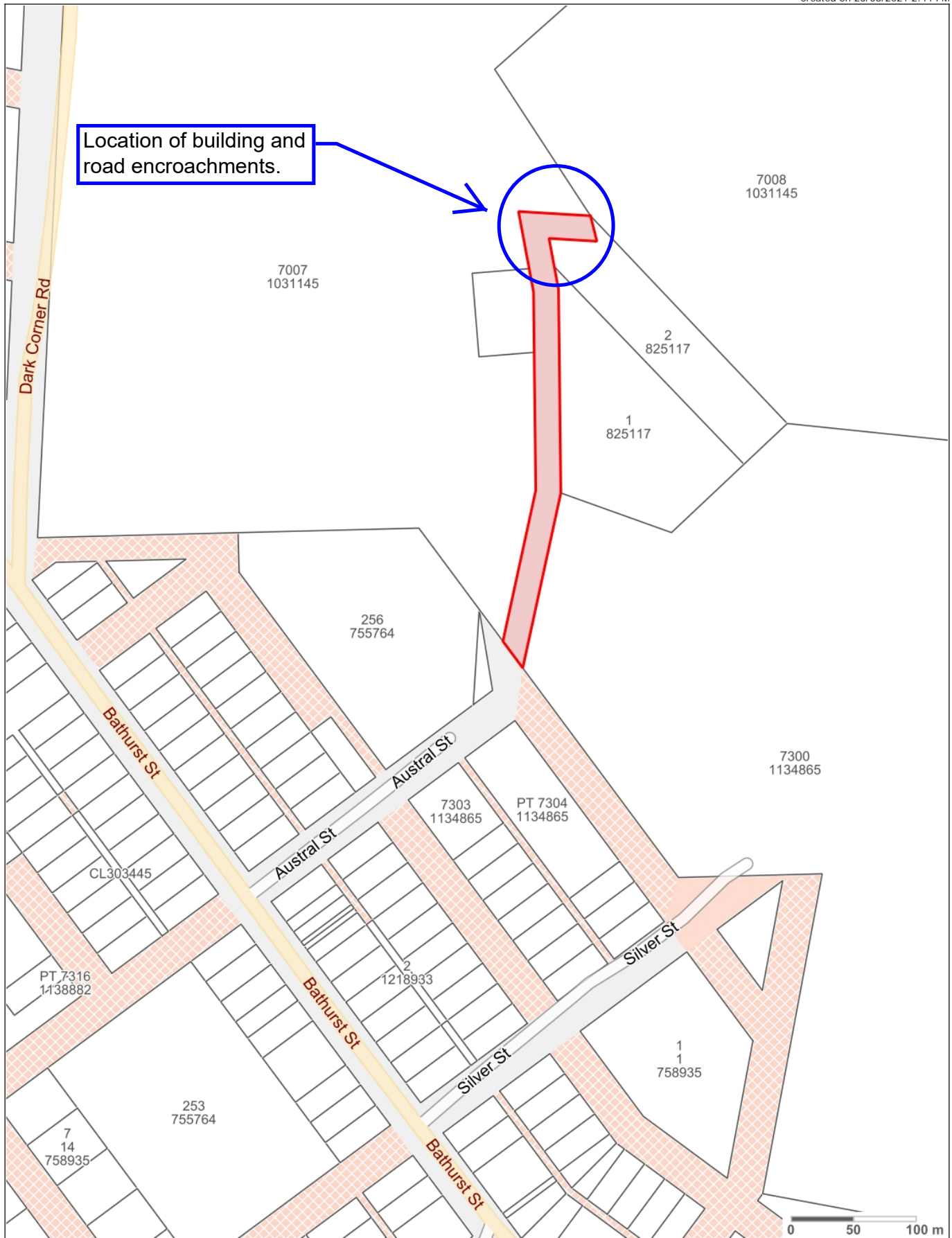
General Manager

15 September 2021

Aaron Jones

Responsible Accounting Officer

15 September 2021



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. This information has been prepared for Council's internal purposes and for no other purpose. No statement is made about the accuracy or suitability of the information for use for any purpose (whether the purpose has been notified to Council or not). While every care is taken to ensure the accuracy of this data, neither the Bathurst Regional Council nor the LPI makes any representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs which you might incur as a result of the data being inaccurate or incomplete in any way and for any reason.
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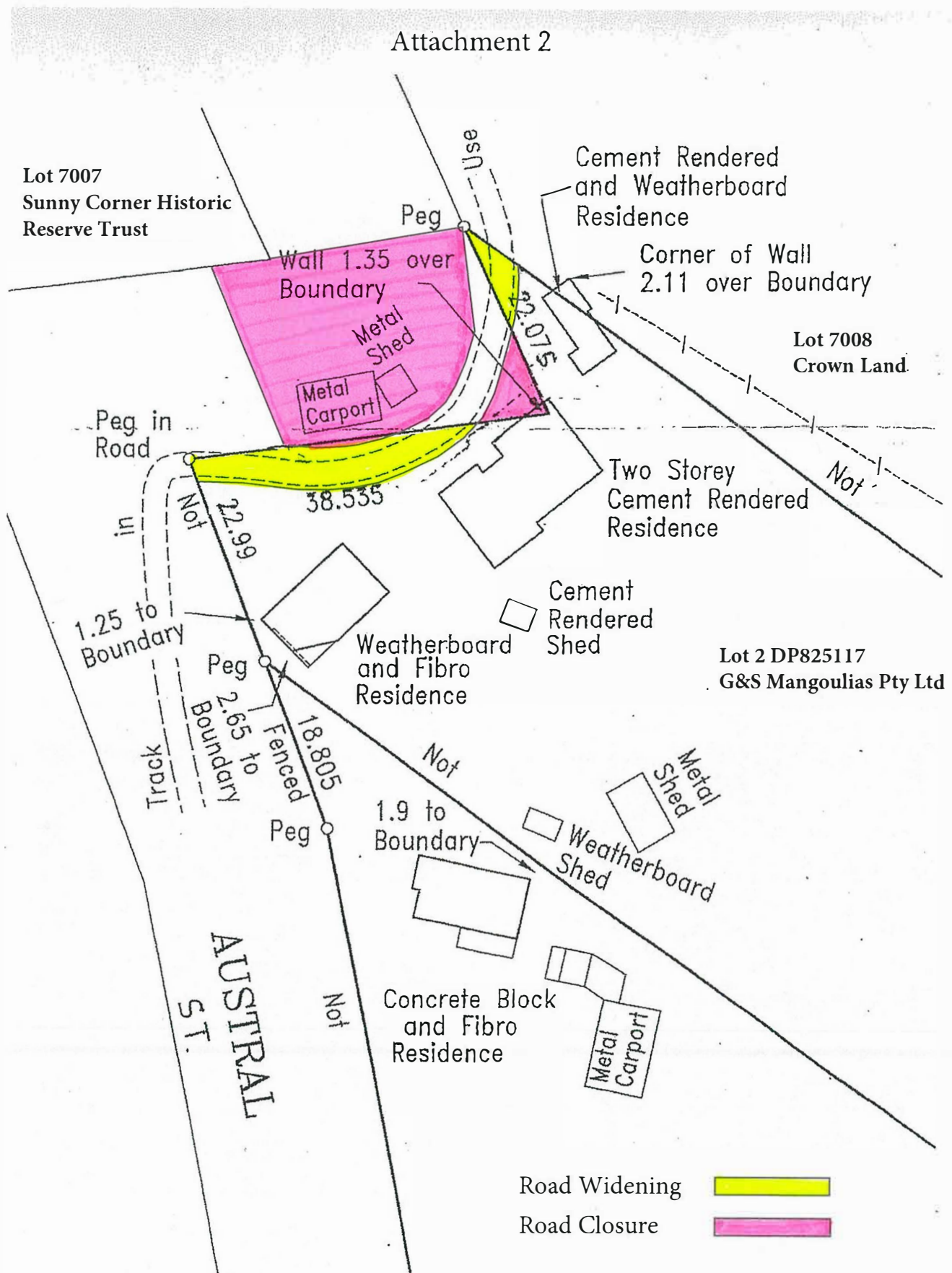


Drawn By: David Luck

Date: 25/08/2021

Projection: GDA94 / MGA zone 55

Map Scale: 1:4000 @ A4





Interim Chairperson:

Email:

Vice Chairperson:

Secretary:

Bob Triming

02 6332 2863

equalaccess.itisthelaw@bigpond.com

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96 Abercrombie Drive, Abercrombie NSW. 2795

bathurstaccesscommittee@gmail.com

Mr David Sherley
General Manager
Bathurst Regional Council
158 Russell Street
Bathurst NSW 2795

Sunday, 29 August 2021



Re – Bathurst Access Improvement Grants 2021 / 2022 – BRAC's Recipient recommendations

Dear Mr. Sherley,

For the Attention of Director Cultural & Community Services, Alan Cattermole.

Five applications for grants were received from Bathurst Regional Council for consideration by BRAC members. As the relevant meeting was cancelled due to COVID restrictions, the applications were forwarded by email to all of the regular attendees of BRAC meetings. Telephone advice was provided to one person who is unable to receive electronic documents. An eight day reply period was allowed. Six responses were received plus one late response taken into account.

In the lead up to the grants application deadline, BRAC supplemented the large amount of Council advertising with several promotional items of its own utilising several forms of media. In addition, Council kindly supplied an updated version of council's brochure for the grants, printing 190 copies. These were distributed to all relevant businesses in the CBD & Keppel Street areas together with a similar number of BRAC's own 'Missed Business' brochures by Bob & Kaye Triming with motivational support from the Mayor. The Mayor's column also promoted the grants in the Western Advocate. Several telephone conversations were held with businesses who were considered to be possible beneficiaries.

Clarification on the aspects of some the applications were sought for the benefit of those BRAC members who required further information before issuing their recommendations. These were undertaken by the Interim Chairperson. All applications were recommended to be approved by all seven BRAC members who responded.

Applicants:

- **John Fitzpatrick Constructions.**

Approved as per plans and photos supplied.

Value of project: \$3800.00. Grant recommended: **\$1900**

- **History Hill Museum.**

Approved. Whilst actual quote was only for one component of project, an extensive explanatory letter was attached which indicated total cost would be at least \$10,000 even though actual application indicated a total cost of \$9000. BRAC agrees that due to isolation of this museum, combined with the economic benefit to tourism that consideration should

be given to allocating the full permitted grant of \$5000. It was also excellent to see a request from the regional area instead of just Bathurst City.

Grant recommended: **\$5,000**

- **The Hub Espresso Bar & Eatery**

Approved. One quote received. Proposed work certainly an improvement to access. Discussions by BRAC with owner resulted in appropriate door furniture to be included.

Value of project: \$4,148. Grant recommended **\$2,074**

- **Bathurst Uniting Church**

Approved. Concerns over ramp design were overcome after consultation with church representatives as well as BRC planning. BRC detailed approval provided by email. Access to two separate door entries will be greatly improved.

Value of project: \$8,800. Grant recommended **\$4,400**

- **Nikki's Café on William**

Approved. Some confusion as to quotes. As Grant amount requested is well below applicants estimated value of the project BRAC agrees to the amount of grant requested.

Applicants estimated value of project: \$3500. Grant recommended **\$1500**.

The total value of grants recommended by BRAC is **\$14,874**.

It is worthy to note that one application was from the regional area which was excellent to see. It is also interesting to note that the businesses seem to be planning for the period after COVID restrictions, as, by applying for these Access Grants, it means they will be able to offer goods and services to a greater percentage of their prospective customer base.

BRAC, yet again, thanks Bathurst Regional Council for this most worthwhile project that assists not only residents with a disability but also the high value Disability Tourism sector.

Yours faithfully!



Bob Triming

Interim Chairperson

equalaccess.itisthelaw@bigpond.com



CENTRAL BUSINESS DISTRICT (CBD) CLOSED CIRCUIT TELEVISION (CCTV) POLICY

PART 1: INTRODUCTION

This Policy underpins the introduction, ongoing management and operation of Closed Circuit Television (CCTV) within the Central Business District (CBD) of Bathurst. Standard Operating Procedures and Code of Practice will guide Council staff and Police in the day-to-day operation of the scheme and ensure alignment with the *NSW Government Policy Statement and Guidelines for the Establishment and Implementation of CCTV in Public Places*.

This Policy will ensure the effective, appropriate and lawful use of CCTV by Council and the Police in public areas, designated workplaces and Bathurst Regional Council facilities across the CBD.

Establishing and operating a CCTV system can be complex, time-consuming, and costly, therefore it is necessary that appropriate policies and procedures are in place to ensure the CCTV system operates efficiently and effectively. This Policy, Standard Operating Procedures and Code of Practice will also increase public confidence that Council's CCTV system is appropriately controlled, administered and accountable.

This CBD CCTV scheme is aimed at the detection and conviction of offenders. Council and Police recognise that the presence of CCTV can have a deterrent effect on crime and antisocial behaviour within the CBD, whilst contributing to a greater sense of safety in the community. CCTV is being introduced as part of the broader community safety strategy within the Bathurst Local Government Area. The CCTV cameras will not be monitored by Council but will capture images that can be used to assist Police. Police may intermittently view live images provided by the CBD CCTV scheme.

1.1 Policy Objectives

To reduce the fear of crime as measured by:

- Increased community perception of safety within the CBD

To assist in the apprehension and prosecution of offenders as measured by:

- Increase in the number of offenders identified
- Increase in the number of offenders apprehended

1.2 Scope of Policy

This policy relates to CCTV and surveillance systems used and operated by Council and the Police, as well as the implementation of CCTV cameras in locations identified as higher risk crime areas within the CBD.

Although every effort will be made to ensure maximum effectiveness of the system it is not possible to guarantee that the system will detect every incident taking place within the area of coverage.

1.3 Definitions

Closed Circuit Television (CCTV)	A surveillance system in which a number of cameras are connected through a closed circuit. The footage taken by the cameras is sent to a television monitor or recorder. CCTV systems consist of cameras, monitors, recorders, interconnecting hardware and support infrastructure (the scheme).
Council	Bathurst Regional Council (the owner of the scheme).
Passive monitoring	Where CCTV monitors may be intermittently viewed.
Police	Authorised Police Officers from the Bathurst Police Station (part of the Chifley Police District).
Retrospective review	Where CCTV footage is reviewed after an incident.

1.4 Legislative Context

- Government Information (Public Access) Act 2009
- Privacy and Personal Information Protection Act 1998
- Privacy and Personal Information Regulation 2005
- Surveillance Devices Act 2007
- Workplace Surveillance Act 2005
- State Environmental Policy (Infrastructure) 2007

1.5 Related Documents

The following documents are operational documents which support the policy:

Standard Operating Procedures – this document will be based on the CBD CCTV Policy and ensure that the principles and purposes on which the CBD CCTV scheme is based on are adhered to. This procedure is intended to identify the correct operations, ownership and maintenance of the CBD CCTV scheme, and the usage of recordings captured in the process of investigating criminal activity. This process serves both Council staff (authorised) to access CCTV footage, and registered persons (authorised) by the police to request CCTV footage.

The Standard Operating Procedures will ensure:

- persons are informed about the collection and purpose for collection of the personal information in accordance with Section 10 of the PPIP Act, and
- that the information is protected by taking reasonable security safeguards against loss, unauthorised access and misuse in accordance with Section 12 of the PPIP Act.

These aspects are addressed in the Standard Operating Procedures to ensure compliance with the Privacy and Personal Information Regulation 2005.

CCTV Code of Practice – outlines the minimum standards of compliance under which Closed Circuit Television (CCTV) will be operated by Bathurst Regional Council. The Code of Practice will operate within applicable law and only for the purpose of which it is established, as well as with regards to the privacy and civil liberties of individual members of the public.

CCTV Memorandum of Understanding between Council and the Police – is intended to demonstrate a mutual understanding of the management and implementation of the CBD CCTV scheme. The Memorandum of Understanding acknowledges each parties obligations under the *Privacy and Personal Information Protection Act 1998 (NSW)*.

NSW Government Policy Statement and Guidelines for the Establishment and Implementation of Closed Circuit Television (CCTV) in Public Places – provides a policy framework and underlying principles to assist agencies considering CCTV as a possible response to local community safety concerns.

1.6 Responsibilities

Bathurst Regional Council:

Council is the owner of the public place CBD CCTV scheme. Council has responsibility for securing funding, responsibility to consult with and inform the community, and responsibility for design, management, running costs, evaluation and audit activities.

The CCTV system provided will not be monitored live by Council. Council will maintain all equipment and will be responsible for recording images that can be used to assist the Police. It is acknowledged that from time to time equipment will fail and while every endeavour will be made to ensure that all equipment is functioning at all times Council cannot guarantee this.

NSW Police Force:

The Police are not responsible at this point in time for the funding of the CBD CCTV scheme, but have been involved in the assessment and planning phase. The Standard Operating Procedures for the scheme will incorporate protocols covering communication and liaison between Council and the Police. A CCTV monitor will be located within the Bathurst Police Station for passive monitoring only. The location and use of this monitor will be determined in accordance with the NSW guidelines for the monitoring of CCTV. The Police will also be provided with the ability to review stored footage and request Council to download required footage for evidentiary purposes.

The Police are responsible for providing to Council annually an analysis of crime statistics and data of arrest and successful prosecutions related to the CCTV coverage area.

Private Sector:

Private sector agencies may contribute financially to the introduction of the CCTV system. This financial contribution will end the involvement of the private sector agency.

1.7 Review Procedures

Staff will undertake regular reviews of the CBD CCTV scheme, including collection of crime statistics and data provided by the Police.

The NSW Information and Privacy Commission may request to undertake spot audits from time to time and local councils should comply with such requests.

1.8 Reporting Requirements

Biannual crime statistics and evaluation against the CBD CCTV policy objectives will be reported to Council.

1.9 Complaints

Complaints in relation to any aspect of the management or the operation of the CBD CCTV scheme may be made in writing to:

The General Manager
Bathurst Regional Council
Private Mail Bag 17
BATHURST NSW 2795
or e-mail council@bathurst.nsw.gov.au

Where a complaint cannot be resolved within Council, the complainant will be referred to an outside agency to seek resolution.

Section 36 of the *Privacy and Personal Information Protection Act 1998* authorises the Information and Privacy Commission to receive and investigate complaints about alleged violations of, or interference with, the privacy of an individual.

Any member of the public is entitled to lodge a complaint with the Information and Privacy Commission at:

Information and Privacy Commission
GPO Box 7011
SYDNEY NSW 2001

Tel: 1800 472 679 or

Email ipcinfo@ipc.nsw.gov.au

PART 2: POLICY CONTENT

2.1 General Provisions

Guiding Principles

Council has made reference to and responded to the *NSW Government Policy Statement and Guidelines for the Establishment and Implementation of CCTV in Public Places* in order to ensure best compliance with the implementation of the CBD CCTV scheme. The nine principles outlined in the *NSW Government Policy Statement and Guidelines for the Establishment and Implementation of CCTV in Public Places* include issues relating to privacy, fairness, public confidence and support, managerial efficiency and effectiveness, and police involvement in public area CCTV. The principles are essential for the implementation of CCTV and include:

- **Integrated Approaches to Crime Prevention**
Principle: The implementation of CCTV should be part of an integrated, multiagency approach to crime control and community safety.
- **The Ownership of Schemes and Its Accompanying Responsibilities**
Principle: The ownership of public area CCTV schemes must be clear and publicly known and ensure appropriate public accountability.
- **Community Consultation**
Principle: When considering setting up or significantly expanding a public area CCTV scheme, the relevant concerns of all parties potentially affected by the scheme should be taken into account through an effective community consultation strategy. Consultation will help to ensure that schemes meet local needs and circumstances, and that the operation of the scheme has the support of those affected by it.
- **Setting Clear Objectives**
Principle: Clear scheme objectives should be set to guide the design, implementation, management and outcomes of public area CCTV. A clear statement of objectives will provide a basis for effective monitoring and evaluation of the scheme, and help to ensure that the use of CCTV is consistent with overall crime prevention objectives.
- **Police Involvement in Public Area CCTV Schemes**
Principle: While the Police should not fund public area CCTV schemes, they should be closely involved in the assessment and planning phase, including risk analysis and evaluation. The Standard Operating Procedures for the scheme should incorporate protocols covering communication and liaison between the scheme operators and the Police.
- **Managing and Operating Schemes**
Principle: CCTV schemes should be open and accountable and operate with due regard for the privacy and civil rights of individuals and the community. (Please refer to Privacy section below for full details).
- **Evaluation**
Principle: Effective evaluation of schemes is essential in order to identify whether their formal objectives are being achieved. Evaluation frameworks should be developed at the planning stage of the scheme.

- **Complaints**

Principle: Publicly accountable, impartial and fair schemes should have procedures for dealing with complaints.

- **Monitoring and Auditing**

Principle: Audit is needed in order to provide an account of the operation of a scheme, by testing its compliance against relevant policy, legislation and procedures, and to be used as the basis of recommendations for improved practice.

2.2 Specific Provisions

Disclosure

CCTV footage and records will only be used and disclosed in accordance with the primary purpose of collection. This CBD CCTV scheme is aimed at the detection and conviction of offenders, with footage to be provided to the Police for retrospective review. Access to and use of recorded material will only take place in compliance with a Police request in connection with an investigation of crime and nothing else.

In accordance with the *NSW Government Policy Statement and Guidelines for the Establishment and Implementation of CCTV in Public Places*, reasonable steps will be taken to protect information gathered through public place CCTV from misuse or inappropriate disclosure.

Disposal

Where footage has been provided to the Police, it is their responsibility to appropriately retain and destroy the record of the footage in accordance with their protocols.

Privacy

The Privacy and Personal Information Protection Act 1998 covers Local Government authorities as public sector agencies, and as such needs to be addressed when considering the establishment and implementation of CCTV.

CCTV in public places need to balance the need for public safety against the right to privacy for members of the public. The CBD CCTV scheme needs to be operated with respect for people's privacy and their right to conduct or engage in lawful activities. The *NSW Government Policy Statement and Guidelines for the Establishment and Implementation of CCTV in Public Places* states:

Continuing community support for the operation of CCTV schemes will depend upon the confidence people have that the scheme is providing the anticipated benefits. It is therefore essential that:

- *the recording and retention of images should be undertaken fairly and lawfully;*
- *the purpose for which the information is being obtained is known;*
- *the information not be used for any other purpose than that proclaimed;*
- *people be aware that they may be subject to CCTV surveillance;*
- *the CCTV surveillance should only be used to identify crimes occurring within the CCTV area;*
- *the CCTV surveillance should never be used to monitor or track individuals who have not obviously been involved in a crime;*
- *the CCTV surveillance should only be used to identify crimes occurring within the CCTV area; and*

- *the owners of the scheme are known and accountable for its operation.*

CCTV information and records are to be handled in accordance with the Privacy and Personal Information Protection (PPIP) Act 1998 and the Privacy and Personal Information Regulation 2005. Use and disclosure of CCTV footage and personal information must only be in accordance with privacy laws.

The Privacy and Personal Information Regulation 2005 exempts Councils from certain provisions of the PPIP Act relating to the use of CCTV cameras, specifically as follows:

- *Council is exempt from section 11 of the Act with respect to the collection of personal information by using a CCTV camera that Council has installed for the purpose of filming a public place, if the camera is positioned so no other land is filmed (unless it is not reasonably practicable to avoid filming the other land when filming the public place).*
- *Council is also exempt from section 18 of the Act with respect to the disclosure to the NSW Police Force of personal information by way of live transmission from such a CCTV camera.*

Bathurst Regional Council

Central Business District (CBD) Closed Circuit Television (CCTV) Scheme

Code of Practice

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1. CENTRAL BUSINESS DISTRICT (CBD) CLOSED CIRCUIT TELEVISION (CCTV) CODE OF PRACTICE

1.1 Introduction

1.1.1. The CBD CCTV Code of Practice (the Code) contains the minimum standards of compliance under which the CBD CCTV scheme will be operated.

1.1.2. The Code will be supplemented by the Standard Operating Procedure, giving instructions on all aspects of the operation of the system. This document will be based on the CBD CCTV Policy and ensure that the principles and purposes on which the CBD CCTV scheme is based are realised.

1.1.3. The CBD CCTV Policy will guide the successful implementation and management of the CBD CCTV Scheme.

1.2. The Code is based on the following key principles:

Principle 1

The CBD CCTV scheme will be operated fairly, within acceptable law, and only for the purposes for which it is established or which are subsequently agreed in accordance with this Code.

Principle 2

The CBD CCTV scheme will not limit the privacy and civil liberties of individual members of the public, including the rights to freedom of religious and political expression and assembly.

Principle 3

Council has primary responsibility for the maintenance, management and security of the CBD CCTV scheme, and the protection of the interests of the public in relation to the CBD CCTV scheme.

Principle 4

The Police are a partner to the CBD CCTV scheme and agree to act in accordance with the Code.

Principle 5

The public will be provided with clear and easily accessible information in relation to the operation of the CBD CCTV scheme.

Principle 6

Regular review and evaluation of the CBD CCTV scheme will be undertaken to identify whether the purposes and objectives of the CBD CCTV scheme are being achieved.

Principle 7

Information recorded will be accurate, relevant and not exceed that necessary to fulfil the purposes of the CBD CCTV scheme.

Principle 8

Recorded material will be retained for 30 days.

Principle 9

Access to recorded material will only be provided in accordance with the purposes provided

by the Code.

Principle 10

All contact between Council and the Police in relation to the CBD CCTV scheme will be conducted strictly in accordance with the Code.

1.3. Glossary of Terms

A glossary of terms used in the Code is provided below:

TERM	DEFINITION
Bathurst Central Business District (CBD)	That area of the CBD that will be monitored by CCTV cameras as identified in Section 2 of the Code
Closed Circuit Television (CCTV)	A surveillance system in which a number of cameras are connected through a closed circuit. The footage taken by the cameras is sent to a television monitor or recorder. CCTV systems consist of cameras, monitors, recorders, interconnecting hardware and support infrastructure.
CBD CCTV scheme	Council's CCTV system operating in the Bathurst Central Business District
Code	The Code of Practice developed by Council
Confidentiality Agreement	The Confidentiality Agreement attached to the SOP as APPENDIX 2
Council	Bathurst Regional Council
Evaluation Group	Council and Police representatives who will undertake ongoing review of the CBD CCTV scheme
Image Recording Equipment	The computer that records and stores all footage recorded by the CCTV cameras
Image Recording Point	That area of Council where the Image Recording Equipment is located and secured, which is under Council control
Monitoring Equipment	The monitor and computer that live footage and Recorded Material may be viewed
Monitoring Point	That area of the Bathurst Police Station where the Monitoring Equipment is located and which is under Police control
MOU	The Memorandum of Understanding between Council and the Police in accordance with the Code
PTZ camera	A camera that can be panned, tilted, zoomed
Police	Chifley Police District, which is part of the NSW Police Force
CBD CCTV Scheme Policy	Policy developed by Council to ensure the effective, appropriate and lawful use of CBD CCTV scheme
Recorded Material	The footage recorded by the CCTV cameras
SOP	The Standard Operating Procedure, which give instructions on all aspects of the operation of the CBD CCTV scheme

1.4. Legislative Context

- Privacy and Personal Information Protection Act 1998
- Privacy and Personal Information Regulation 2005
- Surveillance Devices Act 2007
- Government Information (Public Access) Act 2009
- Workplace Surveillance Act 2005
- Police Act 1990 (NSW)

1.5. Related Documents

- NSW Government Policy Statement and Guidelines for the Establishment and Implementation of Closed Circuit Television (CCTV) in Public Places
- Central Business District (CBD) Closed Circuit Television (CCTV) Policy
- Central Business District (CBD) Closed Circuit Television (CCTV) Standard Operating Procedure
- Central Business District (CBD) Closed Circuit Television (CCTV) Memorandum of Understanding

2. CBD CCTV SCHEME PRELIMINARY INFORMATION

2.1. The area of the Bathurst region in which the CBD CCTV scheme operates can be described as the area bound by:

- a. Stewart Street
- b. Havannah Street
- c. Brilliant Street
- d. Durham Street

2.2. The CBD CCTV scheme is only one of several initiatives designed to assist in preventing crimes against the person and malicious damage to property in the Bathurst CBD. It is recognised, however, that such crime will never totally be prevented.

2.3. Council retains ownership of the CBD CCTV scheme and has copyright on all Intellectual Property, equipment, recorded material and documentation pertaining to all footage captured by the system

2.4. The responsibilities of Council in relation to the system are outlined in Section 9.

2.5. The Police are a partner in Council's CBD CCTV scheme. The responsibilities of the Police in relation to the scheme are outlined in Section 10.

3. OPERATION OF THE CBD CCTV SCHEME

3.1. The CBD CCTV scheme will be operated fairly, within applicable law and only for the purposes for which it is established, or which are subsequently agreed in accordance with the Code.

3.2. The CBD CCTV scheme will be operated with due regard to the privacy and civil liberties of individual members of the public, including the rights to freedom of religious and political expression and assembly.

3.3. The public interest in the operation of the CBD CCTV scheme will be recognised by ensuring the security and integrity of operational procedures.

3.4. Council has primary responsibility for compliance with the purposes and objectives of the CBD CCTV scheme, for the maintenance, management and security of the system, and the protection of the interests of the public in relation to the scheme.

3.5. As a partner to Council's CBD CCTV scheme, the Police will act in accordance with the Code and the MOU.

3.6. Council will be accountable to the public for the effective operation and management of the CBD CCTV scheme.

3.7. The public will be provided with clear and easily accessible information in relation to the operation of Council's CBD CCTV scheme.

3.8. Regular monitoring and evaluation of the CBD CCTV scheme will be undertaken to identify whether the purposes are being complied with and objectives are being achieved.

3.9. Council staff who have delegated authority to provide footage to the Police for evidentiary purposes, whether they be operators or managers, will meet the highest standards of probity.

3.10. Access to recorded material will only be permitted by authorised Council staff.

3.11. Information recorded will be accurate, relevant and not exceed that necessary to fulfil the purposes of the CBD CCTV scheme.

3.12. Information will be obtained fairly and in accordance with the privacy provisions of the CBD CCTV Policy and the Code.

3.13. The retention of and access to recorded material will be only for the purposes provided for by this Code of Practice. Recorded material will be retained for 30 days. It will then be erased, recorded over, or destroyed.

3.14. Contact related to the CBD CCTV scheme between Council staff and the Police will be conducted strictly in accordance with the Code.

3.15. The CBD CCTV scheme will be confined to address the interests of the Bathurst region and the needs of the NSW Police and judicial system.

4. SYSTEM DESCRIPTION

4.1. The System involves 22 cameras connected to a central location in the Bathurst Regional Council Civic Centre by a fibre network.

4.2. The cameras will operate on a 24 hour basis.

4.3. Pictures are transmitted live to observation screens at the Monitoring Point which is able to be monitored by the Police.

4.4. The Monitoring Equipment also provides the Police with the ability to review Recorded Material.

4.5. The system is directly linked with the Police to ensure instant communication and enable direct monitoring in certain circumstances such as an emergency. Monitoring will only be undertaken on an as needed basis by the Police.

4.6. All images are recorded and retained for 30 days.

5. CAMERA DESIGN

5.1. A mix of fixed and PTZ cameras will be utilised to enable effective monitoring.

5.2. Each camera is to be housed in a tinted environmental dome for protection.

5.3. The camera technology used is to ensure maximum resolution and picture quality. The camera and system technology used will be regularly reviewed.

6. CAMERA LOCATIONS

6.1. Cameras are installed in areas of the Bathurst CBD, identified by the Police as areas in need. These locations are determined partially on the basis of crime statistics provided by the Chifley Police District. Environmental considerations are also taken into account.

A total of 19 cameras have been installed in the following areas:

- a) 2 – Howick Street
- b) 2 – Cnr William and Russell Street
- c) 1 – Cnr Keppel and Havannah Street
- d) 4 – Machattie Park
- e) 2 – Kings Parade
- f) 3 – Keppel Street
- g) 1 – Bentinck Street
- h) 1 – Court House Lane
- i) 1 – William Street
- j) 1 – Cnr Piper and William Street
- k) 1 – Cnr George and Howick Street
- l) 1 – Cnr Havannah and Lambert Street
- m) 1 – Cnr Havannah and Rocket Street
- n) 1 – Havannah Street

7. CHANGES TO THE CBD CCTV SCHEME AND/OR THE CODE

7.1. A minor change to the CBD CCTV Policy or Code may be made with the agreement of Council's General Manager. A minor change is a change which may be required for the purposes of adjustment of the scheme or clarification of the Code. An example may be the replacement of one brand of video recorder with another.

7.2. A major change to the CBD CCTV Policy or to the Code will take place only after consultation with relevant interest groups (Police, Business Owners, Public) and upon the agreement of Council. A major change is such as will have a significant impact upon the operation of the scheme or the Code. An example may be a change to the purpose of the scheme or a proposal to install further permanent cameras.

8. PURPOSE

8.1. The objectives of the CBD CCTV scheme are:

To reduce the fear of crime as measured by:

- Increased community perception of safety within the CBD

To assist in the apprehension and prosecution of offenders as measured by:

- Increase in the number of offenders identified
- Increase in the number of offenders apprehended

8.2. The CBD CCTV scheme will only be used to identify crimes occurring within the area covered by the scheme.

8.3. The CBD CCTV scheme will be operated fairly, within applicable law, and only for the purposes for which it is established or which are subsequently agreed in accordance with the Code.

8.4. The CBD CCTV scheme will be operated with due regard to the privacy and civil liberties of individual members of the public, including the rights to freedom of religious and political expression and assembly.

8.5. The public interest in the operation of the CBD CCTV scheme will be recognised by ensuring the highest levels of security and integrity in relation to recording and retention of material.

9. RESPONSIBILITIES OF COUNCIL – OWNER OF THE SCHEME

9.1. Council will be responsible for the introduction and implementation of the Policy and SOP and for ensuring the compliance with the details contained within the Code.

9.2. Council will comply with the requirements for accountability set out in the Code.

9.3. Council will consult with and provide information to the public about the operation of the CBD CCTV scheme.

9.4. Council has the primary responsibility for compliance with the purposes and objectives of the CBD CCTV scheme, for the maintenance, management and security of the program and the protection of the interests of the public in relation to the scheme.

10. RESPONSIBILITIES OF THE POLICE – PARTNER TO THE SCHEME

10.1. It is the responsibility of the Police to respond to incidents identified on monitoring screens to the extent that its resources and priorities allow.

10.2. The Police will develop its own operational procedures in relation to the CBD CCTV scheme to complement those developed by Council.

10.3. An MOU in relation to the CBD CCTV scheme will be entered into both by Council and the Police outlining the respective roles of both parties. The MOU and any variations to it are to be approved by Council's General Manager and the Police, and then circulated to Councillors.

10.4. As a partner to Council's CBD CCTV scheme, the Police agree to act in accordance with the CBD CCTV Policy, SOP, the Code and the agreed final form of the MOU.

11. ACCOUNTABILITY

11.1. Council will be responsible for regular review of the CBD CCTV scheme, including the CBD CCTV Policy and the Code and performance of surveillance equipment:

- a. to identify and report on any deviations from the Code that come to notice during audit; and
- b. to recommend action that will safeguard the scheme from abuse.

11.2. A report on the operation and functioning of Council's CBD CCTV scheme will be presented to Council on a biannual basis.

11.3. Council will nominate authorised Council staff, who are the contact and first point of call, for all applications, technical and operational matters and evaluation of information or requests received.

12. PUBLIC INFORMATION ABOUT THE OPERATION OF THE CBD CCTV SCHEME

12.1. Clearly visible signs that CCTV cameras are operating will be displayed within the area covered by the CBD CCTV scheme. These signs will:

- a. inform the public that cameras are in operation and recording
- b. allow people entering the area to make a reasonable approximation of the area covered by the system
- c. identify Council as the owner of the system
- d. identify the footage may be monitored by the Police
- e. confirm the footage is being recorded

12.2. Copies of the CBD CCTV Policy, SOP and Code are available to the public.

12.3. Enquiries in relation to Council's CBD CCTV scheme and its operation can be made in writing to:

The General Manager
Bathurst Regional Council
Private Mail Bag 17
BATHURST NSW 2795

or, alternatively, can be made by telephone on (02) 6333 6111 or, e-mail
council@bathurst.nsw.gov.au

12.4. The public will be provided with clear and easily accessible information in relation to the operation of Council's CBD CCTV scheme.

12.5. Upon the request by a member of the public or through a GIPA (Government Information and Public Access) file request for information related to video footage recorded through the CBD CCTV scheme, that the request be assessed by the General Manager of Council or their delegate, to its validity and requirement by law to supply such footage.

13. ASSESSMENT OF THE SYSTEM AND CODE OF PRACTICE

13.1. In consultation with the Police, Council will regularly monitor the operation of the CBD CCTV scheme and implementation of the Code.

13.2. Council is responsible for ensuring that the CBD CCTV scheme is regularly subject to evaluation to identify whether its purposes are being complied with and whether objectives are being achieved. Resources committed to the system annually will include the cost of evaluation.

13.3. Evaluation will be carried out according to established criteria.

13.4. Evaluation of the CBD CCTV scheme will include as a minimum:

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- a. the assessment of its impact upon crime;
- b. the views of the public on the operation of the scheme;
- c. whether the purposes for which the scheme was established still exist

13.5. The results of evaluation will be taken into account in the future functioning, management and operation of the System.

13.6. Regular monitoring and evaluation of the CBD CCTV scheme will be undertaken to identify whether the purposes of the scheme are being complied with and objectives are being achieved.

13.7. Continued involvement of an Evaluation Group throughout the use of the CBD CCTV scheme.

13.8. The functions of the CBD CCTV scheme Evaluation Group are:

- i) to ensure the scheme objectives are being met.
- ii) to provide information regarding public perceptions crime

13.9 The Evaluation Group is made up of relevant Council staff. A letter will be sent by Council to the Police annually requesting crime statistics and feedback about the CBD CCTV system.

14. MANAGEMENT OF RECORDED FOOTAGE

14.1. Council staff employed to work on the CBD CCTV scheme will be subject to Council's Code of Conduct and other Council policies.

14.2. A breach of the CBD CCTV Policy, Code and the Council's own Code of Conduct may lead to disciplinary proceedings for staff members.

14.3. Procedures will be put in place to ensure that access to recorded footage is restricted to operating staff and their managers and that the communications room and recorded footage are protected from unauthorised access.

14.4. Access to the recording equipment will be limited to Council staff with that responsibility.

14.5. All authorised staff who have access to recorded footage shall be required to obtain a National Police Certificate.

14.6. Access to recorded footage will be restricted to qualified operating staff. Footage will be protected from unauthorised access.

14.7. All authorised staff will be required to undergo approved induction/familiarisation training and are to be provided with a copy of the CBD CCTV Policy, Code and SOP.

14.8. Each new authorised staff member on completion of their training is to be proficient in:

- a. use and control of camera management systems;
- b. use and control of recording systems;
- c. policy and procedures relating to recording of information;
- d. emergency response and procedures;

- e. accountability and confidentiality issues; and
- f. privacy issues.

14.9. All authorised staff involved in the operation of the CBD CCTV scheme are required to sign a Confidentiality Agreement (attached to the SOP).

14.10. It is the responsibility of Council management to ensure that these agreements are signed prior to any person being involved in and/or having access to the operation of the CBD CCTV scheme.

15. CONTROL AND OPERATION OF CAMERAS

15.1. The locations of cameras will be apparent to the public.

15.2. All use of cameras will accord with the purposes of the CBD CCTV scheme.

15.3. Cameras will not be used to look into adjacent or nearby premises or buildings, unless it is explicitly for the purpose of following (in real time) participants in a crime.

15.4. No sound will be recorded in public places.

15.5. Operators of camera equipment will act in accordance with the highest standards of probity. This will include:

- a. National Police Certificate
- b. Routine audit of the system including adherence to the Code and SOP

15.6. Only authorised staff with responsibility for using the equipment will have access to operating controls.

15.7. Information recorded should be accurate, relevant and not exceed that which is necessary to fulfil the purposes of the Program.

15.8. Information shall be obtained in accordance with the privacy provisions and meet all legislative requirements.

16. RECORDED MATERIAL

16.1. Access to and use of recorded material will only take place:

- a. in connection with the investigation of crime by the Police; or
- b. if necessary for the purposes of legal proceedings; or
- c. in compliance with the Government Information (Public Access) Act 2009.

16.2. Recorded material will not be sold, transferred, copied or used for any commercial purposes or for the provision of entertainment.

16.3. The showing of recorded material to the public will be permitted only in accordance with the needs of the Police in connection with the investigation of crime or in any other circumstances provided by another law.

16.4. The use of recorded material by the media shall only occur to gain public information with respect to the identity of a person/s wanted in connection with a criminal investigation into a serious crime. Subject to the concurrence of the Police, the General Manager may

approve such releases. In such cases the recognisable characteristics of all other people and vehicles in the footage must be obscured.

16.5. All images from recorded material shall not, under any circumstances, be used to publicise the existence or success of Council's CBD CCTV scheme.

16.6. Appropriate security measures will be taken against unauthorised access to, alteration, disclosure, accidental loss or destruction of recorded material.

16.7. The retention of, and access to, recorded material will be only for the purposes provided for by the Code. Recorded material will be retained for 30 days. Images will then be erased, taped over, or destroyed as per recording room procedures.

16.8. Recorded material will be treated according to defined procedures to ensure continuity of evidence.

16.9. The Police may reproduce recorded footage or photographs for Court purposes or for the purposes of review by the NSW Ombudsman in the oversight or investigation of complaints under Part 8A of the Police Act, 1990 (NSW).

17. CONTACT WITH POLICE

17.1. Police officers will not be permitted to remove any recorded material or operate video equipment at any time unless under the terms of the Code or subject to the execution of a search warrant or other relevant legal process.

17.2. Any change in existing arrangements for Police contact with and the use of the CBD CCTV scheme will amount to a major change to the Code and must be agreed to in accordance with the Code before being implemented.

17.3. Contact related to the CBD CCTV scheme between Council staff and the Police will be conducted strictly in accordance with the Code.

18. BREACHES OF THE CODE

18.1. Prime responsibility for ensuring the Code is adhered to rests with Council. This responsibility includes ensuring that breaches of the Code which Council is made aware of and which are within the ambit of Council's power to remedy and investigate, are investigated and remedied.

18.2. Complaints in relation to any aspect of the management or the operation of the CBD CCTV scheme or the behaviour or conduct of Council staff may be made in writing to:

The General Manager
Bathurst Regional Council
Private Mail Bag 17
BATHURST NSW 2795
or e-mail council@bathurst.nsw.gov.au

18.3. General Complaints

- a. All complaints are to be in writing and to be addressed to the General Manager, Bathurst Regional Council.

- i. First level – Manager Corporate Governance will review and provide a report to the complainant
- ii. Second level – where the complainant is still dissatisfied, the complaint will be investigated by the Director Corporate Services and Finance, and results of the investigation reported to the complainant
- iii. Where the complaint cannot be resolved within Council, the complainant is referred to an outside agency to seek resolution.

18.4. Privacy Complaints

- i. A complaint regarding the conduct of a Police Officer/s in relation to the operation of the CBD CCTV system or footage shall be referred for investigation in the first instance to the appropriate Section of the NSW Police Force or authority charged with the responsibility for investigating complaints against Police Officers.
(http://www.police.nsw.gov.au/services/complain_about_a_police_officer)
- ii. The Privacy and Personal Information Protection Act 1998 authorises the Information and Privacy Commission to receive and investigate complaints about alleged violation of, or interference with, the privacy of an individual. Any member of the public is entitled to lodge a complaint with the Information and Privacy Commission at:

Information and Privacy Commission
GPO Box 7011
SYDNEY NSW 2001
Tel: 1800 472 679
Email: ipcinfo@ipc.nsw.gov.au

18.5. The CBD CCTV scheme must address the interests of all who may be affected by it. The scheme is to reflect the interests of Council, the Police and the needs of the criminal justice system.

18.6. Council will cooperate with the investigation of any complaint by the Information and Privacy Commission.

Bathurst Regional Council

Central Business District (CBD) Closed Circuit Television (CCTV) Scheme

Standard Operating Procedure

1. CENTRAL BUSINESS DISTRICT (CBD) CLOSED CIRCUIT TELEVISION (CCTV) STANDARD OPERATING PROCEDURE

1.1 Introduction

1.1.1 The Standard Operating Procedure (SOP) has been developed by Council as a requirement of the Code of Practice.

1.1.2 The SOP is based on the Code to ensure the principles and purposes of the CBD CCTV scheme are met.

1.1.3 The Police have entered into a Memorandum of Understanding with Council and have endorsed the SOP.

1.1.4. The CBD CCTV Policy will guide the successful implementation and management of the CBD CCTV Scheme.

1.2 Glossary of Terms

A glossary of terms as used in the SOP is set out below:

Term	Definition
Application Form	The Application Form used by the Police to access recorded images and attached to SOP at APPENDIX 1 .
Closed Circuit Television (CCTV)	A surveillance system in which a number of cameras are connected through a closed circuit. The footage taken by the cameras is sent to a television monitor or recorder. CCTV systems consist of cameras, monitors, recorders, interconnecting hardware and support infrastructure (the scheme).
CBD CCTV Scheme	Bathurst Regional Council's CCTV system operating in the Bathurst Central Business District
Code	The Code of Practice developed by Council
Confidentiality Agreement	The Confidentiality Agreement attached to the SOP as APPENDIX 2
Council	Bathurst Regional Council
Image Recording Equipment	The computer that records and stores all footage recorded by CCTV cameras
Image Recording Point	That area of Council where the Image Recording Equipment is located and secured, which is under Council control
Monitoring Equipment	The monitor and computer from which the live footage can be viewed
Monitoring Point	That area of the Bathurst Police Station where the Monitoring Equipment is located and which is under Police control
MOU	The Memorandum of Understanding entered into between Council and the NSW Police in accordance with the Code
Bathurst Central Business District (CBD)	That area of the CBD that will be monitored by CCTV cameras as identified in Section 3 of the Code
Police	Chifley Police District, which is part of the NSW Police Force
CBD CCTV Scheme Policy	Policy developed by Council to ensure the effective, appropriate and lawful use of CBD CCTV scheme

Register of Access to CBD CCTV Footage	Register maintained by Council and attached to the SOP as APPENDIX 3
SOP	The Standard Operating Procedure, which give instructions on all aspects of the operation of the CBD CCTV scheme

1.3 Legislative Context

- Privacy and Personal Information Protection Act 1998
- Privacy and Personal Information Regulation 2005
- Surveillance Devices Act 2007
- Government Information (Public Access) Act 2009
- The Workplace Surveillance Act 2005
- Police Act 1990 (NSW)

1.4 Related Documents

- NSW Government Policy Statement and Guidelines for the Establishment and Implementation of Closed Circuit Television (CCTV) in Public Places
- Central Business District (CBD) Closed Circuit Television (CCTV) Policy
- Central Business District (CBD) Closed Circuit Television Code of Practice
- Central Business District (CBD) Closed Circuit Television (CCTV) Memorandum of Understanding

2. Equipment Usage

2.1 Monitoring Equipment

2.1.1. The Monitoring Equipment will be located at the Monitoring Point within the Bathurst Police Station to enable Police Officers only to view the live images generated by the CCTV cameras. The live images will only be visible and accessible to Police Officers. Police officers will only be able to view the live images at the Monitoring Point.

2.1.2. The Monitoring Equipment must be positioned so the public are not able to view it.

2.1.3. The Police will be able to control the operation of the cameras for viewing purposes.

2.1.4. The Monitoring Equipment will only be used for the objectives detailed in Section 5 of the Code.

2.1.5. The Monitoring Equipment must only be used by Police in the course of their duties.

2.1.6. A computer which is capable of viewing and retrieving footage, will be installed at Council. Council will not be responsible for monitoring footage. Only authorised Council staff will be able to access the footage using a personal username and password.

2.2. Image Recording Equipment

2.2.1. The Image Recording Equipment will be located at the Bathurst Regional Council Civic Centre, 158 Russell Street, Bathurst, NSW 2795.

2.2.2. The Image Recording Equipment will be operated by Council. The Police will not have access to the Image Recording Equipment.

2.2.3. Recordings will be made to a computer hard drive and may be exported to removable storage media and provided to Police when the images are required for further investigation of an incident, for evidence in court or for other lawful reason.

2.2.4. The Police will be required to lodge a request to Council for any recorded images. This will be undertaken by completing an Application Form and sending an electronic request to council@bathurst.nsw.gov.au. See Register of Access to CCTV Footage (**Appendix 3**).

2.2.5. Police are responsible for providing Council with sufficient removable storage media to ensure that Council has the capacity to download the video footage requested by Police.

2.2.6. All Police and Authorised Council Staff are to be aware of and agree to abide by the Code, MOU and SOP.

3. Access to Recorded Material

3.1. The Council will be solely responsible for allowing access to recorded material in accordance with the Code.

3.2. Access to recorded material will be limited to Authorised Council staff who have received appropriate training and who have been issued with an individual user name and password in order to provide an audit trail of users of the system.

3.3. Requests for recorded material made during normal Council operating hours of 8:30am until 4:45pm.

3.4. In the case of an emergency out of normal Council operating hours, every effort will be made by Council to have staff available to create the recording, however Council cannot guarantee this in all instances.

3.5. When images are exported and retrieved by the Police, an entry into Council's record system is to be made by Council.

4. Use of Recorded Material

4.1. The use of recorded material is detailed in Section 16 of the Code.

5. Technical Support

5.1. For assistance in day-to-day use of the CCTV software, Police should refer to the documentation provided by the contractor at the time of installation.

5.2. Initial diagnosis and troubleshooting of Police Station based CBD CCTV equipment will be the responsibility of Police IT support. In the event that replacement or significant maintenance is required, Police IT support will contact Council's IT Section on 6333 6227 or afterhours on 0428 403 122. Council's IT Section will then arrange repair or replacement as soon as is practical.

5.3. Council will provide a weekly status report to the Police covering all CBD CCTV Scheme cameras. This report will ensure all camera issues are identified and addressed as quickly as possible. This report will be sent to a generic Police email address.

6. Confidentiality

6.1. Any Council staff or contractors involved in any of the processes described in this SOP will be required to sign a confidentiality document stating that they will not disclose to anybody, or any organisation, unless otherwise lawfully directed to do so, any information about any image which they observed generated by the CCTV cameras. The Confidentiality Agreement is attached as **Appendix 2**.

APPENDIX 1

Location:
Civic Centre
158 Russell Street
BATHURST NSW 2795

Telephone 02 6333 6111
Facsimile 02 6331 7211
council@bathurst.nsw.gov.au
www.bathurst.nsw.gov.au
www.bathurstregion.com.au

Correspondence to:
Private Mail Bag 17
BATHURST NSW 2795

**APPLICATION FORM - REQUEST FOR A COPY OF RECORDED MATERIAL FROM
COUNCIL'S CBD CCTV SCHEME**

Recorded material is retained by Bathurst Regional Council for 30 days only. Requests for recorded material must be made within 21 days of the incident occurring.

Applicant Details

Name and Police ID:

Rank:

Locations/Unit:

Phone:

Email:

Details of Request

I request a copy of images recorded by Bathurst Regional Council's CBD CCTV Scheme. The images I request relate to:

From (date and time):

To (date and time):

Location(s):

Camera ID(s):

Incident / COPS No:

I require a copy of the image for the purpose(s) of:

By submitting this form, I acknowledge that I am the applicant seeking access to the Recorded Material from the cameras as part of the Bathurst CBD CCTV Scheme and I will not make a copy of the images provided or disclose the images to any other individual unless lawfully required to do so.

Applicant's Signature: Date:

Supervisor's Name:

Supervisor's Signature: Date:

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.

Ref: 08.00016/646	Issue Date: 11 October 2019	Review Date: 30 June 2020	Page 6 of 1
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*CBD CCTV Standard Operating Procedure
Version 2*

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APPENDIX 2

CONFIDENTIALITY AGREEMENT – OPERATION OF CBD CCTV CAMERAS

I an employee of
(Full Name Printed)

.....
(Print Name of Employer/Organisation)

1 will not disclose, unless lawfully directed or as a bona fide part of my employment, any matter or information which comes to my knowledge in relation to or emanating from the operation of the CBD CCTV cameras owned by Bathurst Regional Council.

2 acknowledge that this agreement is not limited to my current period of employment or to any time limit period.

3 understand that failure to observe this confidentiality may result in legal action being taken against me and/or employment disciplinary action

.....
(Signed) (Date)

.....
(Witness) (Date)

APPENDIX 3**REGISTER OF ACCESS TO CBD CCTV FOOTAGE**

Police Officer requesting footage	Date of application	Date and time of recorded images requested	Date and time footage exported	Authorised Council staff member who exported footage	Date exported footage provided to applicant

**MINUTES OF BATHURST REGIONAL YOUTH COUNCIL MEETING HELD
ON TUESDAY 10 AUGUST 2021**

PRESENT: Ashley Maalouf, Caitlin McLean, Chelsea Muller, Chloe Tayler, Ella Kay, Esther Wong, George Eliades, Harvey Lew, Jeffrey Knox, Justin Laver, Loukia Robson, Stella Hall, Tom Rodenhuis, Caitlin Morris.

IN ATTENDANCE: Erin Bender (Community Development Team Leader), Angela Sinclair (minute-taking).

INTRODUCTIONS: Bronwyn Starkey (Children's Services Team Leader), Emma Smith (Youth Development & Community Events Officer).

1. APOLOGIES: Nil

2. ACKNOWLEDGEMENT OF COUNTRY: Erin Bender provided an Acknowledgement of Country

3. ADOPTION OF PREVIOUS MINUTES:

RESOLVED that the minutes of the meeting held 11 May 2021 be accepted.

Moved: Stella Hall

Seconded: Ashley Maalouf

Carried.

4. ELECTION OF YOUTH MAYOR 2020/2021 AND YOUTH DEPUTY MAYOR 2021/2022

Nominations for Youth Mayor 2021/2022 and Youth Deputy Mayor 2021/2022 provided by the Youth Councillors.

Election occurred with results:

Youth Mayor Ashley Maalouf

Youth Deputy Mayor Harvey Lew

4. ELECTION OF TWO YOUTH MEDIA OFFICERS 2021/2022

Nominations for two Media Officer positions - Lead Media Officer and Support Media Officer.

Election occurred with results:

Lead Media Officer Loukia Robson

Support Media Officer Chloe Tayler

5. YOUTH COUNCIL PROJECT PLANNING

- Acknowledge that Covid restrictions are currently impacting upon any event planning.

**MINUTES OF BATHURST REGIONAL YOUTH COUNCIL MEETING HELD
ON TUESDAY 10 AUGUST 2021**

- Brainstorming of ideas to formulate a plan. Event planning in advance assists with successful events.
- Group digital calendar may help with planning and organising. Suggestion for a platform that would work. Time Tree app was suggested. Facebook Messenger to be utilised as a message group, to chat about ideas/projects.
- Emails will be circulated from Council, to share/distribute as required.
- Priorities identified: mental health, Earth Day (22 April), Random Acts of Kindness Week (13 – 19 February)
- **Action:** Youth Councillors to research above projects and provide feedback to the group prior to next meeting and suggest possible involvement of external organisations. Working Party Meeting to be held prior to next main meeting to develop ideas for plans. Date to be confirmed.
- How to Adult workshops previously hosted at TAFE. Program was positive and can be considered for first half of 2022. Possibly some content could be on-line ahead of the hands-on day. Council to make initial enquiries – March, April, May 2022.
- Park Run takeover - Youth Council as volunteers for a day, suggested project.

6. SOCIAL MEDIA PLAN

- Some projects can be delivered by social media, via key messaging.
- Instagram versus Facebook discussion. Council's Digital Communications Officer to assist with options. Three-month plan in advance will need to be provided to Council's Corporate Communications Team before new Instagram page can be approved.
- Council to email out a Social Media Plan to assist with planning for Facebook and possibly Instagram for the term.
- **Action:** Invite Corporate Communications staff to attend the next meeting.

7. GENERAL BUSINESS

T-shirts and hoodies will be ordered. Newly elected Youth Councillors need to go to Prestige Embroidery, Russell Street to advise sizing requirements.

Name badges will be ordered as well.

Professional photos will be organised, when able to. Usually held in Council Chamber and/or Machattie Park.

Council to gain approval from each School with regards to attending group meetings/session to schedule a Working Party Meeting.

7. NEXT MEETING – TUESDAY 12 OCTOBER 2021

8. MEETING CLOSE

There being no further business, the meeting closed at 1.10pm.