



BUSINESS PAPER

Ordinary Meeting of Council

Council Chambers
27 September 2023

6.30pm

BROKEN HILL
CITY COUNCIL

**AUSTRALIA'S FIRST
HERITAGE LISTED CITY**

Notice is hereby given, in accordance with the provisions of the *Local Government Act 1993*, that an Ordinary Meeting of the Broken Hill City Council will be held in the Council Chambers on **Wednesday 27 September 2023** commencing at **6:30pm** to consider the following business:

AGENDA	
1	Opening the Meeting
2	Apologies
3	Leave of Absence Applications
4	Prayer
5	Acknowledgement of Country
6	Acknowledgement of Broken Hill's Mining History
7	Public Forum Session
8	Minutes for Confirmation
9	Disclosure of Interest
10	Mayoral Minute(s)
11	Notice of Motion
12	Notices of Rescission
13	Reports from Delegates
14	Committee Reports a) Recommendations of Health and Building Committee meeting held Tuesday, 19 September 2023 b) Recommendations of Policy And General Committee meeting held Wednesday, 20 September 2023
15	Further Reports
16	Questions Taken on Notice from Previous Council Meeting
17	Questions for Next Meeting Arising from Items on this
18	Public Forum Session
19	Confidential Matters
20	Conclusion of the Meeting

STATEMENT OF ETHICAL OBLIGATIONS

All Councillors undertook an Oath or Affirmation at the beginning of their term of office and declared to undertake the duties of the office of Councillor in the best interests of the people of the Broken Hill Local Government Area and the City of Broken Hill; and that they will faithfully and impartially carry out the functions, powers, authorities and discretions vested in them under the *Local Government Act 1993* or any other Act to the best of their ability and judgment.

LIVE STREAMING OF COUNCIL MEETINGS

This Council meeting is being streamed live, recorded, and broadcast online via Facebook. To those present in the gallery today, by attending or participating in this public meeting you are consenting to your image, voice and comments being recorded and published.

The Mayor and/or General Manager have the authority to pause or terminate the stream if comments or debate are considered defamatory or otherwise inappropriate for publishing.

Attendees are advised that they may be subject to legal action if they engage in unlawful behaviour or commentary.

JAY NANKIVELL
GENERAL MANAGER

MINUTES FOR CONFIRMATION

Minutes of the Ordinary Meeting of the Council meeting held Wednesday, August 30, 2023.

Meeting commenced at 6:30pm.

PRESENT: Councillor T. Kennedy (Mayor) Councillor J. Hickey (Deputy Mayor),
Councillors B. Algate, M. Boland, M. Browne, A. Chandler, D. Gallagher,
H. Jewitt, R. Page and D. Turley.

General Manager, Director Corporate and Community, Manager
Communications and Marketing and Executive Officer.

Media (4), Members of the Public (58)

APOLOGIES: Nil

**LEAVE OF ABSENCE
APPLICATIONS:** Nil

PRAYER

Councillor Boland delivered the prayer.

ACKNOWLEDGEMENT OF COUNTRY

Councillor Gallagher delivered the Acknowledgment of Country.

ACKNOWLEDGEMENT OF BROKEN HILL'S MINING HISTORY

Councillor Jewitt delivered the Acknowledgment of Broken Hill's Mining History.

PUBLIC FORUM

Broken Hill Family Day Care

Ms Edelle Harrison addressed Council advising that she is a Broken Hill Mum, and made comment about information released at the last Council Meeting regarding the Broken Hill Family Day Care and that Council does not have capacity to successfully take up the delivery of family day care services in Broken Hill given the associated risks. Ms Harrison asked if Council would look at someone locally assessing the various early years services across the City as a whole and strategies to address the current crisis in order to get action happening more quickly?

The Mayor advised that:

- Foundation Broken Hill did an in-depth study, (which unfortunately did not include Broken Hill Family Day Care), which identified that Broken Hill has one position for childcare for every seven families seeking childcare. The State and Federal governments classify a community as having a "childcare desert" if there is one position for childcare for every three families seeking childcare. So Council is very aware of how crucial the childcare situation is in the City.
- Council has met with a number of the local day care centres as well as staying in touch with Cobar Shire Council for the past 8-9 months.
- Council is assisting the local Day Care Centres to free up land adjacent to their Centres in order for this land can potentially be used to extend their facilities, to provide approximately an additional 100 childcare places between the two centres.
- Council is assisting both local Day Care Centres with the process to relinquish the Native Title in order that the land can be acquired. Council has contacted Crown Lands and appropriate Ministers and Shadow Ministers (to put pressure on Crown Lands) to free up this

land for the extension of the Childcare Centres to help address Broken Hill's childcare crisis.

- Council is very aware of the importance of Broken Hill Family Day Care who provide care to 149 children from 111 families, and if Broken Hill Family Day Care was to cease operations it could cause families to be forced to leave Broken Hill.
- Council has been contacted by the Health Department, who have advised that they could have 45 staff return to work if there was more day care available in the City. Council has also been contacted by the Education Department and Broken Hill Police who have advised that the lack of available childcare in the City is the reason they are struggling to fill vacant positions.
- Council met with members of Family Day Care, Regional Development Australia Far West and Foundation Broken Hill to discuss the potential for a not-for-profit organisation taking over the management of Family Day Care.
- The General Manager has also been in contact with a number of childcare providers who have indicated their interest in taking over the Broken Hill Family Day Care operations. The General Manager has passed this information onto Cobar Shire Council, although Cobar Shire Council made it quite clear that they did not need Council's assistance.
- Council not only wants to see Family Day Care operations continue in the City, but want to see the service grow to provide more childcare places in the City.

Broken Hill Family Day Care

The Mayor acknowledged a letter submitted by the Broken Hill CWA supporting the Broken Hill Family Day Care Service.

Broken Hill Family Day Care

Stacey Smith, nominated coordinator of Broken Hill Family Day Care referred to the July Council Meeting regarding Council's resolution not to take over the management of Family Day Care in Broken Hill. Ms Smith asked/commented:

- *Why was the report regarding the Broken Hill Family Day Care confidential at the July Council Meeting?*
- *Referred to misleading statements in the media by Councillors and advised that Councillor Boland had stated on facebook that one of the issues with Family Day Care is the further reduction in the ratio from 1:5 to 1:4 for children younger than school age and the increase in compliance for Educators which had swayed the preference for children to be placed in childcare centres rather than with family day care providers.*

Ms Smith advised that Broken Hill Family Day Care have been working under the 1:4 ratio for pre-school age children since January 2014. Family Day Care Educators receive regular compliance checks and all Educators are already compliant with new regulations which come into force in October 2023. All Educators strive to provide excellent childcare in a safe home-like environment.

- *Council's media release which advised that "Council will continue to support and advocate for centre-based childcare in Broken Hill where the industry preference is apparently trending" Ms Smith asked where Council obtained their information to back up this statement as there is a childcare crisis in Broken Hill and families would be happy to receive childcare in any form.*
- *Referred to Mayor Kennedy's statement that NSW Councils don't usually provide child-care services to communities when a search on the NSW Family Day Care website revealed that there are 24 Councils that operate a Family Day Care Service. Ms Smith asked where*

Council had sourced its information?

- *Can Council provide details of the two providers that Council have received interest from to take over the service?*
- *Council wants to see new childcare centres established in Broken Hill when there are dedicated qualified Educators in the City, who have passed accreditation to meet the National Quality Standard for quality education and care.*
- *Council had not contacted Family Day Care until Councillor Page called into the office after the July Council Meeting talking about a site visit. Cobar Shire Council also had not received contact from Council.*
- *Contact was made with Council management earlier in 2023 when Broken Hill Family Day Care became aware of Cobar's situation, regarding a Community Childcare Fund limited supply grant which supports the establishment of early childhood services and is for a two year period 2023/24 and 2024/25. Services could receive up to \$900,000 in grants, \$600,000 for establishment and sustainability support and \$300,000 for capital support. Ms Smith asked whether Council investigated this grant opportunity? Or if not – why?*

The Mayor advised that the report to the July Council Meeting was confidential pursuant to *the Local Government Act 1993* where a report refers to peoples wages or contractual information that is not Council's information, it relates to Cobar Shire Council, there are clauses in the *Local Government Act 1993* which requires that the information is kept confidential and not disclosed to the public. One of the reasons that Council's are sacked is if they don't meet their regulatory requirements with the handling of confidential information.

The Mayor provided further answers to Ms Smith's questions, advising:

- Councillor Page voted against the Council resolution at the July Meeting but did not say why he voted against it. Councillor Page put no opposition whatsoever to the recommendation put to Council.
- With regards to the misinformation that is circulating in the media from Cobar Shire Council. I will read an excerpt from one of Cobar Shire Council's letters:

"Cobar Shire have recently completed a financial analysis and determined that the current fee structure leaves the service with a deficit budget. To ensure the financial viability of the service for Cobar Shire, the family levy will need to increase substantially for the service to be cost neutral. We believe, as an estimate this family levy will need to increase from \$1.75/child/hour up to \$2.50/child/hour."

This is a significant increase and this letter came to Council after Cobar Shire Council said that their Family Day Care Service in Broken Hill was in a good financial position. Cobar Shire Council had met with the Mayor, Deputy Mayor and General Manager at different conferences throughout the year and at one of these, when Council's General Manager advised Cobar's General Manager that Broken Hill was more than happy to support/source a transition to other interested providers within the state Cobar's General Manager advised that Council doesn't need to worry about it because they had received numerous enquiries.

The Mayor read an excerpt from another letter from Cobar Shire Council:

"Cobar Shire Council has been canvassing a potential resolution for an approved provider. Given the numerous enquiries..."

This is contrary to the article in the Barrier Truth where Cobar Shire Council deny that they have received numerous enquiries.

- The Mayor advised that the childcare statistics that Council referred to were sourced from the National Quality Framework snapshot quarterlies, from the Australian Childrens Education and Care Quality Authority and quoted a statement from their publication:

“...Within NSW a similar pattern has occurred where Family Day Care has decreased by 14% during the period 2013-2022...”

This makes it very difficult for a Council who is not experienced or who does not have qualified staff in the delivery of day care services, like Broken Hill City Council, to take over this service, as opposed to Cobar Shire Council who have delivered childcare services since 2006 and have a licence for 50 family day care positions which has the scale of economies where they are able to absorb losses from one area to transfer to another area, Council doesn't have that benefit. The decision was not just a financial one, Council wants to see the service continue and grow in the City to accommodate new families and this can be achieved by the service being operated by a provider with experience and the infrastructure in place to carry another service wing even if the family numbers decreased in Broken Hill.

- Regional Development Australia Far West and the Broken Hill Foundation along with Council know the importance of childcare as a whole which is not just centre-based but includes family day care also.
- The Mayor referred to Council's media release and apologised if people had read it wrong, but the intent of the media release was to advise the community that Council was doing all it can with regards to all childcare services in the City. Broken Hill cannot afford to lose any childcare services, whether family day care or centre-based childcare.
- The General Manager advised that the Community Childcare Fund grant was investigated but unfortunately at that time, it was a short term operations grant and the report to Council was on the basis of long term ongoing operations and was not relevant to the report. The grant was not something that could be secured for long term operations and was considered a non-viable option if Council was to operate the service.
- The Mayor referred a question to Councillor Turley (as the then Mayor in 2020) when Council sent correspondence to the Minister responsible for Childcare Services asking for the 20% of lost funding to be reinstated to the Broken Hill Family Day Care, and because the matter of the Broken Hill Family Day Care operations transferring to Cobar Shire Council did not go before a Council Meeting. The Mayor asked for Councillor Turley to respond as to whether she was aware that ownership of the Broken Hill Family Day Care service had transferred to Cobar Shire Council? Councillor Turley advised that Council was not contacted by Cobar Shire Council or Broken Hill Family Day Care about the matter.
- The Mayor advised that Council contacted Cobar Shire Council prior to the July 2023 Council Meeting regarding the confidential report to Council and the content of the recommendation that Council will help with transition to another provider. The response that Council received from Cobar Shire Council was that *“there have been numerous enquiries, we are right thank you.”*
- In Council's analysis Council contacted Albury City Council, Hume Shire Council and Gunnedah who operate childcare services in and outside their LGA's in other regional NSW locations and predominantly found that single based Councils did not operate childcare service; and those Council's that did were picking up a larger service area outside their LGA's to make childcare operations more viable.

Cr Page asked for a Councillor Site Inspection of the Broken Hill Family Day Care facility and indicated that Broken Hill Family Day Care need a small office area with a peppercorn rent which will help to make the organisation more financially viable than they are today.

The Mayor and Councillor Page discussed this request.

Point of Order:

Councillor Algate called a point of order against Councillor Page for speaking over the Chairperson (Mayor).

The Mayor accepted the point of order and ruled Councillor Page to desist from talking over the Chairperson.

The Mayor advised that the rules of debate will be provided to the next Council Meeting for the information of Councillors.

Point of Order:

Councillor Algate called another point of order against Councillor Page for continuing to speak over the Chairperson (Mayor).

The Mayor accepted the point of order and ruled Councillor Page to again desist from talking over the Chairperson.

Broken Hill Family Day Care

A member of the public referred to her email sent to Councillors enquiring why the report regarding Broken Hill Family Day Care was confidential and asking which way Councillors had voted on the item; and asked Councillor Turley why she didn't respond to her second email.

Councillor Turley apologised advising that she had undergone a second throat surgery this month around that time, and was not focused on her emails.

The member of the public then asked Councillor Boland to explain his email reply about actively seeking funding from the State and Federal Government, but which did not explain what the funding would achieve.

Councillor Boland advised that Council is always seeking funding whether it is for a private provider or non-government organisation to operate Family Day Care. Councillor Boland advised that he had corrected his facebook post once he was aware of the error, and that he believes that families should have a choice in childcare services. Council is always lobbying government and is currently lobbying for land to be relinquished of Native Title in order for current childcare centres to expand and any funding that is available to support the organisation that takes over the management of Family Day Care. Childcare is a State and Federal issue and Broken Hill is in a "childcare desert", Councillor Boland commented that instead of arguing in the Chambers, Family Day Care members and Council should be supporting each other to lobby the government to come to Broken Hill and solve the issues the community faces with childcare.

The member of the public and the Mayor discussed posts on facebook regarding articles in the Barrier Truth.

The Mayor declared the Public Forum Session closed.

MINUTES FOR CONFIRMATION

Deputy Mayor Hickey referred to the minutes of the Ordinary Council Meeting held 26 July 2023 and in particular Item 31, Report No. 146/23 July 18 2023 – Sale of Lot 2, 3, 4, 5, 6 and 7 in DP1102740 which was confidential due to the report considering sale of land which is deemed as confidential under Section 10A(2) (c) of the Local Government Act, 1993 which provides for information that would, if disclosed, confer a commercial advantage on a person with whom the Council is conducting (or proposes to conduct) business.

The Deputy Mayor advised that Councillor Page asked for this confidential report to be deferred to the next Ordinary Meeting for a decision to be made tonight, however Councillor Page made a decision to

go to the Barrier Truth on 9 August 2023 and advised of his plan to build a social housing unit complex, and in the Barrier Truth on 23 August 2023 he advised that his team had been planning this development for over two years and that the Excelsior Oval is the ideal location for social housing.

Deputy Mayor Hickey asked why Councillor Page did not declare his pecuniary interest from the start of this term of Council? The Deputy Mayor advised that Councillor Page has never excused himself from any land decisions at Council Meetings in this term of Council. Deputy Mayor Hickey advised that he would be surprised if the lessee of the Excelsior Oval land doesn't take legal action against Councillor Page as this type of non-disclosure is similar to the situation which saw Eddie Obeid jailed and Minister Crakanthorp resign his Ministry and referred to the anti-corruption watch-dog.

Deputy Mayor Hickey asked why Councillor Page released the information to the public?

Councillor Page did not respond.

RESOLUTION

Minute No. 47290

Councillor R Algate moved
Councillor H Jewitt seconded

Resolved

) That the Minutes of the Ordinary Meeting of the
) Council of the City of Broken Hill held July 26,
2023 be confirmed.

CARRIED UNANIMOUSLY

DISCLOSURE OF INTEREST

Councillor Darriea Turley declared a non-pecuniary interest in Report No. 151/23 as she is President of LGNSW and advised that she will leave the Council Chambers whilst the item is considered.

The General Manager, Mr Jay Nankivell, declared a pecuniary interest in Confidential Mayoral Minute 14/23 as the Mayoral Minute considers his Performance Review and advised that he will leave the Council Chambers whilst the item is considered.

MAYORAL MINUTES

ITEM 1 – VERBAL MAYORAL MINUTE - MUNDI MUNDI BASH (MM15/23)

21/68

Mayor Tom Kennedy raised a verbal Mayoral Minute regarding Council providing advocacy support for the Mundi Mundi Bash music festival.

RESOLUTION

Minute No. 47291

Mayor T Kennedy moved
Deputy Mayor J Hickey seconded

Resolved

-) 1. That Council provides advocacy support to
) the Outback Music Festival Group
(organisers of the Mundi Mundi Bash) for the
sealing of the Wilangee Road between
Umberumberka turn-off and the Mundi Mundi
Bash site; and that Council sends
correspondence to the Local Member, NSW
Premier The Hon Chris Minns MP and the
appropriate Minister.

CARRIED UNANIMOUSLY

NOTICES OF MOTION

Nil.

REPORTS FROM DELEGATES

Nil.

COMMITTEE REPORTS

Nil.

WORKS COMMITTEE

**ITEM 2 - BROKEN HILL CITY COUNCIL REPORT NO. 147/23 - DATED AUGUST 10, 2023 -
MINUTES OF THE PROJECT CONSULTATIVE GROUP PROJECT STEERING GROUP
MEETING HELD 8 AUGUST 2023** D23/42599

RESOLUTION

Minute No. 47292

Councillor R Algate moved)
Deputy Mayor J Hickey seconded)

Resolved

1. That Broken Hill City Council Report No. 147/23 dated August 10, 2023, be received.
2. That the minutes of the Project Consultative Group Project Steering Group from 8 August 2023 be noted.
3. That the PowerPoint Presentation of the Project Consultative Group Project Steering Group from 8 August 2023 be noted.

CARRIED UNANIMOUSLY

HEALTH AND BUILDING COMMITTEE

**ITEM 3 - BROKEN HILL CITY COUNCIL REPORT NO. 148/23 - DATED AUGUST 11, 2023 -
MINUTES OF THE FRIENDS OF THE FLORA AND FAUNA OF THE BARRIER RANGES
COMMUNITY COMMITTEE MEETING HELD 11 JULY 2023** D23/42721

RESOLUTION

Minute No. 47293

Councillor M Browne moved)
Councillor D Turley seconded)

Resolved

1. That Broken Hill City Council Report No. 148/23 dated August 11, 2023, be received.
2. That the minutes of the Friends of the Flora and Fauna of the Barrier Ranges Community Committee Meeting held 11 July 2023 be received.

CARRIED UNANIMOUSLY

**ITEM 4 - BROKEN HILL CITY COUNCIL REPORT NO. 150/23 - DATED AUGUST 11, 2023 -
MINUTES OF THE FRIENDS OF THE FLORA AND FAUNA OF THE BARRIER RANGES
COMMUNITY COMMITTEE MEETING HELD 08 AUGUST 2023** D23/42780

RESOLUTION

Minute No. 47294

Councillor M Browne moved)
Councillor D Turley seconded)

Resolved

1. That Broken Hill City Council Report No. 150/23 dated August 11, 2023, be received.
2. That the minutes of the Friends of the Flora and Fauna of the Barrier Ranges Community Committee Meeting held 8 August 2023 be received.

CARRIED UNANIMOUSLY

POLICY AND GENERAL COMMITTEE

**ITEM 5 - BROKEN HILL CITY COUNCIL REPORT NO. 151/23 - DATED AUGUST 04, 2023 -
MOTIONS TO THE LOCAL GOVERNMENT NSW ANNUAL CONFERENCE TO BE HELD IN
SYDNEY 12-14 NOVEMBER 2023** D23/41565

Councillor Turley declared an interest in Item 5 and left the Council Chambers at 7:23pm.

The Deputy Mayor moved the report recommendation with an addendum regarding Council advocating for ClubGRANTS funds to remain in local communities. At this point Councillor Boland declared a non-pecuniary interest in Item 5 and left the Council Chambers at 7:24pm prior to the vote.

RESOLUTION

Minute No. 47295

Deputy Mayor J Hickey moved)
Councillor D Gallagher seconded)

Resolved

1. That Broken Hill City Council Report No. 151/23 dated August 4, 2023, be received.
2. That Council notes that Council's successful motions to the 2023 Western Division Councils of NSW Conference will be submitted to the Local Government NSW Conference by the Western Division Councils secretariat.
3. That Council writes to the Local Members, and appropriate Ministers and Shadow Ministers regarding the importance of ClubGRANTS funds, that are generated through local Clubs, remain in the local communities.

CARRIED UNANIMOUSLY

Councillors Turley and Boland returned to the Council Chambers at 7:28pm.

MINUTES OF THE ORDINARY MEETING OF THE BROKEN HILL CITY COUNCIL HELD AUGUST
30, 2023

The Mayor advised Councillors Turley and Boland that the report recommendation had been adopted with an addendum to write to the Local Members and relevant Ministers and Shadow Ministers regarding the importance of ClubGRANTS funds remaining in local communities.

**ITEM 6 - BROKEN HILL CITY COUNCIL REPORT NO. 152/23 - DATED AUGUST 04, 2023 -
COUNCIL MEETING ARRANGEMENTS AND CHRISTMAS SHUT DOWN PERIOD** D23/41574

RESOLUTION

Minute No. 47296

Councillor A Chandler moved)
Councillor D Gallagher seconded)

Resolved

1. That Broken Hill City Council Report No. 152/23 dated August 4, 2023, be received.
2. That Council's Ordinary Monthly Meeting for December be held 20 December 2023.
3. That the December Standing Committee Meetings be held as follows
 - a. Works Committee Meeting to be held Monday December 11, 2023, at 5:30pm
 - b. Health and Building Committee Meeting to be held Tuesday December 12, 2023, at 5:30pm
 - c. Policy and General Committee Meeting to be held Wednesday December 13, 2023, at 5:30pm
4. That Standing Committee Meetings not be held in January 2023.
5. That the Council shutdown period for the Administrative Centre and the Warnock Street Works Depot be from 5pm Friday December 22, 2023, and reopening Monday, January 8, 2023.
6. That Council advertise the shutdown period for the Administrative Centre and the Warnock Street Works Depot and that this advertisement also includes the operating hours for all other Council facilities during this period.

CARRIED UNANIMOUSLY

**ITEM 7 - BROKEN HILL CITY COUNCIL REPORT NO. 153/23 - DATED JULY 28, 2023 - 2022-
2026 DELIVERY PROGRAM INCLUDING 2022/2023 OPERATIONAL PLAN OUTCOMES - FINAL
KEY PERFORMANCE INDICATORS PROGRESS REPORT FOR PERIOD ENDING 30 JUNE
2023** D23/39872

RESOLUTION

Minute No. 47297

Councillor R Algate moved)
Deputy Mayor J Hickey seconded)

Resolved

1. That Broken Hill City Council Report No. 153/23 dated July 28, 2023, be received.

2. That Council receive the 2022-2026 Delivery Program including 2022/2023 Operational Plan outcomes – Final Key Performance Indicators Progress Report for period ending 30 June 2023.
3. That the 2022-2026 Delivery Program including 2022/2023 Operational Plan outcomes – Final Key Performance Indicators Progress Report for period ending 30 June 2023 be placed on Council's website.

CARRIED UNANIMOUSLY

**ITEM 8 - BROKEN HILL CITY COUNCIL REPORT NO. 154/23 - DATED AUGUST 08, 2023 -
DISABILITY INCLUSION ACTION PLAN 2022-2026 - KEY PERFORMANCE INDICATORS
PROGRESS REPORT FOR PERIOD ENDING 30 JUNE 2023** D23/42028

RESOLUTION

Minute No. 47298

Councillor M Boland moved)
Councillor D Gallagher seconded)

Resolved

1. That Broken Hill City Council Report No. 154/23 dated August 8, 2023, be received.
2. That Council note the Disability Inclusion Action Plan 2022-2026 – Key Performance Indicators Progress Report for the reporting period ending 30 June 2023.
3. That the Disability Inclusion Action Plan 2022-2026 – Key Performance Indicators Progress Report for the reporting period ending 30 June 2023 be placed on Council's website.
4. That Council call a meeting of the Disability Inclusion Action Plan Monitoring Group to assess the outcomes of the progress report.

CARRIED UNANIMOUSLY

**ITEM 9 - BROKEN HILL CITY COUNCIL REPORT NO. 155/23 - DATED JULY 24, 2023 -
COMMUNITY SATISFACTION SURVEY** D23/38878

RESOLUTION

Minute No. 47299

Councillor R Algate moved)
Councillor A Chandler seconded)

Resolved

1. That Broken Hill City Council Report No. 155/23 dated July 24, 2023, be received.
2. That Council notes the outcome of the 2023 Community Satisfaction Survey.

CARRIED UNANIMOUSLY

MINUTES OF THE ORDINARY MEETING OF THE BROKEN HILL CITY COUNCIL HELD AUGUST
30, 2023

**ITEM 10 - BROKEN HILL CITY COUNCIL REPORT NO. 156/23 - DATED AUGUST 08, 2023 -
ADOPTION OF DRAFT ASSET NAMING POLICY** D23/35110

RESOLUTION

Minute No. 47300

Councillor A Chandler moved)
Councillor D Turley seconded)

Resolved

1. That Broken Hill City Council Report No. 156/23 dated August 8, 2023, be received.
2. That Council notes that the Draft Asset Naming Policy was placed on public exhibition for a period of 28 days during which time Council received nil submissions from the public.
3. That Council adopts the Draft Asset Naming Policy as a Policy of Council and notes that this action will render the 'Naming of Parks and Community Facilities Policy' obsolete.

CARRIED UNANIMOUSLY

**ITEM 11 - BROKEN HILL CITY COUNCIL REPORT NO. 157/23 - DATED AUGUST 06, 2023 -
PUBLIC ART AUDIT, CONDITION REPORTS AND CONSERVATION PLANS** D23/41622

RESOLUTION

Minute No. 47301

Councillor M Boland moved)
Councillor R Algate seconded)

Resolved

1. That Broken Hill City Council Report No. 157/23 dated August 6, 2023, be received.
2. That the Public Art Audit be noted.
3. That a budget submission be prepared for items classified as 3 (poor) and 4 (very poor) in the treatment classification index of the Grimwade report and submitted for consideration as part of next year's budget process.

CARRIED UNANIMOUSLY

**ITEM 12 - BROKEN HILL CITY COUNCIL REPORT NO. 158/23 - DATED AUGUST 11, 2023 -
INVESTMENT REPORT FOR JULY 2023** D23/42661

RESOLUTION

Minute No. 47302

Councillor M Boland moved)
Councillor D Gallagher seconded)

Resolved

1. That Broken Hill City Council Report No. 158/23 dated August 11, 2023, be received.

CARRIED UNANIMOUSLY

MINUTES OF THE ORDINARY MEETING OF THE BROKEN HILL CITY COUNCIL HELD AUGUST
30, 2023

**ITEM 13 - BROKEN HILL CITY COUNCIL REPORT NO. 159/23 - DATED AUGUST 09, 2023 -
2023/2024 EVENT SPONSORSHIP** D23/42409

Recommendation

1. That Broken Hill City Council Report No. 159/23 dated August 9, 2023, be received.
2. That Council provides \$5,000 cash and \$2,091.91 in-kind sponsorship to the Broken Hill Junior Soccer Association to host the SA Junior Soccer Association Country Championships

**ITEM 14 - BROKEN HILL CITY COUNCIL REPORT NO. 160/23 - DATED AUGUST 10, 2023 -
MEMORANDUM OF UNDERSTANDING - ST PATRICK'S RACE CLUB AND BROKEN HILL CITY
COUNCIL** D23/42472

Recommendation

1. That Broken Hill City Council Report No. 160/23 dated August 10, 2023, be received.
2. That the General Manager be authorised to negotiate and execute a Memorandum of Understanding for a period of three (3) years with the Broken Hill St Patrick's Race Club.
3. That Council authorise the General Manager to include in the MOU up to \$10,000 per annum in-kind contribution.

**ITEM 15 - BROKEN HILL CITY COUNCIL REPORT NO. 161/23 - DATED AUGUST 10, 2023 -
MEMORANDUM OF UNDERSTANDING - THE PALACE HOTEL (BROKEN HEEL FESTIVAL)
AND BROKEN HILL CITY COUNCIL** D23/42492

Recommendation

1. That Broken Hill City Council Report No. 161/23 dated August 10, 2023, be received.
2. That the General Manager be authorized to negotiate and execute a Memorandum of Understanding for a period of three (3) years with The Palace Hotel (Broken Heel Festival) and Broken Hill City Council
3. That Council authorise the General Manager to include in the MOU up to \$10,000 cash and \$3,000 in-kind contribution.

Minute No. 47303

Deputy Mayor J Hickey moved) That the recommendations of items 13 to 15 be
Councillor D Turley seconded) adopted.

CARRIED UNANIMOUSLY

ITEM 16 - BROKEN HILL CITY COUNCIL REPORT NO. 162/23 - DATED AUGUST 09, 2023 - MINUTES OF THE S355 YOUTH ADVISORY COMMITTEE MEETING HELD 25 JULY 2023

D23/42245

RESOLUTION

Minute No. 47304

Councillor H Jewitt moved
Councillor D Turley seconded

Resolved

-) 1. That Broken Hill City Council Report No. 162/23 dated August 9, 2023, be received.
)
2. That the minutes of the S355 Youth Advisory Committee meeting held on 25 July 2023 be received.
 3. That Council support the Invitation to Student Support Officers from Broken Hill High School and Willyama High School to join the S355 Youth Advisory Committee.
 4. That Council invites representatives from the services providers (Mission Australia, PCYC, Scouts and Lifeline) to join the S355 Youth Advisory Committee.

CARRIED UNANIMOUSLY

FURTHER REPORTS

ITEM 17 - BROKEN HILL CITY COUNCIL REPORT NO. 166/23 - DATED AUGUST 11, 2023 - MINUTES OF THE LOCAL TRAFFIC COMMITTEE - MEETING NO.438, HELD ON THURSDAY, 10 AUGUST 2023

D23/42833

RESOLUTION

Minute No. 47305

Councillor M Browne moved
Councillor D Turley seconded

Resolved

-) 1. That Broken Hill City Council Report No. 166/23 dated August 11, 2023, be received.
)
2. That the minutes of the Local Traffic Committee – Meeting No.438, held on Thursday, 10 August 2023 be endorsed.
 3. That Item No. 427.6.1 recommendations be endorsed:
 - That the Local Traffic Committee supports relocation of the ‘Bus Stop’ on Blende Street, adjacent to the Con Crowley Retirement Village.
 4. That Item No. 427.9.1 recommendation be endorsed:
 - That Council continue to liaise with KFC Management regarding traffic matters and that no further action be

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required by the Local Traffic
Committee.

5. That Item No. 436.8.1 recommendation be endorsed:
 - That Council's Community Safety Officer-Ranger's continue to monitor the 15-minute timed parking, adjacent to Aruma Lodge – Southern Cross Care.
6. That Item No. 437.8.2 recommendation be endorsed:
 - That the Local Traffic Committee endorse the Traffic Control/Management Plans provided for the Broken Hill Festival in principle, dependent on supply of additional details to be included on the Traffic Control/Management Plans.
7. That Item No. 438.8.1 recommendations be endorsed:
 - That the Local Traffic Committee supports the request from Damascus College, Ballarat Victoria's Sustainable Race Team to access Broken Hill's local roads for the fundraiser in principle, dependent on Transport for NSW comments following review.

CARRIED UNANIMOUSLY

**ITEM 18 - BROKEN HILL CITY COUNCIL REPORT NO. 167/23 - DATED AUGUST 01, 2023 -
ACTION LIST REPORT** D23/40760

RESOLUTION

Minute No. 47306

Councillor D Gallagher moved)
Councillor R Algate seconded)

Resolved

1. That Broken Hill City Council Report No. 167/23 dated August 1, 2023, be received.

CARRIED UNANIMOUSLY

RESOLUTION

Minute No. 47307 – Procedural Motion

Deputy Mayor J Hickey moved)
Councillor R Algate seconded)

Resolved

That the meeting's Order of Business change and Council considers Confidential Item 1 (Confidential Report 164/23 dated August 21, 2023 – Sale of Lot 2, 3, 4, 5, 6 & 7 in DP 1102740), in open session at this meeting, prior to the second Public Forum Session.

CARRIED UNANIMOUSLY

QUESTIONS TAKEN ON NOTICE FROM PREVIOUS COUNCIL MEETING

**ITEM 19 - QUESTIONS ON NOTICE NO. 8/23 - DATED AUGUST 01, 2023 - COUNCILLOR
QUESTIONS TAKEN ON NOTICE AT THE 26 JULY COUNCIL MEETING** D23/40759

RESOLUTION

Minute No. 47308

Councillor D Gallagher moved
Councillor R Algate seconded

Resolved

1. That Questions On Notice No. 8/23 dated
August 1, 2023, be received.

CARRIED UNANIMOUSLY

QUESTIONS FOR NEXT MEETING ARISING FROM ITEMS ON THIS AGENDA

From Item 5 – Local Government Conference

Councillor Browne asked for clarification on the Government's proposal for ClubGRANTS funds to go into State Revenue and a government committee be responsible for the distribution of these funds to communities.

The Mayor took the question on notice.

From Item 17 – Minutes of the Local Traffic Committee

Councillor Turley advised that the disability park adjacent to the Theatre Royal Hotel is marked on the road pavement but does not have a corresponding parking sign installed. Councillor Turley asked if this matter could be raised with the Traffic Committee.

The Mayor took the matter on notice and agreed that it be referred to the Local Traffic Committee

From Item 17 – Minutes of the Local Traffic Committee

Councillor Gallagher advised of an Argent St business owner whose premises backs onto Crystal Lane between Sulphide and Bromide Streets has requested that the lane be made one-way traffic to stop congestion in the lane. Councillor Gallagher asked that the Local Traffic Committee consider the matter and if approved, erect the appropriate one-way signage.

Councillor Boland also requested that the no-loading and no-stopping signs in this section of Crystal Lane be replaced as they are faded and hard for motorists to read.

The Mayor took the matter on notice and agreed that it be referred to the Local Traffic Committee

Broken Hill Heritage Committee

Councillor Turley referred to a matter discussed at last night's Broken Hill Heritage Committee Meeting regarding the old Police Station and whether Council had received the heritage management plan for the building? The Committee has concerns that the building will deteriorate if left unattended for a long period.

The General Manager answered Councillor Turley's question advising that Council does not yet have control of the site. Broken Hill Police are still in control of the site and are currently vacating the building and have not yet relinquished management of the site to Crown Lands. Following this, Crown Lands will then appoint Council as the Land Managers of the site and as part of this process, and Council being satisfied that the building is in a satisfactory condition to take over as Land Manager, Crown Lands will provide Council with the Police Station Heritage Management Plan.

From Minutes for Confirmation and the Public Forum Session – Broken Hill Family Day Care

Councillor Turley requested that a site visit of the Broken Hill Family Day Care facility be arranged for Councillors.

The Mayor took the question on notice and advised that a site visit will be arranged for Councillors.

Item 20 was moved to open session by Council Resolution – Minute Number 47307.

Before the matter was discussed by Council the Mayor requested that his belief that Councillor Ron Page has a pecuniary interest in the matter be recorded in the minutes. The Mayor stated that Councillor Page went to the Barrier Truth and the Mayor read out quotes from an article that appeared in the local newspaper:

*“Councillor Page and his team identified Excelsior Oval as their preferred land. The Councillor said his property development plan would better serve the community rather than the people leasing it...” “...his Team is not wasting time to find land...”
“...the rug was pulled out from under him by the Council when they negotiated with the current leaseholders...”*

The Mayor advised that Council hasn't made a decision on this matter as it was deferred at the last meeting due to a request from Councillor Page in order that Councillor Page could provide Council with a report and plan on his development of the land and also for Councillor Page to provide legal advice on how Council could terminate the current lease agreement.

The Mayor asked Councillor Page if he had this information for Council to consider at this meeting.

Councillor Page did not provide Council with a report nor any legal advice relating to this meeting.

Councillor Page stated his disappointment in the Mayor's chairmanship of the Council Meeting. Councillor Page advised he started an aged care crisis committee and Broken Hill has some of the best aged care facilities.

Point of Order:

The Deputy Mayor called a point of order and asked Councillor Page to answer the question asked by the Chairperson, otherwise Council would have to vote to remove Councillor Page from the meeting.

Councillor Page stated his disappointment in the Deputy Mayor's conduct at the meeting.

Councillor Page advised that his intention was to get some social housing built in Broken Hill and he has a lot of details on who needs social housing and began to advise of the people that he has been working with the first being The Salvation Army... The Mayor again asked if the development was Councillor Page's development?

Councillor Page replied that it is not a development of his but that it is about what is the best outcome for the ratepayers and Broken Hill. Councillor Page stated that it was a misprint in the newspaper where it said “his development plan”.

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The Mayor and Councillor Page discussed the matter of whether a pecuniary interest exists for Councillor Page in this matter.

Deputy Mayor Hickey also expressed his concern that Councillor Page has a pecuniary interest in this matter and advised that he had pushed motions for the Office of Local Government in order that developers and real estate agents can remain eligible for election as a Local Government Councillor in NSW.

Point of Order:

Councillor Page called a point of order that Deputy Mayor Hickey was misleading the meeting.

The Mayor overruled the point of order.

The Deputy Mayor continued expressing his concern that Councillor Page has not declared his pecuniary interest.

ITEM 20 - BROKEN HILL CITY COUNCIL REPORT NO. 164/23 - DATED AUGUST 21, 2023 - SALE OF LOT 2, 3, 4, 5, 6 & 7 IN DP 1102740 - CONFIDENTIAL D23/44392

(General Manager's Note: This report considers Sale of Land and is deemed confidential under Section 10A(2) (c) of the Local Government Act, 1993 which provides for information that would, if disclosed, confer a commercial advantage on a person with whom the Council is conducting (or proposes to conduct) business).

RESOLUTION

Minute No. 47309

Deputy Mayor J Hickey moved)
Councillor A Chandler seconded)

Resolved

1. That Broken Hill City Council Report No. 164/23 dated August 21, 2023, be received.
2. That Lots 2 to 7 in DP 1102740 be sold to the current leaseholders, Broken Hill Lifestyle Village.
3. That the General Manager be authorised to negotiate a sale price with Broken Hill Lifestyle Village, with the current market value as listed within the report as a basis.
4. That Council protect its development interests in the land by placing a positive covenant on the sale of the land and/or stagger the sale of individual lots based on development progress.
5. That the Mayor and General Manager be authorised to sign and apply the Common Seal of Council on necessary documents to execute the sale.

CARRIED

FOR: Mayor Tom Kennedy, Deputy Mayor Jim Hickey, Councillors Bob Algate,
Michael Boland, Alan Chandler, Dave Gallagher and Hayley Jewitt

AGAINST: Councillors Marion Browne, Ron Page and Darriea Turley

PUBLIC FORUM SESSION

Nil

RESOLUTION

Minute No. 47310 - Procedural Motion

Councillor R Algate moved)

Councillor D Gallagher seconded)

Resolved

That the meeting be closed to the public in accordance with Section 10A(2) of the Local Government Act 1993 whilst Council considers the confidential matter.

CARRIED UNANIMOUSLY

Members of the media and public left the Council Chambers at 8:15pm and the live stream of the meeting ceased.

CONFIDENTIAL MATTERS

The General Manager declared an interest in Item 20 and left the Council Chambers at 8:15pm. Council Officers also left the Council Chambers at 8:15pm.

ITEM 20 - MAYORAL MINUTE NO. 14/23 - DATED AUGUST 18, 2023 - GENERAL MANAGER'S PERFORMANCE REVIEW 2022/2023 - CONFIDENTIAL D23/44009

(General Manager's Note: This report considers a staffing matter and is deemed confidential under Section 10A(2) (a) of the Local Government Act, 1993 which contains matters that will involve the discussion of personnel matters concerning a particular individual).

Recommendation

1. That Mayoral Minute No. 14/23 dated August 18, 2023, be received.
2. That Council note the view of the GM Performance Review Panel that General Manager, Jay Nankivell has performed at a very high level in the second year of his contract of employment as General Manager of Broken Hill City Council and congratulates him on that performance and his leadership of the staff, and encourages him to continue the progress made in the organisation and in his personal development to ensure the Council's continued financial sustainability.
3. That the five (5) priorities for 2023/24 listed in the Mayoral Minute be adopted and included in the General Manager's Performance Agreement for 2023/24 and the General Manager will develop an Action plan for submission to the Mayor and Deputy Mayor to outline the actions to be taken to address the five (5) priorities so progress can be reviewed in February 2024. The five (5) priorities being:
 - a. **Delivery of Stage One of the Airport Masterplan** – by 30 June 2024
 - b. **Library and Archives Project** – successful commencement and project management of Stage by 28 February 2024 and ongoing delivery – 30 June 2024
 - c. **Financial Sustainability** – continue to balance the budget and deliver the Asset Management Plans as follows:
 - Buildings & Structures – 30 June 2024
 - Parks & Open Spaces – 30 June 2024

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- Roads & Footpaths – 30 June 2024

- d. Trainees and Apprentices** – a focus on the Council growing its own staff to boost capacity to deliver streetscape improvements including footpath weed removal and dead tree removal in particular – with additional funding and recruitment required – and success to be measured by the change in employment profile (5% of workforce trainees/cadets/apprentices) and observable streetscape improvements.
- e. Organisation Culture** – continued improvements in culture to be pursued as measured by retention rates & reduction in staff turnover.
4. That the General Manager's Total Remuneration Package be increased by 3.5% to recognise his high performance and a week of special leave be granted to enable the General Manager to visit a high performing council within Australia to bring back ideas which would be of benefit to the Broken Hill community.
5. That the General Manager be congratulated on his performance for 2022/2023.

The General Manager and Council Officers returned to the Council Chambers at 8:20pm.

The Mayor advised the General Manager that Council had adopted the report recommendation with an addendum to include the five (5) priorities for the General Managers Performance Agreement for 2023/2024 and also to congratulate the General Manager for his performance during the 2022/2023 period.

ITEM 21 - BROKEN HILL CITY COUNCIL REPORT NO. 149/23 - DATED AUGUST 10, 2023 - T23/1 - SUPPLY OF 1 X BITUMEN SPRAYER - CONFIDENTIAL D23/42601

(General Manager's Note: This report considers a tender for equipment and is deemed confidential under Section 10A(2) (c) (d) of the Local Government Act, 1993 which provides for information that would, if disclosed, confer a commercial advantage on a person with whom the Council is conducting (or proposes to conduct) business; AND which provides for commercial information of a confidential nature that would, if disclosed (i) prejudice the commercial position of the person who supplied it; or (ii) confer a commercial advantage on a competitor of the Council; or (iii) reveal a trade secret).

RESOLUTION

Minute No. 47311

Councillor M Browne moved)
Councillor R Page seconded)

Resolved

1. That Broken Hill City Council Report No. 149/23 dated August 10, 2023, be received.
2. That Council purchase the plant package tendered by Matthews Brothers Engineering for the total price of \$655,492.20 (inc. GST).
3. That Council proceed to public auction to dispose of Council's current Bitumen Sprayer (Fleet 2300) and if unsuccessful proceed to sale for scrap.

CARRIED UNANIMOUSLY

ITEM 22 - BROKEN HILL CITY COUNCIL REPORT NO. 163/23 - DATED AUGUST 14, 2023 - ACQUISITION OF LAND - ASSESSMENT 36970 - CONFIDENTIAL D23/43029

(General Manager's Note: This report considers Sale of Land for Unpaid Rates and is deemed confidential under Section 10A(2) (b) of the Local Government Act, 1993 which contains matters

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that will involve the discussion of the personal hardship of any resident or rate payer).

RESOLUTION

Minute No. 47312

Councillor M Boland moved)
Councillor R Algate seconded)

Resolved

1. That Broken Hill City Council Report No. 163/23 dated August 14, 2023, be received.
2. That Council proceed with the transfer of Assessment 36970 – 101 Cornish Lane into Councils possession in accordance with Section 570 of the *Local Government Act 1993*
3. That Council write off outstanding rates on the property of \$4,688.78 with an upper limited of \$5,000 to allow for any additional interest and costs yet to be attributed and finalised.
4. That Council delegate authority to the General Manager to sign documents required to complete the transfer.
5. That Council pay conveyancing costs to complete the transfer.

CARRIED UNANIMOUSLY

ITEM 23 - BROKEN HILL CITY COUNCIL REPORT NO. 165/23 - DATED JULY 31, 2023 - CIVIC CENTRE LEGAL MATTER UPDATE & OMBUDSMAN COST RECOVERY - CONFIDENTIAL

D23/40363

(General Manager's Note: This report considers Civic Centre Legal Matter and is deemed confidential under Section 10A(2) (e) (g) of the Local Government Act, 1993 which provides for information that would, if disclosed, prejudice the maintenance of law; AND which contains advice concerning litigation, or advice that would otherwise be privileged from production in legal proceedings on the ground of legal professional privilege).

RESOLUTION

Minute No. 47313

Councillor R Algate moved)
Councillor H Jewitt seconded)

Resolved

1. That Broken Hill City Council Report No. 165/23 dated July 31, 2023, be received.
2. That Council note the below Cost Settlement with AJ&C, with the amount to be disclosed publically when able to do so.
3. That Council note the Ombudsman legal fee recovery from Insurers of \$517,665.
4. That Council note the update below regarding the Legal Cost dispute with Redenbach Group Pty Ltd trading as Redenbach Legal.
5. That a redacted version of the section regarding the Ombudsman legal fees be presented to Council in the open section of

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the Ordinary Council Meeting to be held
27 September 2023.

CARRIED UNANIMOUSLY

RESOLUTION

Minute No. 47314 - Procedural Motion

Councillor D Gallagher moved)

Councillor R Algate seconded)

Resolved

That the meeting resumes in open session.

CARRIED UNANIMOUSLY

Members of the media and public returned to the Council Chambers at 8:25pm.

At the Mayor's invitation, the General Manager reported on the resolutions of Council made in closed session.

There being no further business to consider, the Mayor closed the meeting at p.m.

THE FOREGOING MINUTES WERE READ)
AND CONFIRMED AT THE ORDINARY)
MEETING OF THE BROKEN HILL CITY)
COUNCIL HELD ON 27 SEPTEMBER 2023.)

CHAIRPERSON

MAYORAL MINUTES

1. MAYORAL MINUTE NO. 16/23 - DATED SEPTEMBER 21, 2023 -
BROKEN HILL KART CLUB INC (D23/51613)26

ORDINARY MEETING OF THE COUNCIL

September 21, 2023

ITEM 1MAYORAL MINUTE NO. 16/23SUBJECT: BROKEN HILL KART CLUB INCD23/51613**Summary**

I was pleased to learn that a group of residents have re-established the Broken Hill Kart Club Inc. and are now planning to re-open the Johnson Speedway Go-Kart Track on the Menindee Road, 2km from Broken Hill.

The former Broken Hill Kart Club Inc dissolved a few years ago, for reasons un-known to me, and the Johnson Speedway Track compound became neglected and overgrown. The 330 metre track itself is still in good condition as it was bitumen sealed in 2012 thanks to fundraising by the Club along with an interest free loan offered by a generous member of the community which assisted the Club to undertake the sealing project.

The track is situated on Crown Land reserved for "Public Recreation" and is managed by the Broken Hill Kart Club Incorporated, appointed as the Crown Land Manager.

Prior to the previous Broken Hill Kart Club dissolving, the Club held successful monthly race meetings; go-kart events and come and try/exhibition days that were full of fun and thrills for all ages providing an enjoyable family weekend activity. The Club had a family-friendly environment and many friendships were formed between the local and visiting go-karting families.

A new group of residents have re-established the Broken Hill Kart Club Inc and have voted in their new Executive Members. The Club is excited to bring the sport of Go-Karting back to the City, but before racing can commence, the Johnson Speedway grounds require some maintenance with the removal of weeds and vegetation. An inspection will then be undertaken by Karting Australia for the approval for racing to resume.

A couple of recent working-bees have been held at the Johnson Speedway with members of the community helping to return the track to its former glory.

To assist the Club in their endeavors, Council can provide in-kind support by way of a slasher machine, dump truck and two operators for one day to clean and remove any remaining vegetation in order that the track will present well for the Karting Australia inspection.

The cost of Council's in-kind assistance for a day as outlined above is \$3,320.00 and can be covered by a Mayoral budget.

I wish to congratulate the new Broken Hill Kart Club Executive and members for their work to bring the sport of go-karting back to Broken Hill.

This Mayoral Minute is to seek Council's consideration of the provision of in-kind support.

Recommendation

1. That Mayoral Minute No. 16/23 dated September 21, 2023, be received.
2. That Council provides immediate in-kind assistance to the Broken Hill Kart Club Inc. to assist with the clearing and removal of weeds and vegetation at the Johnson Speedway Go-Kart Track on the Menindee Road prior to the Karting Australia inspection.
3. That the in-kind assistance consists of a slasher machine, dump truck and two operators for one day.

Attachments

There are no attachments for this report.

T. KENNEDY
MAYOR

RECOMMENDATIONS OF THE HEALTH AND BUILDING COMMITTEE MEETING

1. BROKEN HILL CITY COUNCIL REPORT NO. 168/23 - DATED AUGUST 28, 2023 - RESCISSION OF MINUTE NUMBER 45808 (WARNOCK STREET ACQUISITION) (D23/45763)29

Recommendation

1. That Broken Hill City Council Report No. 168/23 dated August 28, 2023, be received.
2. That Council rescind Minute No. 45808 (of the Council Meeting held 26 April 2018), being the proposed acquisition of Crown Land identified as Lot 7469 in Deposited Plan 1182254.

2. BROKEN HILL CITY COUNCIL REPORT NO. 169/23 - DATED SEPTEMBER 06, 2023 - PROPOSED SECTION 3.22 AMENDMENT OF THE BROKEN HILL LOCAL ENVIRONMENTAL PLAN 2013 - REZONING OF PART LOT 5 DEPOSITED PLAN 1175135 (336A MCCULLOCH STREET) (D23/48261).....31

Recommendation

1. That Broken Hill City Council Report No. 169/23 dated September 6, 2023, be received.
2. That Council submit a request to the Minister for Planning and Public Spaces under Section 3.22 of the *Environmental Planning & Assessment Act 1979* to amend the *Broken Hill Local Environmental Plan 2013*, rezoning part of 336A McCulloch Street (Lot 5 Deposited Plan 1175135 and associated adjoining road from RE1 Public Recreation to R1 General Residential.
3. That the General Manager be delegated to sign any documents relating to the submission.

HEALTH AND BUILDING COMMITTEE

August 28, 2023

ITEM 1**BROKEN HILL CITY COUNCIL REPORT NO. 168/23**

SUBJECT: **RESCISSION OF MINUTE NUMBER 45808 (WARNOCK STREET ACQUISITION)** **D23/45763**

Recommendation

1. That Broken Hill City Council Report No. 168/23 dated August 28, 2023, be received.
2. That Council rescind Minute No. 45808 (of the Council Meeting held 26 April 2018), being the proposed acquisition of Crown Land identified as Lot 7469 in Deposited Plan 1182254.

Executive Summary:

In April 2018, Council resolved to acquire the Crown Land known as Lot 7469 in Deposited Plan 1182254. The purpose of the proposed acquisition was to formalise the use of the land as a road, being part of Warnock and Gossan Streets. The acquisition has not progressed due to the potential costs associated with the acquisition, including a Native Title determination on the site. Should Council be required to progress the acquisition in future, a new resolution will be required. In the meantime, it is recommended that Minute No 45808 be rescinded.

Report:

At the April 2018 Ordinary Meeting of Council, a report was presented to Council regarding the proposed acquisition of Warnock Street. The proposed acquisition was initiated due to a request from Crown Lands at the time, being that Council acquire the Crown Land used as Warnock Street and formalise it as a road.

Council resolved the following:

ITEM 13 - BROKEN HILL CITY COUNCIL REPORT NO. 59/18 - DATED APRIL 06, 2018 - COMPULSORY ACQUISITION OF WARNOCK GOSSAN STREET ROAD RESERVE 11/199

Resolved:

1. That Broken Hill City Council Report No. 59/18 dated April 6, 2018, be received.
2. That Council make an application to the Minister and Governor for approval to acquire the sections of Warnock and Gossan Street traversing Crown Land in Lot 7469 in Deposited Plan 1182254, under Section 177 of the *Roads Act 1993* and Section 186 of the *Local Government Act 1993*.
3. That the acquisition be undertaken in accordance with the requirements of the *Land Acquisition (Just Terms Compensation) Act 1991*.
4. That upon acquisition, Council to undertake required actions to open the subject road by registration of a plan in accordance with Section 7 of the *Roads Act 1993*.

RESOLUTION

Minute No. 45805

Councillor C. Adams moved)
 Councillor D. Gallagher seconded) CARRIED

As the land is subject to a Native Title determination, the acquisition did not progress due to the complexities and potential costs associated with the acquisition.

Given the fact that the acquisition has not progressed, it is recommended that Council rescind the resolution to acquire the land. Due to the time elapsed, the resolution is also no longer valid for the purpose of seeking consent from the Minister and Governor. Should the acquisition need to be progressed in future, a further report will be presented to Council.

Community Engagement:

Nil.

Strategic Direction:

Key Direction:	4	Our Leadership
Objective:	4.1	Openness and transparency in decision making
Strategy:	4.1.5	Support the organisation to operate within its legal framework

Relevant Legislation:

Land Acquisition Just Terms Compensation Act 1991
Native Title Act 1993
Roads Act 1993

Financial Implications:

Proceeding with the acquisition would involve significant expenses yet to be determined.

Attachments

There are no attachments for this report.

CODIE HOWARD
DIRECTOR INFRASTRUCTURE AND ENVIRONMENT

JAY NANKIVELL
GENERAL MANAGER

HEALTH AND BUILDING COMMITTEE

September 6, 2023

ITEM 2**BROKEN HILL CITY COUNCIL REPORT NO. 169/23**

SUBJECT: **PROPOSED SECTION 3.22 AMENDMENT OF THE BROKEN HILL LOCAL ENVIRONMENTAL PLAN 2013 - REZONING OF PART LOT 5 DEPOSITED PLAN 1175135 (336A MCCULLOCH STREET)**
D23/48261

Recommendation

1. That Broken Hill City Council Report No. 169/23 dated September 6, 2023, be received.
2. That Council submit a request to the Minister for Planning and Public Spaces under Section 3.22 of the *Environmental Planning & Assessment Act 1979* to amend the *Broken Hill Local Environmental Plan 2013*, rezoning part of 336A McCulloch Street (Lot 5 Deposited Plan 1175135 and associated adjoining road from RE1 Public Recreation to R1 General Residential.
3. That the General Manager be delegated to sign any documents relating to the submission.

Executive Summary:

It is recommended that Council lodge a submission under Section 3.22 of the Environmental Planning & Assessment Act 1979 ('the Act') to amend the Broken Hill Local Environmental Plan 2013 (LEP). The amendment is required due to a mapping discrepancy where a strip of land approximately 5m wide of 336A McCulloch Street is showing as being zoned RE1 Public Recreation, with the remainder of land zoned R1 General Residential.

The entirety of the lot is intended to be zoned R1 General Residential. The rezoning is required to allow for the progression of a residential subdivision at 336A McCulloch Street. Council has received funding for this subdivision through the NSW Regional Housing Fund. Section 3.22 of the Act allows for expedited processing of the rezoning of the site due to the minor nature of the LEP amendment.

Report:

Council has been successful in obtaining funding from the NSW Regional Housing Fund for the subdivision of land at 336A McCulloch Street (5/1175135). Barnson have been engaged to prepare plans for a residential subdivision. As part of this process, it has been identified that there is a discrepancy of the zoning of the site.

Council's internal mapping shows the site as being entirely R1 General Residential under the Broken Hill Local Environmental Plan 2013. However, the NSW Department of Planning & Environment mapping shows the majority of the site as R1 General Residential, but with a small (approx. 5m wide) strip of land on the west of the lot (and the adjoining road reserve) as being zoned RE1 Public Recreation.



Image 1. Aerial view of 336A McCulloch Street (yellow boundary) showing RE1 Public Recreation zoning in green and R1 General Residential zoning in lilac.

Council staff have obtained advice from the Department of Planning & Environment regarding this discrepancy, and the Department have advised that Council will need to submit a request to amend the Broken Hill Local Environmental Plan (LEP) to rezone this portion of the lot.

The proposed amendment would be submitted under Section 3.22 (1)(c) of the *Environmental Planning & Assessment Act 1979*. Section 3.22(1)(c) allows for expedited amendments to environmental planning instruments, should the Minister be satisfied that the amendment would not have any significant adverse impact on the environment or adjoining land.

3.22 Expedited amendments of environmental planning instruments

(1) *An amending environmental planning instrument may be made under this Part without compliance with the provisions of this Act relating to the conditions precedent to the making of the instrument if the instrument, if made, would amend or repeal a provision of a principal instrument in order to do any one or more of the following—*

(a) *correct an obvious error in the principal instrument consisting of a misdescription, the inconsistent numbering of provisions, a wrong cross-reference, a spelling error, a grammatical mistake, the insertion of obviously missing words, the removal of obviously unnecessary words or a formatting error,*

(b) *address matters in the principal instrument that are of a consequential, transitional, machinery or other minor nature,*

(c) *deal with matters that the Minister considers do not warrant compliance with the conditions precedent for the making of the instrument because they will not have any significant adverse impact on the environment or adjoining land,*

(c1) *deal with matters the NSW Reconstruction Authority considers necessary to give effect to the NSW Reconstruction Authority Act 2022.*

A Council resolution is required to proceed with the LEP amendment. Following a Council resolution, staff will prepare the required documents for the Section 3.22 submission. This is then assessed by the Department of Planning & Environment. Given the proposed

amendment is minor in nature, it is anticipated that the Department will be able to expedite the LEP amendment. The subsequent amendment of the Broken Hill LEP will allow for progression of the proposed residential subdivision.

Community Engagement:**Strategic Direction:**

Key Direction:	1	Our Community
Objective:	1.5	Our built environment supports our quality of life
Strategy:	1.5.8	Investigate and advocate for land expansion opportunities

Relevant Legislation:

Environmental Planning & Assessment Act 1979

Financial Implications:

Nil

Attachments

There are no attachments for this report.

CODIE HOWARD
DIRECTOR INFRASTRUCTURE AND ENVIRONMENT

JAY NANKIVELL
GENERAL MANAGER

RECOMMENDATIONS OF THE POLICY AND GENERAL COMMITTEE MEETING

1. BROKEN HILL CITY COUNCIL REPORT NO. 172/23 - DATED JUNE 08, 2023 - ANNUAL FEES - MAYOR AND COUNCILLORS (D23/29923)..... 38

Recommendation

1. That Broken Hill City Council Report No. 172/23 dated June 8, 2023, be received.
 2. That Council notes the outcome of the community poll conducted regarding whether the Mayor and Councillors should receive a three (3) percent increase in their fees for the 2023/2024 financial year.
 3. That Council notes that the Local Government Remuneration Tribunal determined that there be a three (3) percent increase to the minimum and maximum fees applicable to Councillors and Mayors in each existing category for the financial year commencing 1 July 2023.
 4. That Council also notes that the current annual fees paid to Broken Hill City Council’s Mayor and Councillors is below the maximum fees determined for the category of “Regional Rural”.
 5. That Council determines that no increases be applied to the current fees for the Mayor and Councillors for the 2023/2024 financial year.
 6. That allocation of a fee for the Deputy Mayor when acting in the role as Mayor, being the daily fee based on the annual additional Mayoral fee; with the fee so payable deducted from the Mayor’s fee, be reaffirmed.
2. BROKEN HILL CITY COUNCIL REPORT NO. 173/23 - DATED AUGUST 31, 2023 - ENDORSEMENT OF DISPLAY FORMAT FOR COUNCILLOR MEETING/BRIEFING ATTENDANCE IN DRAFT 2022/23 ANNUAL REPORT (D23/46951) 89

Recommendation

1. That Broken Hill City Council Report No. 173/23 dated August 31, 2023, be received.

2. That Council endorse the proposed display format for Councillor attendance at Ordinary, Extraordinary and Standing Committee Meetings and Briefings for placement in the Draft 2022/2023 Annual Report.

3. BROKEN HILL CITY COUNCIL REPORT NO. 174/23 - DATED AUGUST 23, 2023 - PUBLIC INTEREST DISCLOSURES ANNUAL REPORT - 2022/2023 (D23/45024) 91

Recommendation

1. That Broken Hill City Council Report No. 174/23 dated August 23, 2023, be received.

2. That the Broken Hill City Council Public Interest Disclosures Annual Report 2022/2023 be forwarded to the Minister for Local Government and the NSW Ombudsman by 30 October 2023

4. BROKEN HILL CITY COUNCIL REPORT NO. 175/23 - DATED SEPTEMBER 07, 2023 - 2022/2023 DRAFT ANNUAL FINANCIAL STATEMENTS (D23/48829) 96

Recommendation

1. That Broken Hill City Council Report No. 175/23 dated September 7, 2023, be received.

2. That the 2022/2023 Draft Primary Financial Statements as attached be received.

3. That the 2022/2023 Draft Primary Financial Statements as attached be referred to audit.

4. That Council adopt the attached Statements of Opinion on the 2022/23 General Purpose and Special Purpose Financial Statements and the Mayor, the Deputy Mayor, the General Manager and the Responsible Accounting Officer sign the Statements in accordance with Section 413(2)(c) of the *Local Government Act 1993*.

5. That Council delegate to the General Manager the authority to finalise the date at which the auditor's report and financial statements are to be presented to the public.

6. That Council delegate the General Manager the authority to authorise the 2022/23 General Purpose and Special Purpose Financial Statements and associated Special Schedules for issue immediately upon receipt of the auditors reports subject to there being no material audit changes or audit issues, in accordance with AASB 110.

7. That Council notes that representatives from the Local Government Grants Commission, who gave a briefing to Councillors and Council Management

regarding Financial Assistance Grants, recognised that Broken Hill City Council is one of only a small number of Councils in NSW whose finances are being well managed during the current financial climate, and that Councillors and Council staff should be congratulated on their management of Council's finances.

5. BROKEN HILL CITY COUNCIL REPORT NO. 176/23 - DATED SEPTEMBER 07, 2023 - BUDGET CARRYOVER'S 2022/23 (D23/48540) 111

Recommendation

1. That Broken Hill City Council Report No. 176/23 dated September 7, 2023, be received.
2. That Council revoke the budget items as listed below in *Table 1* for the amount of \$399,100.
3. That Council note the carryover budget items as listed below in *Table 2* for the amount of \$41,510,479.

6. BROKEN HILL CITY COUNCIL REPORT NO. 177/23 - DATED SEPTEMBER 07, 2023 - INVESTMENT REPORT FOR AUGUST 2023 (D23/48850) 119

Recommendation

1. That Broken Hill City Council Report No. 177/23 dated September 7, 2023, be received.

7. BROKEN HILL CITY COUNCIL REPORT NO. 178/23 - DATED SEPTEMBER 12, 2023 - MEMORANDUM OF UNDERSTANDING - FINANCIAL ASSISTANCE TO THE SILVER CITY CUP RACE COMMITTEE (D23/49511) 137

Recommendation

1. That Broken Hill City Council Report No. 178/23 dated September 12, 2023, be received.
2. That the General Manager be authorised to negotiate and execute a Memorandum of Understanding for financial assistance to the Silver City Cup Race Committee for the 2023/24 and 2024/25 financial years.
3. That the terms of the Memorandum of Understanding include financial assistance grants of \$7,300.00 per annum to cover in-kind waste services fees and the remainder to be used towards utility/hire costs for the conduct of the 2023 and 2024 Silver City Cup Races held at the Broken Hill Racecourse in November each year.

4. That the Memorandum of Understanding includes KPI's on the financial reporting of the Silver City Cup Races (income and expenditure financial statements following each Race meet) and the reporting of acquittal of grant funds each year.

8. BROKEN HILL CITY COUNCIL REPORT NO. 179/23 - DATED SEPTEMBER 06, 2023 - MINUTES OF THE S355 AGEING WELL ADVISORY COMMITTEE MEETING HELD 2 AUGUST 2023 (D23/48283) 140

Recommendation

1. That Broken Hill City Council Report No. 179/23 dated September 6, 2023, be received.
2. That the minutes of the S355 Ageing Well Advisory Committee meeting held 2 August 2023 be received.
3. That Council prepare and send correspondence to service providers to enquire if they provide meals to clients, if so, where are the meals prepared and what is the cost of the meals.
4. That the Ageing Well Advisory Committee provides a report to the General Manager outlining the issues currently being faced by the local aged care industry (aged care facilities and in-home aged care providers) with the issue of the reoccurrence of local elderly people being sent to Wentworth or Mildura Nursing Homes to be included in the report.

9. BROKEN HILL CITY COUNCIL REPORT NO. 180/23 - DATED SEPTEMBER 07, 2023 - MINUTES OF THE AUDIT, RISK AND IMPROVEMENT COMMITTEE MEETING HELD 24 AUGUST 2023 (D23/48533) 147

Recommendation

1. That Broken Hill City Council Report No. 180/23 dated September 7, 2023, be received.
2. That minutes of the Audit, Risk and Improvement Committee meeting held 24 August 2023 be received and noted.

POLICY AND GENERAL COMMITTEE

June 8, 2023

ITEM 1**BROKEN HILL CITY COUNCIL REPORT NO. 172/23****SUBJECT:** **ANNUAL FEES - MAYOR AND COUNCILLORS** **D23/29923****Recommendation**

1. That Broken Hill City Council Report No. 172/23 dated June 8, 2023, be received.
2. That Council notes the outcome of the community poll conducted regarding whether the Mayor and Councillors should receive a three (3) percent increase in their fees for the 2023/2024 financial year.
3. That Council notes that the Local Government Remuneration Tribunal determined that there be a three (3) percent increase to the minimum and maximum fees applicable to Councillors and Mayors in each existing category for the financial year commencing 1 July 2023.
4. That Council also notes that the current annual fees paid to Broken Hill City Council's Mayor and Councillors is below the maximum fees determined for the category of "Regional Rural".
5. That Council determines whether an increase be applied to the current fees for the Mayor and Councillors for the 2023/2024 financial year.
6. That allocation of a fee for the Deputy Mayor when acting in the role as Mayor, being the daily fee based on the annual additional Mayoral fee; with the fee so payable deducted from the Mayor's fee, be reaffirmed.

Executive Summary:

At the Ordinary Council Meeting held 31 May 2023 Council considered a report regarding the setting of the annual fees for the Mayor and Councillors for the 2023/2024 financial year and Council resolved that a community poll be conducted by Council to ascertain whether the community believes that the Mayor and Councillors should receive an increase in fees of three (3) percent as per the Local Government Remuneration Tribunal's determination.

A total of 357 votes were received for the poll, with 34 in favour of the Mayor and Councillors receiving a three (3) percent increase in fees and 323 against Councillor receiving an increase in fees.

This report is presented to Council to review the outcome of the community poll and for Council to determine whether an increase be applied to the current fees for the Mayor and Councillors for the 2023/2024 financial year.

Report:

The *Local Government Act 1993* (“the Act”) provides for the establishment of a Local Government Remuneration Tribunal to determine categories for Councils, together with annual fees payable to Mayors and Councillors. The Tribunal, in accordance with Sections 239 and 241 of the Act, must determine no later than 1 May each year the minimum / maximum fees payable for Councillors and Mayors for each category.

As per Section 239 of the *Local Government Act 1993* which requires a review of the categories and allocation of councils into each category at least once every three (3) years the Local Government Remuneration Tribunal have undertaken the review taking into consideration submissions received from Councils, and as a result have introduced two (2) new categories and reclassified a number of Councils into these categories.

The new remuneration categories being:

- Metropolitan Major; and
- Rural Large

The Tribunal have also varied the criteria of several existing categories and as a result of the creation of the two new categories and changes to the criteria of some of the existing categories, the Tribunal has re-categorised twenty six (26) Councils into a higher existing category or into a new category.

The Tribunal have determined that Broken Hill City Council’s categorisation remains unchanged with Broken Hill falling into the “Regional Rural” category although Broken Hill’s population is under 20,000 it aligns more closely with the other eligibility criteria of this category rather than the “Rural” category for areas with a population less than 20,000 due to Broken Hill being:

- a major town of the Far West of NSW;
- provides services to its surrounding townships;
- provides a full range of higher-order services including business, office and retail uses with arts, culture, recreation and entertainment centre;
- has a principal referring hospital, tertiary education services and a major regional airport;
- and Broken Hill also attracts large visitor numbers to established tourism ventures and events.

The Tribunal have indicated that there is merit in a comprehensive review of the framework for Mayor and Councillor remuneration given the issues raised in submissions (which are outlined in the 2023/2024 Determination Report attached) and that this will be considered as part of the Government’s examination of the broader issues facing local government.

Council is required under the Act to determine the fees to be paid to the Mayor and Councillors and Section 248 of the *Local Government Act 1993* stipulates that a Council must pay each Councillor an annual fee in accordance with the Tribunal’s determinations, the annual fee is to be the same for each Councillor and Council is able to pay that fee having regard to the category established by the Tribunal.

In setting the fee Council may fix a fee that is equal to or greater than the minimum fee but not greater than the maximum fee for the appropriate category. When a Council declines to fix a fee, it must pay the appropriate minimum fees as determined by the Tribunal.

The Local Government Remuneration Tribunal has determined that a three (3) percent increase be applied to the minimum and maximum fees applicable to each existing category for the 2023/2024 financial year.

Pursuant to Section 241 of the *Local Government Act 1993*, the annual fees to be paid in each of the categories to Councillors, Mayors of Councils, and Members and Chairpersons of County Councils effective on and from 1 July 2023 are determined as follows (**Note: Broken Hill City Council falls into the “Regional Rural” category**):

General Purpose Councils - Non-Metropolitan

Councillor/Member Annual Fee (\$) effective 1 July 2023

Category	Minimum	Maximum
Major Regional City	19,760	34,330
Major Strategic Area	19,760	34,330
Regional Strategic Area	19,760	32,590
Regional Centre	14,810	26,070
Regional Rural	9,850	21,730
Rural Large	9,850	17,680
Rural	9,850	13,030

Mayor/Chairperson Additional Fee* (\$) effective 1 July 2023

Category	Minimum	Maximum
Major Regional City	41,960	106,960
Major Strategic Area	41,960	106,960
Regional Strategic Area	41,960	94,950
Regional Centre	30,820	64,390
Regional Rural	20,980	47,420
Rural Large	15,735	37,925
Rural	10,490	28,430

Community Engagement:

As per Council’s resolution Minute No. 47215 at the 31 May 2023 Council Meeting, a Community Poll was conducted via the bi-monthly newsletter and online to seek the community’s vote as to whether the Mayor and Councillors should receive a three (3) percent increase in fees for the 2023/2024 financial year.

The outcome of the Community Poll was:

Total votes received = 357
 Votes for the Mayor and Councillors receiving a three percent increase in fees = 34
 Votes against an increase to the Mayor and Councillor fees = 323

The most prevalent reason for respondents answering “no” was cost of living increases and the impact of an increase in Councillors fees being passed onto ratepayers.

Strategic Direction:

Key Direction:	4	Our Leadership
Objective:	4.1	Openness and transparency in decision making
Strategy:	4.1.1	Support the organisation to operate its legal framework

Relevant Legislation:

The Local Government Act 1993 Division 4 Sections 235-247 and Division 5 Sections 248-251 and the annual determination of the Local Government Remuneration Tribunal for 2023/2024.

Financial Implications:

The current fees paid to Councillors and the Mayor in the 2022/2023 financial year are below the maximum fee allowable at \$17,982.60 for the Councillor Fee, and \$39,234.60 for the Mayoral Fee.

Allowance has been made in the 2023/2024 Budget for Mayoral and Councillor fees with an increase of three (3) percent, which reflects \$18,522.08 per Councillor Fee and the Mayoral Fee being \$40,411.64.

Attachments

1. [↓](#) Local Government Remuneration Tribunal - Determination Report

LEISA BARTLETT
EXECUTIVE OFFICER

JAY NANKIVELL
GENERAL MANAGER

**Local Government
Remuneration Tribunal**

Annual Determination

Report and determination under sections
239 and 241 of the Local Government Act
1993

27 April 2023



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Executive Summary

The *Local Government Act 1993* (the LG Act) requires the Local Government Remuneration Tribunal (the Tribunal) to report to the Minister for Local Government by 1 May each year on its determination of categories of councils and the maximum and minimum amounts of fees to be paid to mayors, councillors, and chairpersons and members of county councils.

Categories

Section 239 of the LG Act requires the Tribunal to determine the categories of councils and mayoral offices at least once every 3 years.

In accordance with the LG Act the Tribunal undertook a review of the categories and allocation of councils into each category as part of this review.

Accordingly, the revised categories of general purposes councils are determined as follows:

Metropolitan	Non-Metropolitan
Principal CBD	Major Regional City
Major CBD	Major Strategic Area
Metropolitan Major	Regional Strategic Area
Metropolitan Large	Regional Centre
Metropolitan Medium	Regional Rural
Metropolitan Small	Rural Large
	Rural

Fees

The Tribunal determined a 3 per cent per annum increase in the minimum and maximum fees applicable to each category.

For the new categories, the Tribunal has determined fees having regard to the relevant factors and relativities of remuneration ranges for existing categories.

Twenty six (26) councils are recategorised into a higher existing category or placed in a new category.

Section 1 – Introduction

1. Section 239 of the LG Act requires the Tribunal to determine the categories of councils and mayoral offices at least once every 3 years. The Tribunal last undertook a significant review of the categories and the allocation of councils into each of those categories in 2020.
2. Section 241 of the LG Act provides that the Tribunal determine the maximum and minimum amount of fees to be paid to mayors and councillors of councils, as well as chairpersons and members of county councils for each of the categories determined under section 239.
3. Section 242A(1) of the LG Act requires the Tribunal to give effect to the same policies on increases in remuneration as those of the Industrial Relations Commission.
4. The Tribunal can also determine that a council can be placed in another existing or new category with a higher range of fees without breaching the Government's Wages Policy as per section 242A (3) of the LG Act.
5. Natural disasters have a significant impact on the way mayors in particular work. There is an increase on time demands from the community, and media during these events as well as an increase in workloads. Whilst it is worth noting these issues, it is not within the Tribunal's authority to determine additional remuneration in recognition of the increasing demands on a mayor's time for these events.
6. The Tribunal's determination takes effect from 1 July each year.

Section 2 – 2022 Determination

7. In 2022, the Tribunal received eight (8) submissions, which included five (5) requests for recategorisation. Three of these requests sought the creation of new categories.
8. The Tribunal found that the current categories and allocation of councils to these categories remained appropriate but noted that some councils may have a case for recategorisation at the next major review of categories in 2023.
9. The Tribunal determined that fees would increase 2 per cent in the minimum and maximum fees applicable to each category from 1 July 2022.

Section 3 – 2023 Review

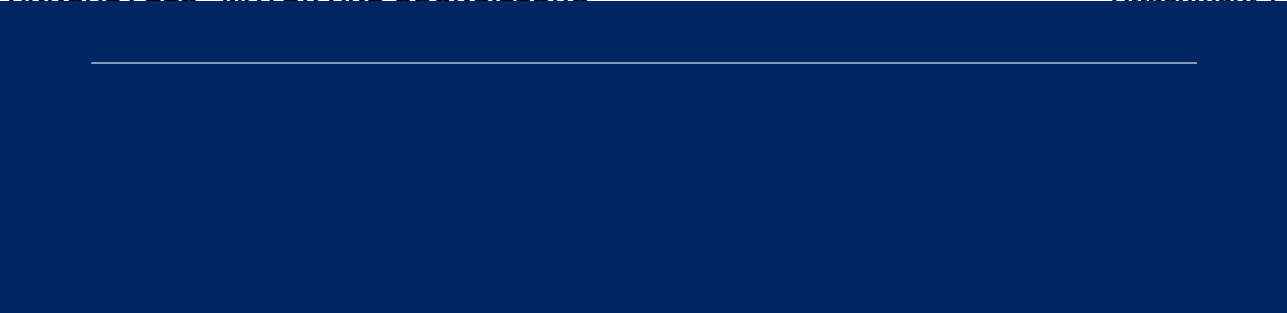
2023 Process

10. The Tribunal's annual review commenced in October when it wrote to all councils inviting submissions regarding fees, categorisation and any other general matters. The invitation noted that it is expected that submissions are endorsed by the respective council.
11. The Tribunal also wrote to the President of Local Government NSW (LGNSW) inviting a submission.
12. The Tribunal received 18 written submissions, of which 15 were from individual councils, 1 submission from LGNSW, 1 from Australian National University academic, Associate Professor Tanya Jakimow, and 1 from the United Services Union (USU).
13. The Tribunal notes that 12 of the 15 council submissions were endorsed by the representative councils.
14. The Tribunal acknowledges and thanks all parties for their submissions.
15. Noting its comments in its reports of 2021 and 2022, the Tribunal met Central NSW Joint Organisation member representatives in Orange, and Far South West Joint Organisation member representatives in Broken Hill. The Tribunal also gave an overview of its work to a meeting of the Country Mayors' Association in Newcastle. While in Broken Hill the Tribunal met with LGNSW representatives.
16. The Tribunal and Assessors met as required to discuss submissions, review category criteria and allocation of councils

Categories

17. Section 239 of the LG Act requires the Tribunal to determine the categories of councils and mayoral offices at least once every three years. The Tribunal last reviewed the categories in 2020.
18. In determining categories, the Tribunal is required to have regard to the following matters that are prescribed in Section 240 of the LG Act:
- *the size of areas;*
 - *the physical terrain of areas;*
 - *the population of areas and the distribution of the population;*
 - *the nature and volume of business dealt with by each council;*
 - *the nature and extent of the development of areas;*
 - *the diversity of communities served;*
 - *the regional, national and international significance of the council;*
 - *such matters as the Remuneration Tribunal considers relevant to the provision of efficient and effective local government; and*
 - *such other matters as may be prescribed by the regulations.*
19. The 2020 Determination established the following categories:

Metropolitan	Non-Metropolitan
Principal CBD	Major Regional City
Major CBD	Major Strategic Area
Metropolitan Large	Regional Strategic Area
Metropolitan Medium	Regional Centre



Metropolitan Small	Regional Rural
Rural	

- 20. For its 2023 review, the Tribunal undertook an extensive examination of the categories, criteria and allocation of councils into each of the categories.
- 21. The Tribunal examined statistical and demographical data, with population data sourced from Australian Bureau of Statistics (ABS) 2021 Census (the latest available data).
- 22. Having regard to section 239 of the LG Act, information examined and provided through submissions, the Tribunal has determined the categories of general purpose councils as follows:

Metropolitan	Non-Metropolitan
Principal CBD	Major Regional City
Major CBD	Major Strategic Area
Metropolitan Major	Regional Strategic Area
Metropolitan Large	Regional Centre
Metropolitan Medium	Regional Rural
Metropolitan Small	Rural Large
Rural	

- 23. In reviewing the current model, the Tribunal sought to improve consistency of criteria.
- 24. In examining the criteria for each of the categories, the Tribunal is of the view that non-resident population criteria should also be included for consistency in the following categories:

- Major Strategic Area
- Regional Strategic Area
- Regional Centre
- Regional Rural

25. Three (3) councils will be reclassified as a result of meeting criteria thresholds into an existing category.
26. The Tribunal has determined the creation of two (2) new categories, being Metropolitan Major and Rural Large.
27. In determining the 2 new categories the Tribunal gave significant consideration to section 239 of the LG Act, statistical data, the existing categories and relativities between each category.
28. It was determined that the existing Rural category did not differentiate between large and small rural councils, in population, size, and terrain. Evidence demonstrated that a number of Rural councils are large in geographic area, requiring great distances to be covered. The Tribunal also examined a range of data that it believes goes to the delivery of efficient and effective local government.
29. Hence a new category Rural Large is created. The determination is amended to reflect the new category and criteria that includes a population greater than ten thousand, and a councillor to resident ratio of 1 to 1200. The Tribunal notes there are a number of Rural councils on the cusp of this new category.
30. The revised category also shows more clearly the differences for large rural and remote councils. It is becoming apparent these councils require

different considerations regarding the role Mayors and Councillors in servicing the community across such large distances.

31. Evidence reviewed established the need to differentiate between some Large Metropolitan councils. Comparison data reviewed included population, operating revenue, and submission evidence relevant to section 239 of the LG Act. This examination further exposed the gap between Metropolitan Large and Major CBD categories, thus resulting in the Tribunal establishing a new category to bridge the gap.
32. The determination is amended to reflect a new category, Metropolitan Major, with a population criteria threshold of 400,000 (including non-resident).
33. Accordingly, the Tribunal has identified a number of councils that will be recategorised into these new categories.
34. Given the relativities in population threshold criteria, the Tribunal is of the view that the population criteria for Regional Strategic Area be adjusted from 200,00 down to 100,000.
35. As a result, three (3) councils will be reclassified as Regional Strategic.
36. Whilst the Tribunal did explore additional criteria points that may go to efficient and effective local government, within the bounds of statutory provisions no further changes to the criteria could be determined in this review.
37. The category County Councils remain unchanged, retaining the categories of Water and Other.

38. **Appendix 1 Criteria that apply to categories** has been amended to reflect changes outlined above.

Submissions Received – Categorisation

39. Nine (9) submissions received from councils requested recategorisation and five (5) of these requested the creation of new categories.
40. A summary of matters raised in submissions and the Tribunal's consideration of those matters is outlined below

Request for New Categories

41. Requests were received for the creation of new categories namely, Metropolitan Large Growth Area, Metropolitan Major, Metropolitan Medium Growth and Regional Growth.
42. Blacktown City Council again requested the creation of a new category, Metropolitan Large - Growth Area. Council stated its current categorisation in Metropolitan Large "*does not reflect the complexities of servicing their rapid rate of growth and economic influence*".
43. Blacktown City Council contends that a new category would allow a criteria to be set that reflects:
- Size
 - Rate of growth
 - Economic influence
 - Operational budget

- Complexities of remaining financially sustainable whilst maintaining services and providing new infrastructure
44. Penrith Council reiterated previous submissions, again requesting the creation of a new category, Metropolitan Large Growth Centre. Council argues they are unique compared to other similar sized councils, providing significant regional services to Greater Western Sydney.
45. Penrith Council contends its claim for creation and inclusion in a new category is enhanced through their leading role in the region demonstrating the exponential growth that will occur in the Penrith Local Government area. Council submits they are playing a leading role in several significant city-shaping projects and initiatives such as:
- Western Sydney Airport
 - Western Sydney Priority Growth Area
 - Penrith Health and Education Precinct
 - The Greater Sydney Commission District planning process
 - National Growth Areas Alliance
 - Sydney Science Park
 - Defence Industries Precinct and
 - South Creek Corridor
46. While the Tribunal understands that areas of Western Sydney are developing rapidly, not least with the new airport and associated infrastructure it is not persuaded to create a new category, Metropolitan Large - Growth Area/Centre. These councils are experiencing growth and will in the future have populations of residents and non-residents that meet the thresholds for recategorisation. It is not within the Tribunal's legislative

remit to anticipate growth. However as dealt with earlier in this determination, the Tribunal acknowledges the need for a new Metropolitan category to reflect increasing population and bridge gap between current categories, Metropolitan Large and Major CBD.

47. Canterbury Bankstown Council proposed the creation of a new category, Metropolitan Major, that would sit in between current category of Metropolitan Large and Major CBD.
48. Council based its argument for a new category on the following grounds:
 - Categories need to have consistent criteria
 - A new category of Metropolitan Major would capture increased population and workloads post amalgamation process
 - New criteria should be based on population size and councillor to resident ratio
 - Councils size, with a current population of 372,322 across five wards
 - Population and distribution of population
 - Councils' area and physical terrain
 - Diversity of communities served
 - Nature and volume of business dealt with by Council
49. Council proposed a new criteria could include population threshold and councillor to resident ratio, with thresholds being 350,000 and 1 to 24,000.
50. The Tribunal considered the suggested criteria of a councillor to resident ratio for all categories. Whilst the Tribunal has included this criteria for

Rural Large category, it has not included it for all categories. It may warrant further consideration for other categories in future reviews.

51. The Tribunal is persuaded to include a new category, Metropolitan Major, with a population criteria threshold of 400,000 in the determination.
52. Camden Council's submission requests the creation of a growth category for Metropolitan Medium councils. They argue the proposed new category would allow criteria to be established to better reflect their growth rate, economic influence and complexities involved in servicing growth.
53. Council proposes the new category be called Metropolitan Medium – Growth Area. Council submits that its inclusion into this new category is based on the following:
 - Population growth
 - Development corridors
 - Growing assets and major infrastructure
 - Major services and institutions
54. The Tribunal has already determined a new metropolitan category, taking into account population and relatives in population between existing categories. It is not persuaded to include another new metropolitan category.
55. Maitland City Council requested the creation of a new category, Regional Growth Area to bridge the gap between Regional Centre and Regional Strategic.
56. Council based its argument for a new category on the following grounds:

- Maitland is the fastest growing regional city in NSW
- significant role in accommodation growth
- Council being an emerging health centre, with the \$470 million investment in the new Maitland Hospital
- Significant role in delivery of state goals, including Greater Newcastle Metropolitan Plan 2036 and a state partner in infrastructure delivery including roads and facilities

57. Council also contends the current categorisation model for non-metropolitan is inadequate. It argues that the application of the population criteria is flawed as increments initially rise by 20,000 before leaping up by 160,000.

58. The current population criteria thresholds for non-metropolitan councils are outlined in the table below:

Category	Population Criteria
Rural	<20,000
Regional Rural	>20,000
Regional Centre	>40,000
Regional Strategic Area	>200,000
Major Strategic Area	>300,000

59. The Tribunal has considered the issues raised in Council's submission but is not persuaded for reasons noted earlier for anticipation of growth versus actual population, to create a new category, Regional Growth Area.

60. The Tribunal acknowledges the point made in Council's submission regarding incremental increases for non-metropolitan categories population criteria.
61. As outlined earlier the Tribunal has determined to change the population criteria for Regional Strategic from 200,000 to 100,000. This will result in Maitland Council being reclassified.

Requests for Recategorisation

62. The Tribunal received four (4) requests for recategorisation. Liverpool, Byron, Tweed and Burwood Councils put forward individual cases for recategorisation for the Tribunal's consideration.
63. A summary of council's requests and the Tribunal's findings are outlined in the paragraphs below.
64. Liverpool Council requested to be reclassified from their current classification of Metro Large to Major CBD category. Liverpool Council's case to be included in Major CBD category is based on the following grounds:
- Population forecast to grow by 59.23% in the next 20 years from 242,817 to 386,646
 - A GDP estimated at \$13.03 billion, with 91,000 jobs in the LGA
 - Significant development in the LGA that includes new council offices and chambers, new city library, childcare facility, and the \$106 million Liverpool Quarter development consisting of retail, commercial, food and beverage spaces

- Liverpool being an integral part of Western Sydney Deal to deliver transformative change
 - Liverpool being home to several significant infrastructure projects, including Western Sydney Airport, Western Sydney Infrastructure plan, Holsworthy Barracks and Liverpool Hospital upgrades
 - Diversity of population
65. The Tribunal notes that the current criteria for Major CBD remains unchanged. It includes being a major provider of business and government services, and secondary CBD to metropolitan Sydney.
66. Having regard to section 239 of the LG Act, the criteria, the submission put forward, and for reasons outlined earlier in regard to anticipated growth versus actual growth, the Tribunal is not persuaded to include Liverpool Council in Major CBD category.
67. Byron Shire Council requested to be reclassified from their current category of Regional Rural into Regional Centre.
68. Council noted, based on ABS 2021 census data, with a population of 36,077, it is on the cusp of reaching the population threshold of 40,000 residents.
69. Council believes they meet several other additional criteria that supports their case for reclassification. Council's request is based on the following grounds:
- Non-resident population of 4,817 travel from surrounding locations to work in the LGA

- A population growth increase of 7.2% over the last 5 years, which is above the state increase of 5.3%
- Proximity to Gold Coast and Ballina/Byron airports
- Byron being home to internationally renowned Hinterland region
- Byron being home to a large number of festivals and events

70. As outlined earlier in this determination, the criteria for Regional Centre has been amended to include non-resident population as a criteria point.

71. This result is Byron Shire Council will be reclassified to Regional Centre.

72. Tweed Shire Council once again requested reclassification from Regional Centre to Regional Strategic Area on the following grounds:

- Proximity to Sydney via Gold Coast airport
- Proximity to Brisbane and Gold Coast
- Tweed being a major city centre and population centre for Northern Rivers Joint Organisation
- Tweed being the largest employer and strongest growth area in the Northern Rivers
- The construction of new state of the art Tweed Valley Hospital due to open in late 2023

73. Tweed Shire Council will be reclassified as a result of changes to Regional Strategic Area criteria outlined earlier in this determination.

74. Burwood Council requested to be reclassified from their current classification of Metropolitan Small to Metropolitan Medium. Council acknowledged that they do not currently meet the population criteria to be

placed into the requested category. The criteria as outlined in the 2022 Determination, Appendix 1 of the criteria that apply to categories states

“Councils categorised as Metropolitan Medium will typically have a minimum residential population of 100,000.”

75. If Burwood Council’s non-resident working population was included, the total population would be 53,435 well short of exceeding the population threshold for Metropolitan Medium.
76. Further examination demonstrates that Burwood council does not meet the broader criteria for Metropolitan Medium. Accordingly, Burwood Council will remain in current classification of Metropolitan Small.
77. The matters raised generally in submissions of Berrigan, Cowra, Inner West, Kur-ring-gai, Singleton and Temora Councils are outside of the scope of the Tribunal statutory functions, but in the view of the Tribunal are worthy of further consideration. These matters relate to the current remuneration principles and structures that apply to mayors and councillors in NSW and the potential impacts of these constraints. These are discussed further below.

Section 4 – 2023 Fees

78. In determining the maximum and minimum fees payable in each of the categories, the Tribunal is required by section 242A of the LG Act, to give effect to the same policies on increases in remuneration as those that the Industrial Relations Commission is required to give effect to under section 146C of the *Industrial Relations Act 1996* (IR Act), when making or varying awards or orders relating to the conditions of employment of public sector employees.
79. Pursuant to section 146C (1) (a) of the IR Act, the current government policy on wages is expressed in the Industrial Relations (Public Sector Conditions of Employment) Regulation 2014 (IR Regulation). The IR Regulation provides that public sector wages cannot increase by more than 3 per cent per annum and the tribunal therefore has the discretion to determine an increase of up to 3 per cent per annum.
80. Four (4) submissions received addressed the issue of the fees quantum increase. These submissions sought an increase of 2.5% or greater.
81. The LGNSW submission requested that the Tribunal increase fees by the maximum 3 per cent, but further argued that the maximum increase is *“inadequate and does not address the historic undervaluation of work performed by elected representatives and the substantial responsibility associated with local government.”*
82. LGNSW used economic and wage data to support their argument, that included:
- Consumer Price Index (CPI)
 - National and State Wage cases
 - Market comparability

83. LGNSW in their meeting with The Tribunal and Assessors, further emphasised that remuneration for Councillors and Mayors has been reduced in real terms due to impacts of inflation and capping of remuneration increases.
84. The Tribunal received a late submission from the USU, advocating for the maximum increase to be applied. The USU argued that all work carried out in local government needed to be fairly remunerated and reflect the rise in cost of living.
85. Whilst only five of the eighteen submissions received addressed the issue of quantum increase of fees, more than half of the submissions provided commentary on a range of remuneration issues.
86. Submissions suggested that the current remuneration structure is inadequate and requires further review. It has been suggested that the current remuneration structure does not adequately reflect:
- Role, responsibilities, and commitment required to perform functions successfully
 - Workloads
 - Complexity of role
 - Commitment and skills required
 - Fairness
87. Furthermore, it has been suggested that the low level of remuneration is a barrier to encouraging participation and diversity of candidates that reflects communities.

88. Associate Professor Jakimow of the Australian National University provided a detailed submission outlining the negative impacts of inadequate remuneration. The substance of the submission is that current remuneration levels do not adequately reflect the hours and complexity of work. Furthermore, low remuneration is a barrier to participation and diversity.

89. Associate Professor Jakimow argues that:

“inadequate pay has significant negative consequences: low quality local democracy, an unacceptable burden on councillors and their families, and poor councillor diversity.”

90. A number of submissions provided comparison data to demonstrate that the current remuneration principles and structure are not reflective of time, skills and competencies required to effectively perform the roles of councillor and mayor.

91. Comparisons were made to State and Federal parliamentary members, councillors and mayors in the Queensland and Victorian local government jurisdictions, average remuneration of a chairperson of a board, not for profit organisations and national minimum wage. The basis of the argument is that NSW mayor and councillors are paid below these organisations.

92. One submission noted that legislative change would be required to change remuneration model.

93. The Tribunal acknowledges issues raised in submissions regarding remuneration principles, structure and potential impacts. Many of these issues are worth serious consideration, they are however not currently

within the Tribunal's remit. The Tribunal concludes these matters should be given further investigation and consideration.

94. The Tribunal has considered key economic indicators, including the Consumer Price Index and Wage Price Index, and has determined that the full 3 per cent increase will apply to the minimum and maximum fees applicable to existing categories.
95. As an initial determination, the ranges for new categories are not subject to the wages policy. Future increases in those categories, as is the case for existing categories, will be subject to wages policy in accordance with section 242A(4) of the LG Act.
96. The minimum and maximum fees for the new categories have been determined having regard to the relativities of existing categories

Time for Fresh Thinking

97. Submissions made to the 2023 review and the Tribunal's own conclusions from evidence it has examined, suggest that there are significant issues underlying the concerns raised about mayor and councillor remuneration. It is apparent to the Tribunal that those issues which include a lack of diversity in representation, changing nature of work required to be undertaken and changed community expectations cannot be easily resolved under the existing framework. In the Tribunal's view, there would be merit in a comprehensive review of the framework for mayor and councillor remuneration.
98. The criteria under which the Tribunal makes these determinations has

been in existence since 1994 and at that time NSW had 177 Councils. Much has changed over the past 30 years, but the criteria has not.

99. As noted earlier in this determination the Tribunal and Assessors met with two Joint Organisation member representatives. While much of what was discussed has been dealt with in this determination it is worthy for the record to restate the view of LGNSW of the “*need for major reform*”.
100. Key themes and issues raised during discussions by mayors, councillors and general managers with the Tribunal and Assessors include:
- Changes to ways of working including expectations of increased use of social media and online platforms (“always on” expectations from constituents)
 - Impacts of future development
 - Impact of changes to legislation and regulation on workload
 - Serving constituents in regional centres, country areas regional areas, rural and remote areas
 - Remuneration principles
 - Natural Disasters including floods, fires, mice, locusts and tragedies generally
 - Confusion in roles and responsibilities – need for compulsory and consistent training of candidates prior to election and induction of those elected

- Popularly elected mayors and two-year mayoral terms and the role of the Deputy Mayor when a mayor is absent, as distinct from temporarily unavailable
- Questioning whether the guidelines by the Office of Local Government for the payment of expenses and the provision of facilities for mayors and councillors that were issued in 2009 are still fit for purpose. There appears to be significant variation in the interpretation of the guidelines and subsequent council policies
- The optional payment of superannuation being used for political purposes
- Paid parental leave for councillors
- Is remuneration holding back quality candidates or are behavioural issues – both in and out of meeting environment
- Parity in the payment differential in existing categories between councillors and mayors
- A possible alignment in categories of councillor to resident and ratepayer ratios and rateable property ratios
- Clarity in the payment of fees for chairpersons and voting members of Joint Organisations for additional workloads

101. Diversity was a strong theme heard by the Tribunal, both diversity of communities served and diversity of representation. We heard that

younger people, women, Aboriginal and Torres Strait Islander people and members of culturally and linguistically diverse communities among others, are underrepresented in many councils.

102. The Tribunal acknowledges that it is not within its authority to address many of the issues that were raised in submissions.
103. The Tribunal is not suggesting a fundamental review of the role of councillors and notes that people enter local government representation from a sense of civic service rather than for remuneration.

Conclusion

104. The Tribunal is of the view that a broader consideration is required of the matters raised in this determination. If the Minister decided to refer these matters under section 238 (2) of the LG Act the Tribunal would be willing to assist noting that it would require considerable consultation with the sector and access to suitable resources from Government.
105. The Tribunal's determinations have been made with the assistance of the Assessors Ms Kylie Yates, Gail Connolly PSM (in her role as Acting Deputy Secretary) and Mr Brett Whitworth.
106. It is the requirement of the Tribunal that in the future all submissions have council endorsement.
107. Determination 1 outlines the allocation of councils into each of the categories as per section 239 of the LG Act.
108. Determination 2 outlines the maximum and minimum fees paid to



councillors and mayors and members and chairpersons of county councils as per section 241 of the LG Act.

109. The Tribunal acknowledges and thanks the secretariat for their excellent research and support in completing the 2023 determination.



Viv May PSM

Local Government Remuneration Tribunal

Dated 27 April 2023

Section 5 – Determinations

Determination No. 1 – Allocation of councils into each of the categories as per section 239 of the LG Act effective 1 July 2023

General Purpose Councils – Metropolitan

Principal CBD (1)

- Sydney

Major CBD (1)

- Parramatta

Metropolitan Major (2)

- Blacktown
- Canterbury-Bankstown

Metropolitan Large (10)

- Bayside
- Cumberland
- Fairfield
- Inner West
- Liverpool
- Northern Beaches
- Penrith
- Ryde
- Sutherland
- The Hills

Metropolitan Medium (8)

- Campbelltown
- Camden
- Georges River
- Hornsby
- Ku-ring-gai
- North Sydney
- Randwick
- Willoughby

Metropolitan Small (8)

- Burwood
- Canada Bay
- Hunters Hill
- Lane Cove
- Mosman
- Strathfield
- Waverley
- Woollahra

General Purpose Councils - Non-Metropolitan

Major Regional City (2)

- Newcastle
- Wollongong

Major Strategic Area (1)

- Central Coast

Regional Centre (23)

- Albury
- Armidale
- Ballina
- Bathurst
- Blue Mountains
- Byron
- Cessnock
- Clarence Valley
- Coffs Harbour
- Dubbo
- Eurobodella
- Hawkesbury

Regional Strategic Area(4)

- Lake Macquarie
- Maitland
- Shoalhaven
- Tweed

- Lismore
- Mid-Coast
- Orange
- Port Macquarie-Hastings
- Port Stephens
- Queanbeyan-Palerang
- Shellharbour
- Tamworth
- Wagga Wagga
- Wingecarribee
- Wollondilly

Regional Rural (12)

- Bega
- Broken Hill
- Goulburn Mulwaree
- Griffith
- Kempsey
- Kiama
- Lithgow
- Mid-Western
- Nambucca
- Richmond Valleys
- Singleton
- Snowy Monaro

Rural Large (18)

- Bellingen
- Cabonne
- Cootamundra-Gundagai
- Cowra
- Federation
- Greater Hume
- Gunnedah
- Hilltops
- Inverell
- Leeton
- Moree Plains
- Murray River
- Muswellbrook
- Narrabri
- Parkes
- Snowy Valleys
- Upper Hunter
- Yass

Rural (38)

- Balranald
- Berrigan
- Bland
- Blayney
- Bogan
- Bourke
- Brewarrina
- Carrathool
- Central Darling
- Cobar
- Coolamon
- Coonamble
- Dungog
- Edward River
- Forbes
- Gilgandra

- Glen Innes Severn
- Gwydir
- Hay
- Junee
- Kyogle
- Lachlan
- Liverpool Plains
- Lockhart
- Murrumbidgee
- Narrandera
- Narromine
- Oberon
- Temora
- Tenterfield
- Upper Lachlan
- Uralla
- Walcha
- Walgett
- Warren
- Warrumbungle
- Weddin
- Wentworth

County Councils

Water (4)

- Central Tablelands
- Goldenfields Water
- Riverina Water
- Rous

Other (6)

- Castlereagh-Macquarie
- Central Murray
- Hawkesbury River
- New England Tablelands
- Upper Hunter
- Upper Macquarie

Determination No. 2 - Fees for Councillors and Mayors as per section 241 of the LG Act effective from 1 July 2023

The annual fees to be paid in each of the categories to Councillors, Mayors, Members and Chairpersons of County Councils effective on and from 1 July 2023 as per section 241 of the *Local Government Act 1993* are determined as follows:

Table 4: Fees for General Purpose and County Councils

General Purpose Councils – Metropolitan

Councillor/Member Annual Fee (\$) effective 1 July 2023

Category	Minimum	Maximum
Principal CBD	29,610	43,440
Major CBD	19,760	36,590
Metropolitan Major	19,760	34,590
Metropolitan Large	19,760	32,590
Metropolitan Medium	14,810	27,650
Metropolitan Small	9,850	21,730

Mayor/Chairperson Additional Fee* (\$) effective 1 July 2023

Category	Minimum	Maximum
Principal CBD	181,210	238,450
Major CBD	41,960	118,210
Metropolitan Major	41,960	106,960
Metropolitan Large	41,960	94,950
Metropolitan Medium	31,470	73,440
Metropolitan Small	20,980	47,390

General Purpose Councils - Non-Metropolitan

Councillor/Member Annual Fee (\$) effective 1 July 2023

Category	Minimum	Maximum
Major Regional City	19,760	34,330
Major Strategic Area	19,760	34,330
Regional Strategic Area	19,760	32,590
Regional Centre	14,810	26,070
Regional Rural	9,850	21,730
Rural Large	9,850	17,680
Rural	9,850	13,030

Mayor/Chairperson Additional Fee* (\$) effective 1 July 2023

Category	Minimum	Maximum
Major Regional City	41,960	106,960
Major Strategic Area	41,960	106,960
Regional Strategic Area	41,960	94,950
Regional Centre	30,820	64,390
Regional Rural	20,980	47,420
Rural Large	15,735	37,925
Rural	10,490	28,430

County Councils

Councillor/Member Annual Fee (\$) effective 1 July 2023

Category	Minimum	Maximum
Water	1,960	10,870
Other	1,960	6,490

Mayor/Chairperson Additional Fee* (\$) effective 1 July 2023

Category	Minimum	Maximum
Water	4,200	17,850
Other	4,200	11,860

*This fee must be paid in addition to the fee paid to the Mayor/Chairperson as a Councillor/Member (s.249(2))



Viv May PSM

Local Government Remuneration Tribunal

Dated 27 April 2023

Appendices

Appendix 1 Criteria that apply to categories

Principal CBD

The Council of the City of Sydney (the City of Sydney) is the principal central business district (CBD) in the Sydney Metropolitan area. The City of Sydney is home to Sydney's primary commercial office district with the largest concentration of businesses and retailers in Sydney. The City of Sydney's sphere of economic influence is the greatest of any local government area in Australia.

The CBD is also host to some of the city's most significant transport infrastructure including Central Station, Circular Quay and International Overseas Passenger Terminal. Sydney is recognised globally with its iconic harbour setting and the City of Sydney is host to the city's historical, cultural and ceremonial precincts. The City of Sydney attracts significant visitor numbers and is home to 60 per cent of metropolitan Sydney's hotels.

The role of Lord Mayor of the City of Sydney has significant prominence reflecting the CBD's importance as home to the country's major business centres and public facilities of state and national importance. The Lord Mayor's responsibilities in developing and maintaining relationships with stakeholders, including other councils, state and federal governments, community and business groups, and the media are considered greater than other mayoral roles in NSW.

Major CBD

The Council of the City of Parramatta (City of Parramatta) is the economic capital of Greater Western Sydney and the geographic and demographic centre of Greater Sydney. Parramatta is the second largest economy in NSW (after Sydney CBD) and the sixth largest in Australia.

As a secondary CBD to metropolitan Sydney the Parramatta local government area is a major provider of business and government services with a significant number of organisations relocating their head offices to Parramatta. Public administration and safety have been a growth sector for Parramatta as the State Government has promoted a policy of moving government agencies westward to support economic development beyond the Sydney CBD.

The City of Parramatta provides a broad range of regional services across the Sydney Metropolitan area with a significant transport hub and hospital and educational facilities. The City of Parramatta is home to the Westmead Health and Medical Research precinct which represents the largest concentration of hospital and health services in Australia, servicing Western Sydney and providing other specialised services for the rest of NSW.

The City of Parramatta is also home to a significant number of cultural and sporting facilities (including Sydney Olympic Park) which draw significant domestic and international visitors to the region.

Metropolitan Major

Councils categorised Metropolitan Major will typically have a minimum residential population of 400,000.

Councils may also be categorised Metropolitan Major if their residential population combined with their non-resident working population exceeds 400,000. To satisfy this criteria the non-resident working population must exceed 50,000.

Other features may include:

- total operating revenue exceeding \$300M per annum
- the provision of significant regional services to greater Sydney including, but not limited to, major education, health, retail, sports, other recreation and cultural facilities
- significant industrial, commercial and residential centres and development corridors
- high population growth.

Councils categorised as Metropolitan Major will have a sphere of economic influence and provide regional services considered to be greater than those of other metropolitan councils.

Metropolitan Large

Councils categorised as Metropolitan Large will typically have a minimum residential population of 200,000.

Councils may also be categorised as Metropolitan Large if their residential population combined with their non-resident working population exceeds 200,000. To satisfy this criteria the non-resident working population must exceed 50,000.

Other features may include:

- total operating revenue exceeding \$200M per annum
- the provision of significant regional services to greater Sydney including, but not limited to, major education, health, retail, sports, other recreation and cultural facilities
- significant industrial, commercial and residential centres and development corridors
- high population growth.

Councils categorised as Metropolitan Large will have a sphere of economic influence and provide regional services considered to be greater than those of other metropolitan councils.

Metropolitan Medium

Councils categorised as Metropolitan Medium will typically have a minimum residential population of 100,000.

Councils may also be categorised as Metropolitan Medium if their residential population combined with their non-resident working population exceeds 100,000. To satisfy this criteria the non-resident working population must exceed 50,000.

Other features may include:

- total operating revenue exceeding \$100M per annum
- services to greater Sydney including, but not limited to, major education, health, retail, sports, other recreation and cultural facilities
- industrial, commercial and residential centres and development corridors
- high population growth.

The sphere of economic influence, the scale of council operations and the extent of regional servicing would be below that of Metropolitan Large councils.

Metropolitan Small

Councils categorised as Metropolitan Small will typically have a residential population less than 100,000.

Other features which distinguish them from other metropolitan councils include:

- total operating revenue less than \$150M per annum.

While these councils may include some of the facilities and characteristics of both Metropolitan Large and Metropolitan Medium councils the overall sphere of economic influence, the scale of council operations and the extent of regional servicing would be below that of Metropolitan Medium councils.

Major Regional City

Newcastle City Council and Wollongong City Councils are categorised as Major Regional City. These councils:

- are metropolitan in nature with major residential, commercial and industrial areas
- typically host government departments, major tertiary education and health facilities and incorporate high density commercial and residential development

- provide a full range of higher order services and activities along with arts, culture, recreation, sporting and entertainment facilities to service the wider community and broader region
- have significant transport and freight infrastructure servicing international markets, the capital city and regional areas
- have significant natural and man-made assets to support diverse economic activity, trade and future investment
- typically contain ventures which have a broader State and national focus which impact upon the operations of the council.

Major Strategic Area

Councils categorised as Major Strategic Area will have a minimum population of 300,000. To satisfy this criteria the non-resident working population can be included.

Other features may include:

- health services, tertiary education services and major regional airports which service the surrounding and wider regional community
- a full range of high-order services including business, office and retail uses with arts, culture, recreation and entertainment centres
- total operating revenue exceeding \$250M per annum

- significant visitor numbers to established tourism ventures and major events that attract state and national attention
- a proximity to Sydney which generates economic opportunities.

Currently, only Central Coast Council meets the criteria to be categorised as a Major Strategic Area. Its population, predicted population growth, and scale of the Council's operations warrant that it be differentiated from other non-metropolitan councils. Central Coast Council is also a significant contributor to the regional economy associated with proximity to and connections with Sydney and the Hunter Region.

Regional Strategic Area

Councils categorised as Regional Strategic Area are differentiated from councils in the Regional Centre category on the basis of their significant population and will typically have a residential population above 100,000. To satisfy this criteria the non-resident working population can be included.

Other features may include:

- health services, tertiary education services and major regional airports which service the surrounding and wider regional community
- a full range of high-order services including business, office and retail uses with arts, culture, recreation and entertainment centres
- total operating revenue exceeding \$250M per annum

- significant visitor numbers to established tourism ventures and major events that attract state and national attention
- a proximity to Sydney which generates economic opportunities.

Currently, only Lake Macquarie Council meets the criteria to be categorised as a Regional Strategic Area. Its population and overall scale of council operations will be greater than Regional Centre councils.

Regional Centre

Councils categorised as Regional Centre will typically have a minimum residential population of 40,000. To satisfy this criteria the non-resident working population can be included.

Other features may include:

- a large city or town providing a significant proportion of the region's housing and employment
- health services, tertiary education services and major regional airports which service the surrounding and wider regional community
- a full range of high-order services including business, office and retail uses with arts, culture, recreation and entertainment centres
- total operating revenue exceeding \$100M per annum
- the highest rates of population growth in regional NSW

- significant visitor numbers to established tourism ventures and major events that attract state and national attention
- a proximity to Sydney which generates economic opportunities.

Councils in the category of Regional Centre are often considered the geographic centre of the region providing services to their immediate and wider catchment communities.

Regional Rural

Councils categorised as Regional Rural will typically have a minimum residential population of 20,000. To satisfy this criteria the non-resident working population can be included.

Other features may include:

- a large urban population existing alongside a traditional farming sector, and are surrounded by smaller towns and villages
- health services, tertiary education services and regional airports which service a regional community
- a broad range of industries including agricultural, educational, health, professional, government and retail services
- large visitor numbers to established tourism ventures and events.

Councils in the category of Regional Rural provide a degree of regional servicing below that of a Regional Centre.

Rural Large

Councils categorised as Rural Large will have a residential population greater than 10,000, and a councillor to resident ratio of at least 1 to 1200.

Other features may include:

- one or two significant townships combined with a considerable dispersed population spread over a large area and a long distance from a major regional centre
- a limited range of services, facilities and employment opportunities compared to Regional Rural councils
- local economies based on agricultural/resource industries.

Rural

Councils categorised as Rural will typically have a residential population less than 10,000.

County Councils - Water

County councils that provide water and/or sewerage functions with a joint approach in planning and installing large water reticulation and sewerage systems.

County Councils - Other

County councils that administer, control and eradicate declared noxious weeds as a specified Local Control Authority under the Biosecurity Act 2015.

POLICY AND GENERAL COMMITTEE

August 31, 2023

ITEM 2**BROKEN HILL CITY COUNCIL REPORT NO. 173/23**

SUBJECT: **ENDORSEMENT OF DISPLAY FORMAT FOR COUNCILLOR MEETING/BRIEFING ATTENDANCE IN DRAFT 2022/23 ANNUAL REPORT** **D23/46951**

Recommendation

1. That Broken Hill City Council Report No. 173/23 dated August 31, 2023, be received.
2. That Council endorse the proposed display format for Councillor attendance at Ordinary, Extraordinary and Standing Committee Meetings and Briefings for placement in the Draft 2022/2023 Annual Report.

Executive Summary:

The purpose of this report is to present the proposed display format for the Councillor attendance at Ordinary, Extraordinary and Standing Committee meetings and Councillor Briefings within the Draft 2022/23 Annual Report, for endorsement.

Report:

In accordance with Section 428(1) of the *Local Government Act 1993*, Council adopted the 2021/2022 Annual Report, minute number 47041, at the November 2022 Ordinary Council meeting.

A section of the 2021/2022 Annual Report contained information relating to the attendance of Councillors at Ordinary and Extraordinary Meetings and Briefings. The below question was raised during the November 2022 Ordinary meeting.

Annual Report - The Mayor asked for the Councillor Attendance section of next year's Annual Report to include Standing Committees and for a draft of this section to be provided to the Policy and General Committee prior to the final draft Annual Report being presented to Council.

The following is the proposed Annual Report display format for Councillor attendance at Ordinary, Extraordinary and Standing Committee meetings and Councillor Briefings for 2022/23.

Council Meetings and Committees

Council conducts its business on a monthly basis at open and publicly advertised meetings. At times, Council matters may be classed as confidential and will be conducted as such. Additional Council meetings may be held throughout the year to consider specific matters.

During 2022/2023 there were a total of **13 Council Meetings** consisting of **twelve Ordinary** and **one Extraordinary Council Meetings**, **29 Councillor Briefings**, **ten Health and Building Standing Committee Meetings**, **nine Policy and General Standing Committee Meetings** and **ten Works Standing Committee Meetings** held. Councillor attendance is shown in the table below.

Councillor	Council Meetings	Councillor Briefings	Health and Building	Policy and General	Works
Mayor Kennedy	13	26*	9	8	9
Councillor Algate	11	19*	1*	8	9
Councillor Bolland	12	9*	4*	7	8
Councillor Browne	13	23*	3*	9	6*
Councillor Chandler	13	18*	9	5*	8
Councillor Gallagher APM	12	14*	9	1*	2*
Councillor Hickey	11	12*	5	6	1*
Councillor Jewitt	12	1*	7	5	1*
Councillor Page	10	7*	0*	1*	9
Councillor Turley AM	12	14*	6	2*	1*

* Note: Councillor attendance at Briefings and Standing Committee meetings for non-members was optional

Community Engagement:

Council Business Paper – Policy and General Standing Committee Meeting 20 September 2023
 Council Business paper – Council Meeting 27 September 2023

Strategic Direction:

Key Direction:	4	Our Leadership
Objective:	4.1	Openness and transparency in decision making
Strategy:	4.1.5	Support the organisation to operate within its legal framework

Relevant Legislation:

Local Government Act 1993

Financial Implications:

There are no direct financial implication arising from the endorsement of this recommendation.

Attachments

There are no attachments for this report

RAZIJA NU'MAN
DIRECTOR CORPORATE AND COMMUNITY

JAY NANKIVELL
GENERAL MANAGER

POLICY AND GENERAL COMMITTEE

August 23, 2023

ITEM 3**BROKEN HILL CITY COUNCIL REPORT NO. 174/23****SUBJECT:** **PUBLIC INTEREST DISCLOSURES ANNUAL REPORT - 2022/2023**
D23/45024**Recommendation**

1. That Broken Hill City Council Report No. 174/23 dated August 23, 2023, be received.
2. That the Broken Hill City Council Public Interest Disclosures Annual Report 2022/2023 be forwarded to the Minister for Local Government and the NSW Ombudsman by 30 October 2023

Executive Summary:

In accordance with Section 31 of the *Public Interest Disclosures Act 1994 (the Act)* each public authority must, within four months after the end of each reporting year, prepare an annual report on the public authority's obligations under the Act for submission to the Minister responsible for the public authority. A copy of the report is also to be provided to the NSW Ombudsman.

Council adopted the reviewed Reporting of Public Interest Disclosures Policy on 25 September 2019. The objective of this policy is to establish an internal reporting system for staff and Councillors, volunteers, consultants and contractors to report wrongdoing without fear of reprisal. The policy sets out to whom wrongdoing can be reported at Broken Hill City Council, what can be reported and how reports of wrongdoing will be dealt with.

The Act focuses on corrupt conduct, maladministration, serious and substantial waste of public money or local government money (as appropriate), Government information contraventions and local government pecuniary interest contraventions.

Council's Public Interest Disclosures reporting year is aligned with financial year reporting. As such, this report is for 1 July 2022 through to 30 June 2023. A copy of the July to December 2022 and January to June 2023 Public Interest Disclosures reports submitted online to the NSW Ombudsman are attached for reference.

Report:

The *Public Interest Disclosures Regulation 2011* – Reg 4 requires the following information to be included in the Public Interest Disclosures Annual Report:

The <i>Public Interest Disclosures Regulation 2011</i>, requires the following information to be included in the Public Interest Disclosures Annual Report:		
	Requirement	Statistic
(a)	The number of public officials who have made a public interest disclosure to the public authority	1
(b)	The number of public interest disclosures received by the public authority in total and the number of public interest disclosures received by the public authority relating to each of the following: (i) corrupt conduct (ii) maladministration (iii) serious and substantial waste of public money or local government money (as appropriate) (iv) government information contraventions (v) local government pecuniary interest contraventions	1 1 Nil Nil Nil Nil
(c)	The number of public interest disclosures finalised by the public authority	1
(d)	Whether the public authority has a public interest disclosure policy in place	A copy of Council’s Reporting of Public Interest Disclosures Policy is available on Council’s website www.brokenhill.nsw.gov.au
(e)	What actions the head of the public authority has taken to ensure that his or her staff awareness responsibilities under section 6E (1) (b) of the Act have been met.	<ul style="list-style-type: none"> • Council’s reviewed Reporting of Public Interest Disclosures Policy was adopted by Council 25 September 2019 and is available on Council’s website and intranet site. • PID Awareness and information on PID Policies and Procedures is included in Council’s Corporate Induction Program and provided to staff via posters, staff newsletter.

Community Engagement:

Reporting of Public Interest Disclosures Policy was placed on 28-day public exhibition for comment in July 2019 and once adopted in September 2019, the Policy was placed on Council’s website.

Strategic Direction:

Key Direction:	4.	Our Leadership
Objective:	4.1	Openness and transparency in decision making
Strategy:	4.1.5	Support the organisation to operate within its legal framework

Relevant Legislation:

Public Disclosures Act 1994

Public Interest Disclosures Regulation 2011

Local Government Act 1993

Financial Implications:

Nil

Attachments

1. [↓](#) Public Interest Disclosures Report - July to December 2022
2. [↓](#) Public Interest Disclosures Report - Jan to June 2023

RAZIJA NU'MAN
DIRECTOR CORPORATE AND COMMUNITY

JAY NANKIVELL
GENERAL MANAGER

BROKEN HILL CITY COUNCIL

Report to the NSW Ombudsman

Submitted On: 24 Jan 2023

Reporting Period: July to December 2022

	Made by public officials performing their day to day functions	Under a statutory or other legal obligation	All other PIDs
No of public officials who made public interest disclosures to your public authority	1	0	0
No of public interest disclosure received by your public authority	1	0	0
Of public interest disclosures received, how many were primarily about:	1	0	0
Corrupt conduct	1	0	0
Maladministration	0	0	0
Serious and substantial waste	0	0	0
Government information contravention	0	0	0
Local government pecuniary interest contravention	0	0	0
No of public interest disclosures (received since 1 Jan 2012) that have been finalised in this reporting period		1	
Have you established an internal reporting policy?			Yes
Has the head of your public authority taken action to meet their staff awareness obligations?			Yes

If so, please select how staff have been made aware

Staff undertaking that they have read and understood your organisation's internal reporting policy, Training provided by your organisation, Messages in staff newsletters, Messages in other publications, Brochures, Posters, Training provided to new staff during induction

BROKEN HILL CITY COUNCIL

Report to the NSW Ombudsman

Submitted On: 27 Jul 2023

Reporting Period: January to June 2023

	Made by public officials performing their day to day functions	Under a statutory or other legal obligation	All other PIDs
No of public officials who made public interest disclosures to your public authority	0	0	0
No of public interest disclosure received by your public authority	0	0	0
Of public interest disclosures received, how many were primarily about:	0	0	0
Corrupt conduct	0	0	0
Maladministration	0	0	0
Serious and substantial waste	0	0	0
Government information contravention	0	0	0
Local government pecuniary interest contravention	0	0	0
No of public interest disclosures (received since 1 Jan 2012) that have been finalised in this reporting period		0	
Have you established an internal reporting policy?			Yes
Has the head of your public authority taken action to meet their staff awareness obligations?			Yes
If so, please select how staff have been made aware			
Staff undertaking that they have read and understood your organisation's internal reporting policy, Training provided by your organisation, Training provided to new staff during induction			

POLICY AND GENERAL COMMITTEE

September 7, 2023

ITEM 4BROKEN HILL CITY COUNCIL REPORT NO. 175/23SUBJECT: 2022/2023 DRAFT ANNUAL FINANCIAL STATEMENTS D23/48829**Recommendation**

1. That Broken Hill City Council Report No. 175/23 dated September 7, 2023, be received.
2. That the 2022/2023 Draft Primary Financial Statements as attached be received.
3. That the 2022/2023 Draft Primary Financial Statements as attached be referred to audit.
4. That Council adopt the attached Statements of Opinion on the 2022/23 General Purpose and Special Purpose Financial Statements and the Mayor, the Deputy Mayor, the General Manager and the Responsible Accounting Officer sign the Statements in accordance with Section 413(2)(c) of the *Local Government Act 1993*.
5. That Council delegate to the General Manager the authority to finalise the date at which the auditor's report and financial statements are to be presented to the public.
6. That Council delegate the General Manager the authority to authorise the 2022/23 General Purpose and Special Purpose Financial Statements and associated Special Schedules for issue immediately upon receipt of the auditors reports subject to there being no material audit changes or audit issues, in accordance with AASB 110.

Executive Summary:

Two separate financial reports are produced by Council each year to comply with State Government legislative requirements under the *Local Government Act 1993* and the *Public Finance and Audit Act 1983*.

The reports are the:

- General Purpose Financial Report
- Special Purpose Financial Report

The draft reports have been completed and the primary financial statements are attached.

Please note that these Financial Statements are in draft form and prior to independent audit and therefore do not necessarily represent the final financial position of Council as at 30 June 2023.

Report:

The *Local Government Act 1993* and Audit Plan provides for the following process to be observed by Councils for the preparation and audit of the annual financial reports:

1. Council staff prepare draft annual financial reports – July to September 23.
2. Draft report (this Agenda item) to Council for signing of Statement of Opinion by Council on the draft annual financial reports – 27 September 2023.
3. Internal Audit Committee Meeting held – TBC
4. Audit office issues engagement closing report 12 October 2023.
5. Auditor submits financial reports and audit reports to the Council and the Office of Local Government – 14 October 2023.
6. A notice is published in the local newspaper advising that the annual financial reports together with the auditors' reports will be presented to the public at an Ordinary meeting of the Council – 18 October 2023.
7. The reports are presented to the public at the October Ordinary Council Meeting – 25 October 2023.
8. Audit office issues final management letter - No later than 30 November 2023.

Statement by the Council

Section 413(2) of the *Local Government Act 1993* and Section 41C of the *Public Finance and Audit Act 1983* requires Council to include in the financial reports; a statement as to Council's opinion on each of the reports. The auditor requires these statements to be signed prior to the issue of the audit reports. The prescribed forms of the statements of opinion are attached and must be signed by the Mayor, at least one other Councillor, the General Manager and the Responsible Accounting Officer of the Council. (Refer to Attachments).

Following the audit of these reports, they will be presented to the public at the October 2023 Ordinary Council Meeting, subject to the above disclaimer.

Strategic Direction:

Key Direction:	4	Our Community
Objective:	4.1	Openness and Transparency in Decision Making
Strategy:	4.1.1	Support the organization to operate within its legal framework

Relevant Legislation:

Local Government Act (1993)

Public Finance and Audit Act (1983)

Local Government Amendment (Governance and Planning) Bill 2016

Financial Implications: The recommendation has no financial impact.

Attachments

1. [↓](#) 2022/23 General Purpose Financial Statements
2. [↓](#) 2022/23 Special Purpose Financial Statements

SIMON BROWN
DIRECTOR FINANCE AND COMMERCIAL

JAY NANKIVELL
GENERAL MANAGER

Broken Hill City Council**General Purpose Financial Statements**

for the year ended 30 June 2023

Statement by Councillors and Management made pursuant to Section 413 (2c) 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 27 September 2023.

Tom Kennedy
Mayor
27 September 2023

Jim Hickey
Councillor
27 September 2023

Jay Nankivell
General Manager
27 September 2023

Simon Brown
Responsible Accounting Officer
27 September 2023

Broken Hill City Council

Income Statement

for the year ended 30 June 2023

Original unaudited budget 2023 \$ '000		Notes	Actual 2023 \$ '000	Actual 2022 \$ '000
	Income from continuing operations			
20,226	Rates and annual charges	B2-1	19,678	19,540
3,480	User charges and fees	B2-2	4,454	3,096
464	Other revenues	B2-3	4,873	3,099
7,132	Grants and contributions provided for operating purposes	B2-4	10,617	9,469
8,023	Grants and contributions provided for capital purposes	B2-4	4,534	4,920
498	Interest and investment income	B2-5	724	276
–	Other income	B2-6	331	294
–	Net gain from the disposal of assets	B4-1	–	5
39,823	Total income from continuing operations		45,211	40,699
	Expenses from continuing operations			
14,563	Employee benefits and on-costs	B3-1	15,492	14,465
10,139	Materials and services	B3-2	12,346	11,748
678	Borrowing costs	B3-3	841	799
6,259	Depreciation, amortisation and impairment of non-financial assets	B3-4	6,675	7,380
963	Other expenses	B3-5	784	1,338
–	Net loss from the disposal of assets	B4-1	395	–
32,602	Total expenses from continuing operations		36,533	35,730
7,221	Operating result from continuing operations		8,678	4,969
7,221	Net operating result for the year attributable to Council		8,678	4,969
(802)	Net operating result for the year before grants and contributions provided for capital purposes		4,144	49

The above Income Statement should be read in conjunction with the accompanying notes.

Broken Hill City Council

Statement of Comprehensive Income

for the year ended 30 June 2023

	Notes	2023 \$ '000	2022 \$ '000
Net operating result for the year – from Income Statement		8,678	4,969
Other comprehensive income:			
Amounts which will not be reclassified subsequently to the operating result			
Gain (loss) on revaluation of infrastructure, property, plant and equipment	C1-6	34,704	27,281
Total items which will not be reclassified subsequently to the operating result		34,704	27,281
Total other comprehensive income for the year		34,704	27,281
Total comprehensive income for the year attributable to Council		43,382	32,250

The above Statement of Comprehensive Income should be read in conjunction with the accompanying notes.

Broken Hill City Council

Statement of Financial Position

as at 30 June 2023

	Notes	2023 \$ '000	2022 \$ '000
ASSETS			
Current assets			
Cash and cash equivalents	C1-1	15,400	15,165
Investments	C1-2	22,328	8,570
Receivables	C1-4	3,911	4,672
Inventories	C1-5	134	147
Other	C1-11	1,068	1,069
Total current assets		42,841	29,623
Non-current assets			
Infrastructure, property, plant and equipment (IPPE)	C1-6	326,346	288,869
Investments accounted for using the equity method	D1-1	866	931
Total non-current assets		327,212	289,800
Total assets		370,053	319,423
LIABILITIES			
Current liabilities			
Payables	C3-1	4,683	4,149
Contract liabilities	C3-2	8,864	2,028
Borrowings	C3-3	1,803	1,556
Employee benefit provisions	C3-4	4,768	4,550
Total current liabilities		20,118	12,283
Non-current liabilities			
Borrowings	C3-3	17,875	18,667
Employee benefit provisions	C3-4	268	228
Provisions	C3-5	9,712	9,547
Total non-current liabilities		27,855	28,442
Total liabilities		47,973	40,725
Net assets		322,080	278,698
EQUITY			
Accumulated surplus	C4-1	122,388	113,710
IPPE revaluation reserve	C4-1	199,692	164,988
Council equity interest		322,080	278,698
Total equity		322,080	278,698

The above Statement of Financial Position should be read in conjunction with the accompanying notes.

Broken Hill City Council

Statement of Changes in Equity
for the year ended 30 June 2023

	Notes	2023			2022		
		Accumulated surplus \$ '000	IPPE revaluation reserve \$ '000	Total equity \$ '000	Accumulated surplus \$ '000	IPPE revaluation reserve \$ '000	Total equity \$ '000
Opening balance at 1 July		113,710	164,988	278,698	108,741	137,707	246,448
Net operating result for the year		8,678	–	8,678	4,969	–	4,969
Other comprehensive income							
Gain (loss) on revaluation of infrastructure, property, plant and equipment	C1-6	–	34,704	34,704	–	27,281	27,281
Other comprehensive income		–	34,704	34,704	–	27,281	27,281
Total comprehensive income		8,678	34,704	43,382	4,969	27,281	32,250
Closing balance at 30 June		122,388	199,692	322,080	113,710	164,988	278,698

The above Statement of Changes in Equity should be read in conjunction with the accompanying notes.

Broken Hill City Council

Statement of Cash Flows

for the year ended 30 June 2023

Original unaudited budget 2023 \$ '000		Actual 2023 \$ '000	Actual 2022 \$ '000
	Notes		
Cash flows from operating activities			
<i>Receipts:</i>			
19,619	Rates and annual charges	20,453	19,917
3,376	User charges and fees	4,201	3,457
465	Interest received	874	106
15,155	Grants and contributions	21,987	14,065
–	Bonds, deposits and retentions received	339	11
450	Other	7,457	5,570
<i>Payments:</i>			
(14,126)	Payments to employees	(15,226)	(13,852)
(9,835)	Payments for materials and services	(14,386)	(14,705)
(678)	Borrowing costs	(841)	(642)
(934)	Other	(477)	(1,074)
13,492	Net cash flows from operating activities	24,381	12,853
	G1-1		
Cash flows from investing activities			
<i>Receipts:</i>			
–	Sale of investments	500	5,126
–	Proceeds from sale of IPPE	123	241
–	Deferred debtors receipts	–	6
<i>Payments:</i>			
–	Purchase of investments	(248)	–
–	Acquisition of term deposits	(14,010)	(4,500)
(21,625)	Payments for IPPE	(9,966)	(16,818)
(21,625)	Net cash flows from investing activities	(23,601)	(15,945)
Cash flows from financing activities			
<i>Receipts:</i>			
–	Proceeds from borrowings	1,141	437
<i>Payments:</i>			
(1,605)	Repayment of borrowings	(1,686)	(1,451)
(1,605)	Net cash flows from financing activities	(545)	(1,014)
(9,738)	Net change in cash and cash equivalents	235	(4,106)
–	Cash and cash equivalents at beginning of year	15,165	19,271
(9,738)	Cash and cash equivalents at end of year	15,400	15,165
	C1-1		
–	plus: Investments on hand at end of year	22,328	8,570
(9,738)	Total cash, cash equivalents and investments	37,728	23,735
	C1-2		

The above Statement of Cash Flows should be read in conjunction with the accompanying notes.

Broken Hill City Council**Special Purpose Financial Statements**

for the year ended 30 June 2023

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:

- NSW Government Policy Statement, *Application of National Competition Policy to Local Government*
- 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
- Sections 3 and 4 of the NSW Department of Planning and Environment, *Water's Regulatory and assurance framework for local water utilities*.

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 27 September 2023.

Tom Kennedy

Mayor

27 September 2023

Jim Hickey

Councillor

27 September 2023

Jay Nankivell

General Manager

27 September 2023

Simon Brown

Responsible Accounting Officer

27 September 2023

Broken Hill City Council

Income Statement of Airport
for the year ended 30 June 2023

	2023 Category 2 \$ '000	2022 Category 2 \$ '000
Income from continuing operations		
User charges	911	393
Total income from continuing operations	911	393
Expenses from continuing operations		
Employee benefits and on-costs	342	325
Materials and services	320	206
Depreciation, amortisation and impairment	463	446
Total expenses from continuing operations	1,125	977
Surplus (deficit) from continuing operations before capital amounts	(214)	(584)
Surplus (deficit) from continuing operations after capital amounts	(214)	(584)
Surplus (deficit) from all operations before tax	(214)	(584)
Surplus (deficit) after tax	(214)	(584)
Plus accumulated surplus	(5,441)	(3,157)
Add:		
– Subsidy paid/contribution to operations	5,203	(1,700)
Closing accumulated surplus	(452)	(5,441)
Return on capital %	(1.0)%	(2.9)%
Subsidy from Council	1,041	8,725

Broken Hill City Council

Income Statement of Civic Centre (Entertainment centre)

for the year ended 30 June 2023

	2023 Category 2 \$ '000	2022 Category 2 \$ '000
Income from continuing operations		
User charges	313	105
Total income from continuing operations	313	105
Expenses from continuing operations		
Employee benefits and on-costs	470	179
Materials and services	190	77
Depreciation, amortisation and impairment	405	536
Total expenses from continuing operations	1,065	792
Surplus (deficit) from continuing operations before capital amounts	(752)	(687)
Surplus (deficit) from continuing operations after capital amounts	(752)	(687)
Surplus (deficit) from all operations before tax	(752)	(687)
Surplus (deficit) after tax	(752)	(687)
Plus accumulated surplus	13,954	14,567
– Subsidy paid/contribution to operations	(3,847)	74
Closing accumulated surplus	9,355	13,954
Return on capital %	(4.6)%	(3.7)%
Subsidy from Council	1,405	2,693

Broken Hill City Council

Income Statement of Commercial waste
for the year ended 30 June 2023

	2023 Category 2 \$ '000	2022 Category 2 \$ '000
Income from continuing operations		
User charges	1,625	1,506
Total income from continuing operations	1,625	1,506
Expenses from continuing operations		
Employee benefits and on-costs	373	357
Materials and services	340	27
Depreciation, amortisation and impairment	150	158
Other expenses	75	398
Total expenses from continuing operations	938	940
Surplus (deficit) from continuing operations before capital amounts	687	566
Surplus (deficit) from continuing operations after capital amounts	687	566
Surplus (deficit) from all operations before tax	687	566
Less: corporate taxation equivalent (25%) [based on result before capital]	(172)	(142)
Surplus (deficit) after tax	515	424
Plus accumulated surplus	1,243	1,450
Plus adjustments for amounts unpaid:		
– Corporate taxation equivalent	172	142
– Subsidy paid/contribution to operations	(481)	(773)
Closing accumulated surplus	1,449	1,243
Return on capital %	22.9%	19.9%

Broken Hill City Council

Statement of Financial Position of Airport

as at 30 June 2023

	2023 Category 2 \$ '000	2022 Category 2 \$ '000
ASSETS		
Non-current assets		
Infrastructure, property, plant and equipment	20,577	20,192
Total non-current assets	20,577	20,192
Total assets	20,577	20,192
Net assets	20,577	20,192
EQUITY		
Accumulated surplus	(452)	(5,441)
Revaluation reserves	21,029	25,633
Total equity	20,577	20,192

Broken Hill City Council

Statement of Financial Position of Civic Centre (Entertainment centre)

as at 30 June 2023

	2023 Category 2 \$ '000	2022 Category 2 \$ '000
ASSETS		
Non-current assets		
Infrastructure, property, plant and equipment	16,253	18,800
Total non-current assets	16,253	18,800
Total assets	16,253	18,800
Net assets	16,253	18,800
EQUITY		
Accumulated surplus	9,355	13,954
Revaluation reserves	6,898	4,846
Total equity	16,253	18,800

Broken Hill City Council

Statement of Financial Position of Commercial waste
as at 30 June 2023

	2023 Category 2 \$ '000	2022 Category 2 \$ '000
ASSETS		
Current assets		
Receivables	58	69
Total current assets	58	69
Non-current assets		
Infrastructure, property, plant and equipment	3,003	2,844
Total non-current assets	3,003	2,844
Total assets	3,061	2,913
LIABILITIES		
Current liabilities		
Provisions	1,612	1,670
Total current liabilities	1,612	1,670
Total liabilities	1,612	1,670
Net assets	1,449	1,243
EQUITY		
Accumulated surplus	1,449	1,243
Total equity	1,449	1,243

POLICY AND GENERAL COMMITTEE

September 7, 2023

ITEM 5BROKEN HILL CITY COUNCIL REPORT NO. 176/23SUBJECT: BUDGET CARRYOVER'S 2022/23 D23/48540**Recommendation**

1. That Broken Hill City Council Report No. 176/23 dated September 7, 2023, be received.
2. That Council revoke the budget items as listed below in *Table 1* for the amount of \$399,100.
3. That Council note the carryover budget items as listed below in *Table 2* for the amount of \$41,510,479.

Executive Summary:

At the conclusion of each financial year some works remain either not commenced or not completed. Under *Local Government (General) Regulation (2005) Division 5, Section 211 (Authorisation of Expenditure)* it is necessary for Council each year to revoke funds for those works that are not commenced in order that the works can be carried out during the following financial year. It is not a requirement for Council to revoke funds for works that have commenced or are/have been contracted to be carried out.

The 2022-23 capital projects programme was again disrupted by ongoing delays to supply chains for equipment and materials and shortage of skilled trades people in Broken Hill. As a result, there are a number of projects that are not completed at the end of the financial year including some plant items ordered in the 2020-21 financial year that are still to be delivered by our suppliers.

As at 30 June 2023, ten capital projects budgeted for \$399,100 as listed below in *Table 1* require Council's revoke and 30 capital projects budgeted for \$41,510,479 as listed below in *Table 2* have been included for Council's notation.

The total capital expenditure budget to be carried over to the 2022/23 financial year is \$41,909,579. Eight of the carryover projects are partly or fully grant funded and the total grant funding still to be received for these projects is \$30,477,304.

Report:

A reconciliation of all budgeted capital project items for the 2022/23 financial year has been completed. As a result of this reconciliation, ten capital projects have been identified that are yet to be commenced. For these works to be carried out in the 2023/24 financial year Council are required to revoke these funds.

In addition, there are 30 capital projects that have been started in the 2022/23 financial year but are incomplete. These are included in this report for Council notation.

Below is a summary of the capital works that are required to be carried forward into the 2023/24 financial year.

For Council's re-vote:

The capital projects that have yet to be started with their matching unspent funds and Council contribution are listed below and require Council to formally re-vote them as part of the 2023/24 budget:

Table 1

No.	Project Name	Budgeted Expenditure
1	O Neil Park Tennis Court Lighting Upgrade	122,400
2	Bus Shelter - Gypsum St, Gossan St and Ryan St	60,000
3	Visitors Information Centre Shop 3 Air conditioner Replacement	9,400
4	HACC Sewerage Pump Station fencing	5,050
5	Admin Building - No2 Chilled Water Pump Replacement	9,500
6	Admin Building - No1 Condensor Pump Replacement	9,000
7	Admin Building stairwell doors replacement	13,350
8	Replace vandalised projection lighting at the Civic Centre	18,000
9	Renewable Energy Action Plan Stage 2	136,400
10	Patton Park Electrical Upgrade	16,000
	Total capital expenditure required for re-vote	\$399,100

1. O Neil Park Tennis Court Lighting Upgrade

This project has been delayed due to the unavailability of contractors willing and able to provide quotes.

2. Bus Shelter - Gypsum St, Gossan St and Ryan St

Project has commenced awaiting delivery of shelters from the supplier.

3. Visitors Information Centre Shop 3 Air conditioner Replacement

This project was awaiting installation as at 30 June 2023 but has since been completed.

4. HACC Sewerage Pump Station Fencing

This project has been delayed due to the unavailability of contractors willing and able to provide quotes. Staff are investigating adding the project to the internal schedule of works for 2023-24.

5. Admin Building - No2 Chilled Water Pump Replacement

This project has been delayed due to the difficulty experienced by contractors in sourcing suitable replacement components for the ageing system.

6. Admin Building - No2 Condenser Pump Replacement

This project has been delayed due to the difficulty experienced by contractors in sourcing suitable replacement components for the ageing system.

7. Admin Building – Stairwell Doors Replacement

This project has been delayed awaiting building fire safety compliance schedules to be completed in September 2023.

8. Replace vandalised projection lighting at the Civic Centre

This work was awaiting installation as at 30 June 2023 but has since been completed.

9. Renewable Energy Action Plan Stage 2

This project has been delayed due to delays experienced with land claims on the previously identified land.

10. Patton Park Electrical Upgrade

This project was postponed due to the resignation of Council's electrician. The project will commence when a replacement electrician is recruited.

For Council's notation:

The following is a list of commenced but incomplete projects for the 2022/23 financial year and is for Council's notation. All unspent funds on these projects were placed in reserves at the year end and will be brought forward to cover the cost of these projects. These works with their matching reserves and/or unspent grant funds will be added to this year's budget.

Table 2

No.	Project Name	Budgeted Expenditure
1	Library, Archive & Cultural Precinct - Construction	14,412,708
2	Library, Archive & Cultural Precinct - Temp Relocation	748,184
3	CBD Redevelopment	3,381,470
4	Annual Fence Renewal Program	130,131
5	EP O'Neill Complex Redevelopment Project-Stage 1	6,317,722
6	Tree Replacement Program	76,492
7	Waste Facility Fencing	31,358
8	Road Reseal Program 2022/23	403,835

9	Oxide Street - Lane to Chapple St - R2R	773,806
10	Duff Lane Sealing	241,507
11	Waste Transfer Facility Inlet Road	142,534
12	Gypsum St – Newton St to Pell Ln	86,525
13	Art Gallery Exhibition Space Upgrade	34,032
14	Housing Subdivision and Duke of Cornwall Redevelopment	1,944,311
15	Warnock Depot Master Plan Technical Design	173,772
16	Airport CCTV Security Upgrade	40,000
17	Sturt Park Shed Extension	30,000
18	BLD - 176 Beryl Street Development	210,000
19	Works Depot Security System Upgrade	836
20	Visitor Information Centre Security System Upgrade	3,748
21	Airport Fire Equipment Upgrade	88,215
22	Upgrade Airport Taxiways and Apron	9,999,600
23	Geocentre Multimedia Equipment Renewal	52,180
24	Library Reservations and Print Management	10,912
25	HR Management System Implementation	26,807
26	Gateway Sign Replacement 2023	36,000
27	Plant and Equipment Replacement 20-21	241,317
28	Plant and Equipment Replacement 21-22	748,477
29	Plant and Equipment Replacement 22-23	1,000,000
30	Outback Letterbox Library Van	124,000
	Total capital expenditure carry forward that does not require a re-vote:	\$41,510,479

1. Library, Archive & Cultural Precinct - Construction

This a long-term project that is planned to be completed by December 2024. Construction will commence once existing library operations are relocated to the ground floor of the admin building expected to be December 2023.

2. Library, Archive & Cultural Precinct – Temporary Relocation

This project involves refurbishment of the Administration Building ground floor and carpark to accommodate the temporary relocation of library operations while the new library is constructed. Construction and the relocation are planned to be complete by December 2023.

3. CBD Redevelopment

This project was commenced in the 2022 financial year and currently has four components:

- Erection of banner poles – Complete
- Installation of wayfinding signs and structures – Under construction
- Town Square redevelopment – Preliminary design and consultation
- Argent Street paving replacement – Project scoping and planning

4. Annual Fence Renewal Program

The annual fence renewal program consists of a ten-year plan to replace fencing of the Willyama common, Regeneration Reserve and Living Desert Reserve. Work commenced in the 2022 financial year and was subsequently delayed due to the need to prioritise flood repairs and the sporadic availability of suitable contractors. It is anticipated that budgeted works will be completed in 2023-24.

5. EP O'Neill Complex Redevelopment Project-Stage 1

This a long-term project with multiple components that has reached the technical design stage. Technical designs are due to be completed by September 2023.

6. Tree Replacement Program

The first phase of the project to replace dead and diseased trees was complete in the 2023-24 with the removal and replacement of trees in Blende Street. The remainder of the work is planned to be completed in 2023-24.

7. Waste Facility Fencing

Project is complete and awaiting final payment.

8. Road Reseal Program 2022/23

Resealing was complete as at 30 June 2023 however line marking of resealed roads was delayed due to the unavailability of line marking contractors. Work is scheduled to be completed by October 2023.

9. Oxide Street - Lane to Chapple St - R2R

Commencement of this project was delayed due to unavailability of design consultants which in turn delayed tendering of the contract. The contract has been awarded and construction is due to commence in September 2023.

10. Duff Lane Sealing

Commencement of this project was delayed due to unavailability of design consultants which in turn delayed contract works. The project was completed on 5 September 2023.

11. Waste Transfer Facility Inlet Road

Commencement of this project was delayed due to unavailability of design consultants. Construction to commence is September.

12. Gypsum St – Newton St to Pell Ln

Commencement of this project was delayed due to unavailability of design consultants which in turn delayed contract works. The project was completed in August 2023.

13. Art Gallery Exhibition Space Upgrade

Finalisation of this project has been delayed by supply chain issues with the manufacture of removable modular panels.

14. Housing Subdivision and Duke of Cornwall Redevelopment

This project is delayed by the need to rezone land for the housing subdivision.

15. Warnock Depot Master Plan Technical Design

This is a long-term project. Final technical designs are scheduled to be completed by mid-October.

16. Airport CCTV Security Upgrade

Contractor has been engaged for this project and awaiting delivery of parts and materials.

17. Sturt Park Shed Extension

Contractor has been engaged for this project and awaiting delivery of parts and materials. Slab construction has commenced, and installation of the shed is scheduled for September.

18. 176 Beryl Street Development

Settlement on purchase of the site has been delayed due to the vendor passing away.

19. Works Depot Security System Upgrade

Contractor has been engaged for this project and the project is scheduled to be completed in September 2023.

20. Visitor Information Centre Security System Upgrade

Contractor has been engaged for this project and the project is scheduled to be completed in September 2023.

21. Airport Fire Equipment Upgrade

Contractor has been engaged for this project and the project is scheduled to be completed in September 2023.

22. Upgrade Airport Taxiways and Apron

The design brief is currently out for tender that closes on 7 September 2023.

23. Geocentre Multimedia Equipment Renewal

Contractor has been engaged and work is scheduled to commence in September 2023.

24. Library Reservations and Print Management

Contractor has been engaged and work has commenced and due for completion in September 2023.

25. HR Management System Implementation

Core system has been implemented. Implementation of subsidiary modules is awaiting availability of staff for data uploads and training.

26. Gateway Sign Replacement 2023

This project is delayed awaiting submission of design changes by the designer and contractor for approval of the development application.

27-31 Plant and Equipment Replacement -2021 to 2023

The effect of Covid 19 on supply chains in the motor vehicle industry is still impacting supply of plant and equipment particularly heavy duty and specialised equipment. We are awaiting delivery of the following vehicles:

- Ordered 2020-21 – Two trucks

- Ordered 2021-22 - Two trucks
 - Jet Patcher
 - Forklift

- Ordered 2022-23 - Outback Letterbox Library Van
 - Bitumen Truck
 - Elevated Work Platform

In summary, \$399,100 requires a Council re-vote and \$41,510,479 will be carried forward into the 2023/24 financial year which does not require a Council re-vote.

The total carryover expenditure budget for 2023/24 is \$41,909,579. Six of the carryover projects are partly or fully grant funded and the total grant funding still to be received for these projects is \$30,477,304.

Strategic Direction:

Key Direction:	4	Our Leadership
Objective:	4.1	Openness and transparency in decision making
Strategy:	4.1.1	Support the organisation to operate its legal framework

Relevant Legislation:

Local Government Act 1993

Local Government (General) Regulation 2021 Division 5, Section 211

Financial Implications:

The recommendation will have an impact on the representation of the cash flow in the 2023/24 year as the carry forward expenditure of \$41,909,579 less related grant income of \$30,477,304 was not forecast to be expended in this year.

However, it will not influence Council's budgeted cash position as this revenue and expenditure were forecasted for 2023/24 based on the projects being completed in the 2022/23 financial year.

An updated capital budget inclusive of the approved carryovers will form part of the September 2023 Budget Quarterly Review report.

Attachments

There are no attachments for this report

SIMON BROWN
DIRECTOR FINANCE AND COMMERCIAL

JAY NANKIVELL
GENERAL MANAGER

POLICY AND GENERAL COMMITTEE

September 7, 2023

ITEM 6

BROKEN HILL CITY COUNCIL REPORT NO. 177/23

SUBJECT: INVESTMENT REPORT FOR AUGUST 2023 D23/48850

Recommendation

1. That Broken Hill City Council Report No. 177/23 dated September 7, 2023, be received.

Executive Summary:

The *Local Government (General) Regulation 2021* (Part 9, Division 5, Clause 212), effective from 1 September 2021, requires the Responsible Accounting Officer of a Council to provide a written report setting out details of all monies that have been invested under Section 625 (2) of the *Local Government Act 1993*, as per the Minister's Amended Investment Order gazetted 11 March 2011. The Responsible Accounting Officer must also include in the report, a certificate as to whether the investment has been made in accordance with the Act, the Regulations and the Council's Investment Policy.

As at 31 August 2023, Council's Investment Portfolio had a current market valuation of \$38,686,944 or principal value (face value) of \$38,439,279 and was compliant with policy and legislative requirements as per the below table.

Report:

Council's investments as at 31 August 2023 are detailed in Attachment 1.

Portfolio Summary		
Portfolio Performance vs. RBA Cash Rate	✓	Compliant with policy
Investment Policy Compliance		
Legislative Requirements	✓	Compliant with policy
Portfolio Credit Rating Limit	✓	Compliant with policy
Institutional Exposure Limits	✓	Compliant with policy
Term to Maturity Limits	✓	Compliant with policy

Market Review

Global issues:

- Business conditions data coming out of the US, Europe, UK and Australia reflect service sector conditions rapidly deteriorating and nearly matching the downward trajectory of manufacturing sectors which are in negative territory.
- In the US, latest economic data has been mostly weaker than expected. Existing home sales fell as did new mortgage applications suggesting that the rise in US mortgage rates is starting to weigh on the housing market. Meanwhile, slowing capital goods orders and shipments point to weak business investment.

- In the UK, inflation (at 6.8%yoy) and wages growth (at 7.8%yoy) came in stronger than expected keeping the BoE on track for another 0.5% hike at its next meeting. There is little indication that the US and Australia will need to follow suit given the UK had much higher inflation and wages growth over the past few years.
- In China, the economic recovery continues to be weaker than expected after the lifting of Covid-19 restrictions at the end of 2022. Weak external demand is weighing on export growth and there is further deterioration in conditions in the property market, placing additional pressure on financially stressed developers.
- Global share markets gave back some of their recent gains. Several factors weighed on the markets including the still high risks of recession; intensifying risks around the Chinese economy; increasing energy prices; stubbornly high services inflation; and the impending threat of another US Government shutdown from 1 October. US shares slipped 1.6% while European markets dropped nearly 2.5%. Japanese shares managed a slight gain, but Chinese property sector woes helped trigger a 6% fall in their market. Domestically, the ASX All Ords ended the month down 0.7%, with Consumer Staples and Utilities the worst performing sectors.

Domestic issues

- According to recent consumer surveys, consumer confidence fell slightly in August remaining at recessionary levels despite the RBA's decision to leave rates on hold again indicating that the lagged impact of rate hikes and cost of living pressures continue to impact.
- The ongoing weakness in consumer confidence and the hit to spending power is now showing up in weakening household spending growth and supports economists' views that RBA rate hikes are cooling demand and will help bring inflation back to target allowing RBA to keep rates on hold.
- The latest monthly CPI release, which is less thorough than the quarterly release but provides a trend indicator, showed inflation has fallen to 4.9%, down from last month's 5.4% and below expectations of 5.2%. The data, released at the end of August, eliminated any market anticipation of an interest rate hike in early September resulting in a drop in market rates and pushing bond valuations higher.

Interest rates

- At its August meeting the RBA kept the cash target unchanged at 4.10%, noting that there was a credible path back to the inflation target with the cash rate staying at its present level. Recent information on inflation has been encouraging and the economy is expected to grow only slowly over the period ahead, which will help with further moderation of inflation.
- By the end of August, following the latest monthly inflation data, the market is now pricing in the anticipation that we are essentially at the peak cash rate:
- In August, term deposit rates across the 1 to 60 month range decreased on average by 25 basis points from their July levels. Growing expectations that the RBA may be at the end of its rate hike cycle has banks trimming back its rates on offer in line with market conditions.

Investment Portfolio Commentary

Council's investment portfolio returned 4.10%pa (0.34% actual) for the month on a marked-to-market basis versus the bank bill index benchmark's 4.39%pa return. Over the past 12 months, the investment portfolio has returned 3.58% versus the bank bill index benchmark's 3.37%.

During August, Council had \$1m in investments mature, a 4 month TD paying 4.10%pa and 2 year deposit paying 0.62%pa. Council took advantage of the high interest rate environment

reinvesting the \$1m between a 9 month TD paying 5.22%pa and a 7 month deposit paying 5.20%pa.

The NSW TCorpIM Medium Term Growth Fund returned a modest 0.32% (actual) for the month as the slump in share market returns offset good gains in fixed and floating rate bonds. The release of favourable inflation data at the end of the month helped give a boost to bond valuations within the fund.

Council has a well-diversified portfolio invested predominantly among a range of term deposits from highly rated Australian banks. Council also has exposure to a wide range of asset classes, including senior ranked fixed and floating rate notes, listed property and international and domestic shares via the NSW TCorp Medium Term Growth Fund. It is expected that Council's portfolio will achieve above benchmark returns over the medium/long term with prudent investment selection.

Council's Portfolio by Source of Funds – August 2023

As at 31 August 2023, Council's Investment Portfolio had a current market valuation of \$38,686,944 or principal value (face value) of \$38,439,279 and was compliant with policy and legislative requirements as per the table above.

	Source of Funds	Principal Amount
GENERAL Fund	Operating Capital & Internal Restrictions	\$21,660,984
	Royalties Reserve	\$611,378
	Domestic Waste Management Reserve	\$4,381,473
	Grants	\$11,785,444
	TOTAL PORTFOLIO	\$38,439,279

Certificate by Responsible Accounting Officer

All investments have been placed in accordance with Council's Investment Policy, Section 625 of the *Local Government Act 1993* (as amended), the Revised Ministerial Investment Order gazetted 11 February 2011, Clause 212 of the *Local Government (General) Regulations 2005-* and Third-Party Investment requirements of the then Department Local Government Circular 06-70. Council continues to obtain independent financial advice on its investment portfolio in accordance with the then Department of Local Government Circular of 16 September 2008.

Community Engagement:

Nil

Strategic Direction:

- Key Direction 4: Our Leadership
- Objective 4.1: Openness and Transparency in Decision Making
- Action 4.1.1: Maintain good governance and best practice methods and ensure compliance with various guidelines and legislation.

Relevant Legislation:

This report is provided for Council's consideration in compliance with the requirements of *Part 9, Division 5, Clause 212 of the Local Government (General) Regulations 2021*.

Financial Implications:

The recommendation has no financial impact.

Attachments

1. [↓](#) Investment Report For August 2023

SIMON BROWN
DIRECTOR FINANCE AND COMMERCIAL

JAY NANKIVELL
GENERAL MANAGER



Investment Summary Report
August 2023

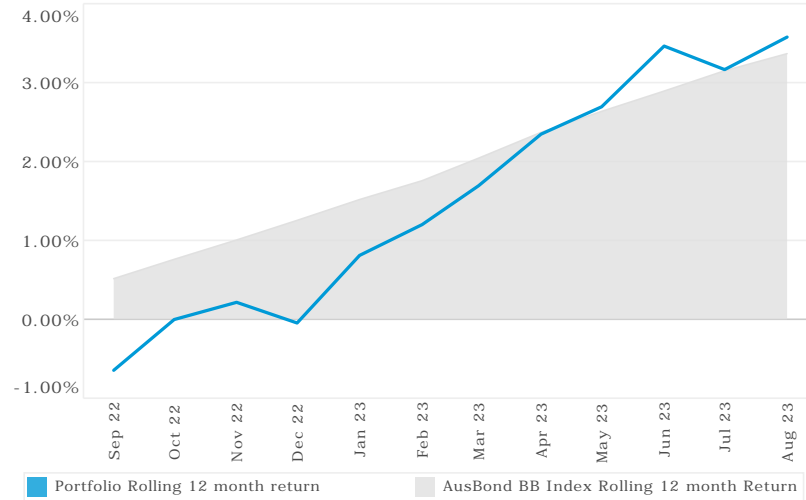




Investment Holdings

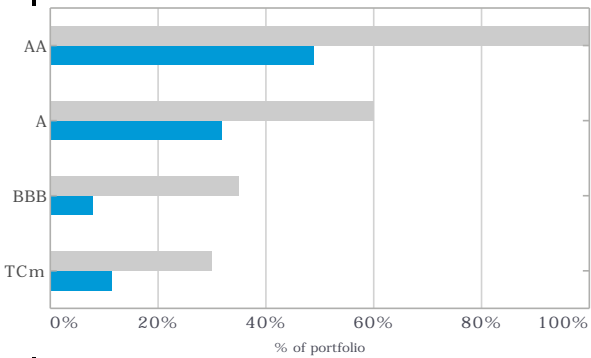
	Face Value (\$)	Current Value (\$)
Cash	15,557,167	15,557,167
Managed Funds	4,372,002	4,372,002
Term Deposit	18,510,110	18,757,775
	38,439,279	38,686,944

Investment Performance

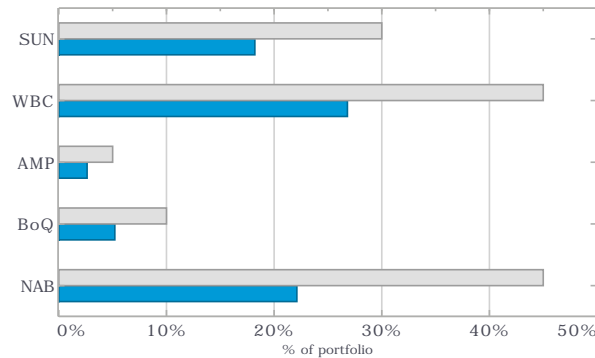


Investment Policy Compliance

Total Credit Exposure



Individual Institutional Exposures



Term to Maturities

	Face Value (\$)	Policy Max
Between 0 and 1 years	38,439,279	100% a
	38,439,279	
Specific Sub Limits		
Between 5 and 10 year	0	0% 30% a

Portfolio Exposure Investment Policy Limit



BRACKEN HILL CITY COUNCIL
Investment Holdings Report - August 2023



Cash Accounts

Face Value (\$)	Current Rate (%)	Institution	Credit Rating	Current Value (\$)	Deal No.	Reference
4,581,351.41	0.0000%	Westpac Group	AA-	4,581,351.41	473409	Cheque
5,251,744.74	4.0496%	Macquarie Bank	A+	5,251,744.74	540354	Accelerator
5,724,071.20	5.0500%	Westpac Group	AA-	5,724,071.20	535442	90d Notice
15,557,167.35	3.2251%			15,557,167.35		

Managed Funds

Face Value (\$)	Monthly Return (%)	Institution	Credit Rating	Funds Name	Current Value (\$)	Deal No.	Reference
4,372,002.17	0.3192%	NSW T-Corp (MT)	TCm	Medium Term Growth Fund	4,372,002.17	536441	
4,372,002.17	0.3192%				4,372,002.17		

Term Deposits

Maturity Date	Face Value (\$)	Current Rate (%)	Institution	Credit Rating	Purchase Price (\$)	Purchase Date	Current Value (\$)	Deal No.	Accrued Interest (\$)	Next Interest Date	Reference
5-Sep-23	500,000.00	4.4800%	Suncorp Bank	A+	500,000.00	6-Apr-23	509,082.74	543998	9,082.74	At Maturity	
19-Sep-23	500,000.00	4.4000%	Bank of Queensland	BBB+	500,000.00	16-Nov-22	517,419.18	543561	17,419.18	At Maturity	
22-Sep-23	510,109.59	4.6500%	AMP Bank	BBB	510,109.59	22-Mar-23	520,702.40	543948	10,592.81	At Maturity	
25-Sep-23	500,000.00	4.5000%	AMP Bank	BBB	500,000.00	23-Sep-22	521,143.84	543323	21,143.84	At Maturity	
27-Sep-23	500,000.00	0.6300%	National Australia Bank	AA-	500,000.00	29-Sep-21	502,908.36	541935	2,908.36	Annually	
3-Oct-23	500,000.00	4.5000%	Suncorp Bank	A+	500,000.00	6-Apr-23	509,123.29	543999	9,123.29	At Maturity	
10-Oct-23	500,000.00	4.6600%	National Australia Bank	AA-	500,000.00	8-Mar-23	511,298.90	543912	11,298.90	At Maturity	
23-Oct-23	500,000.00	4.5200%	National Australia Bank	AA-	500,000.00	26-Apr-23	507,925.48	544036	7,925.48	At Maturity	
7-Nov-23	500,000.00	4.5000%	Suncorp Bank	A+	500,000.00	6-Apr-23	509,123.29	544000	9,123.29	At Maturity	
28-Nov-23	500,000.00	4.5100%	National Australia Bank	AA-	500,000.00	27-Apr-23	507,846.16	544038	7,846.16	At Maturity	
5-Dec-23	500,000.00	4.5000%	Suncorp Bank	A+	500,000.00	6-Apr-23	509,123.29	544001	9,123.29	At Maturity	
6-Dec-23	500,000.00	5.1000%	Bank of Queensland	BBB+	500,000.00	6-Jun-23	506,078.08	544162	6,078.08	At Maturity	
12-Dec-23	500,000.00	4.7800%	National Australia Bank	AA-	500,000.00	10-May-23	507,464.66	544090	7,464.66	At Maturity	
14-Dec-23	500,000.00	5.4100%	Suncorp Bank	A+	500,000.00	15-Jun-23	505,780.55	544202	5,780.55	At Maturity	

INVESTMENT REPORT FOR AUGUST 2023



Attachment 1
2023
BURKEN HILL CITY COUNCIL
Investment Holdings Report - August 2023



Maturity Date	Face Value (\$)	Current Rate (%)	Institution	Credit Rating	Purchase Price (\$)	Purchase Date	Current Value (\$)	Deal No.	Accrued Interest (\$)	Next Interest Date	Reference
19-Dec-23	500,000.00	5.3900%	National Australia Bank	AA-	500,000.00	21-Jun-23	505,316.16	544215	5,316.16	At Maturity	
24-Jan-24	1,000,000.00	5.5000%	Suncorp Bank	A+	1,000,000.00	29-Jun-23	1,009,643.84	544273	9,643.84	At Maturity	
6-Feb-24	1,000,000.00	5.5500%	Bank of Queensland	BBB+	1,000,000.00	4-Jul-23	1,008,971.23	544288	8,971.23	At Maturity	
23-Feb-24	2,000,000.00	5.5000%	Suncorp Bank	A+	2,000,000.00	29-Jun-23	2,019,287.67	544274	19,287.67	At Maturity	
5-Mar-24	500,000.00	4.4700%	National Australia Bank	AA-	500,000.00	5-Apr-23	509,123.70	543995	9,123.70	At Maturity	
5-Mar-24	1,000,000.00	5.5100%	National Australia Bank	AA-	1,000,000.00	5-Jul-23	1,008,755.62	544292	8,755.62	At Maturity	
6-Mar-24	1,000,000.00	5.5000%	Suncorp Bank	A+	1,000,000.00	6-Jul-23	1,008,589.04	544296	8,589.04	At Maturity	
20-Mar-24	500,000.00	5.2000%	National Australia Bank	AA-	500,000.00	16-Aug-23	501,139.73	544393	1,139.73	At Maturity	
27-Mar-24	2,000,000.00	5.4500%	National Australia Bank	AA-	2,000,000.00	28-Jun-23	2,019,410.96	544239	19,410.96	At Maturity	
9-Apr-24	1,000,000.00	4.4700%	National Australia Bank	AA-	1,000,000.00	5-Apr-23	1,018,247.40	543996	18,247.40	At Maturity	
23-Apr-24	500,000.00	5.4600%	Suncorp Bank	A+	500,000.00	26-Jul-23	502,767.40	544336	2,767.40	At Maturity	
14-May-24	500,000.00	5.2200%	National Australia Bank	AA-	500,000.00	11-Aug-23	501,501.64	544380	1,501.64	At Maturity	
	18,510,109.59	4.9658%			18,510,109.59		18,757,774.61		247,665.02		

INVESTMENT REPORT FOR AUGUST 2023



BRACKEN HILL CITY COUNCIL
 Accrued Interest Report - August 2023



Attachment 1
 2023
 Report For
 August
 INVESTMENT REPORT FOR AUGUST 2023

Investment	Deal No.	Comments	Face Value (\$)	Settlement Date	Maturity Date	Interest Received (\$)	Days	Interest Yield Accrued (\$)	(% pa)
Cash									
Macquarie Bank	540354					17,676.82	0	17,676.82	4.05%
Westpac Group	473409					0.00	0	0.00	0.00%
Westpac Group	535442					24,445.92	0	24,445.92	5.05%
						42,122.74		42,122.74	3.22%
Managed Funds									
Nation T-Corp Medium Term Growth Fund	536441				1-Jul-24	0.00	0	13,912.43	3.82%
						0.00		13,912.43	3.82%
Term Deposits									
National Australia Bank	541757		500,000.00	18-Aug-21	16-Aug-23	3,083.01	15	127.39	0.62%
Suncorp Bank	543997		500,000.00	6-Apr-23	8-Aug-23	7,575.89	7	427.67	4.46%
AMP Bank	543323		500,000.00	23-Sep-22	25-Sep-23	0.00	31	1,910.96	4.50%
AMP Bank	543948		510,109.59	22-Mar-23	22-Sep-23	0.00	31	2,014.58	4.65%
Bank of Queensland	543561		500,000.00	16-Nov-22	19-Sep-23	0.00	31	1,868.50	4.40%
National Australia Bank	541935		500,000.00	29-Sep-21	27-Sep-23	0.00	31	267.54	0.63%
Suncorp Bank	543998		500,000.00	6-Apr-23	5-Sep-23	0.00	31	1,902.47	4.48%
National Australia Bank	543912		500,000.00	8-Mar-23	10-Oct-23	0.00	31	1,978.90	4.66%
National Australia Bank	544036		500,000.00	26-Apr-23	23-Oct-23	0.00	31	1,919.45	4.52%
Suncorp Bank	543999		500,000.00	6-Apr-23	3-Oct-23	0.00	31	1,910.96	4.50%
National Australia Bank	544038		500,000.00	27-Apr-23	28-Nov-23	0.00	31	1,915.20	4.51%
Suncorp Bank	544000		500,000.00	6-Apr-23	7-Nov-23	0.00	31	1,910.96	4.50%
Bank of Queensland	544162		500,000.00	6-Jun-23	6-Dec-23	0.00	31	2,165.75	5.10%
National Australia Bank	544090		500,000.00	10-May-23	12-Dec-23	0.00	31	2,029.87	4.78%
National Australia Bank	544215		500,000.00	21-Jun-23	19-Dec-23	0.00	31	2,288.90	5.39%
Suncorp Bank	544001		500,000.00	6-Apr-23	5-Dec-23	0.00	31	1,910.96	4.50%
Suncorp Bank	544202		500,000.00	15-Jun-23	14-Dec-23	0.00	31	2,297.40	5.41%
Suncorp Bank	544273		1,000,000.00	29-Jun-23	24-Jan-24	0.00	31	4,671.24	5.50%



BRACKEN HILL CITY COUNCIL
 Accrued Interest Report - August 2023

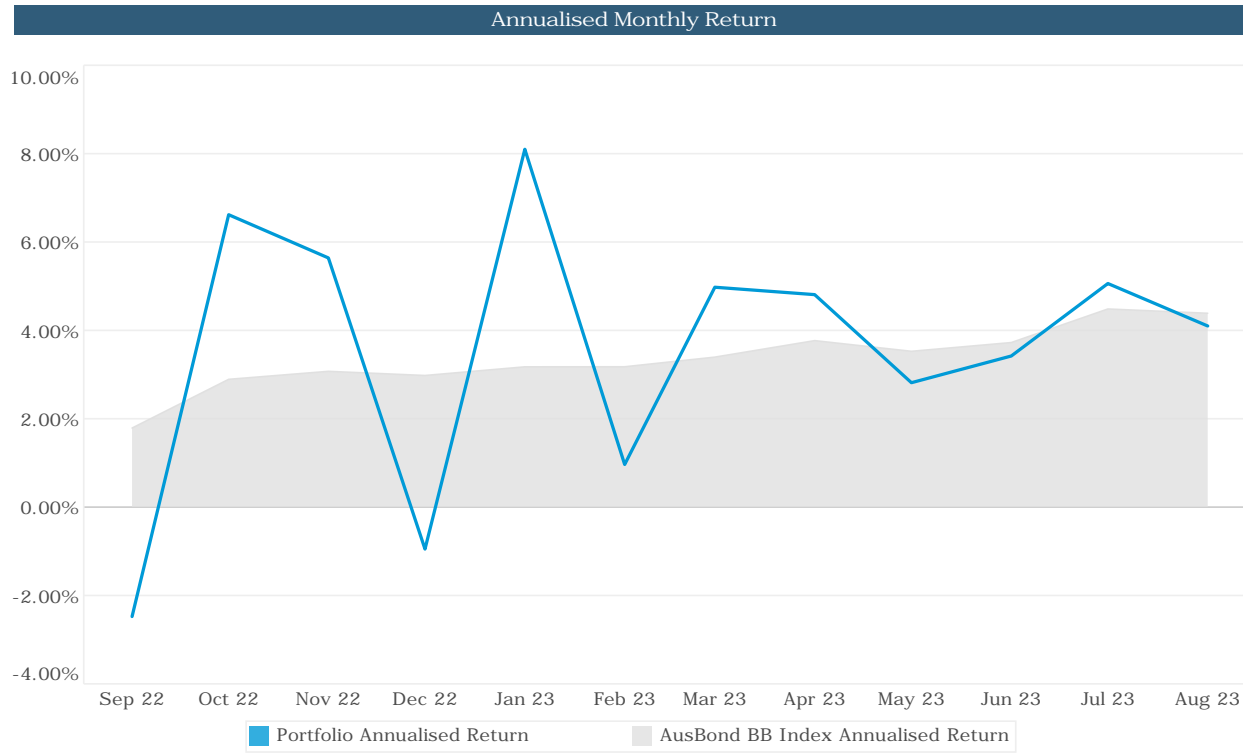


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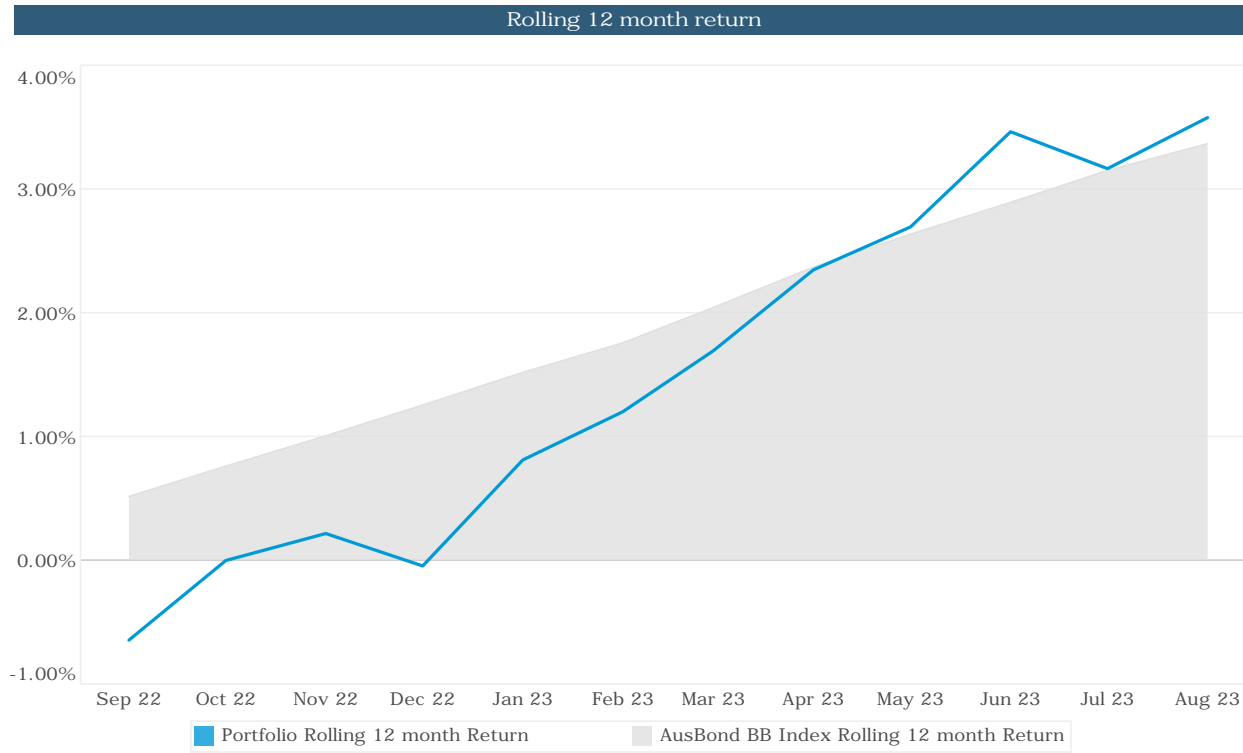
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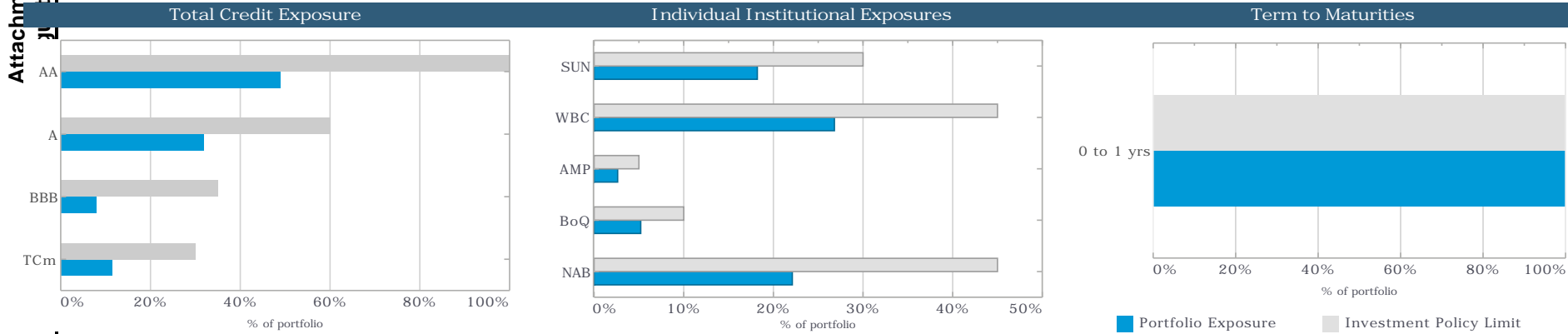
Investment	Deal No.	Comments	Face Value (\$)	Settlement Date	Maturity Date	Interest Received (\$)	Days	Interest Yield Accrued (\$)	(% pa)
Bank of Queensland	544288		1,000,000.00	4-Jul-23	6-Feb-24	0.00	31	4,713.70	5.55%
Suncorp Bank	544274		2,000,000.00	29-Jun-23	23-Feb-24	0.00	31	9,342.46	5.50%
National Australia Bank	543995		500,000.00	5-Apr-23	5-Mar-24	0.00	31	1,898.22	4.47%
National Australia Bank	544239		2,000,000.00	28-Jun-23	27-Mar-24	0.00	31	9,257.54	5.45%
National Australia Bank	544292		1,000,000.00	5-Jul-23	5-Mar-24	0.00	31	4,679.73	5.51%
National Australia Bank	544393		500,000.00	16-Aug-23	20-Mar-24	0.00	16	1,139.73	5.20%
Suncorp Bank	544296		1,000,000.00	6-Jul-23	6-Mar-24	0.00	31	4,671.23	5.50%
National Australia Bank	543996		1,000,000.00	5-Apr-23	9-Apr-24	0.00	31	3,796.44	4.47%
Suncorp Bank	544336		500,000.00	26-Jul-23	23-Apr-24	0.00	31	2,318.63	5.46%
National Australia Bank	544380		500,000.00	11-Aug-23	14-May-24	0.00	21	1,501.64	5.22%
						10,658.90		76,838.02	4.90%
Grand Totals						52,781.64		132,873.19	4.10%



Historical Performance Summary (% pa)			
	Portfolio	Annualised BB Index	Outperformance
Aug 2023	4.10%	4.39%	-0.29%
Last 3 months	4.20%	4.20%	0.00%
Last 6 months	4.19%	3.88%	0.31%
Financial Year to Date	4.58%	4.44%	0.14%
Last 12 months	3.58%	3.37%	0.21%



Historical Performance Summary (% actual)			
	Portfolio	Annualised BB Index	Outperformance
Aug 2023	0.34%	0.37%	-0.03%
Last 3 months	1.04%	1.04%	0.00%
Last 6 months	2.09%	1.94%	0.15%
Financial Year to Date	0.76%	0.74%	0.02%
Last 12 months	3.58%	3.37%	0.21%



Credit Rating Group	Face Value (\$)	% of portfolio	Policy Max	
AA	18,805,423	49%	100%	a
A	12,251,745	32%	60%	a
BBB	3,010,110	8%	35%	a
TCm	4,372,002	11%	30%	a
	38,439,279			

Institution	% of portfolio	Investment Policy Limit	
Suncorp Bank (A+)	18%	30%	a
Westpac Group (AA-)	27%	45%	a
AMP Bank (BBB)	3%	5%	a
Bank of Queensland (BBB+)	5%	10%	a
National Australia Bank (AA-)	22%	45%	a
Macquarie Bank (A+)	14%	30%	a
NSW T-Corp (TCm)	11%	30%	a

Term	Face Value (\$)	Policy Max	
Between 0 and 1 years	38,439,279	100%	a
	38,439,279		

Specific Sub Limits	Face Value (\$)	% of portfolio	Policy Max	
BBB+	2,000,000	5%	35%	a
BBB	1,010,110	3%	10%	a

Specific Sub Limits	Face Value (\$)	Policy Max	
Between 5 and 10 years	0	0%	30% a

Credit Rating	Current Longest Maturity (years)	Policy Max	
AA+, AA, AA-	0.70	5.00	a
A+, A, A-	0.65	3.00	a
BBB+	0.44	3.00	a
BBB	0.07	1.00	a

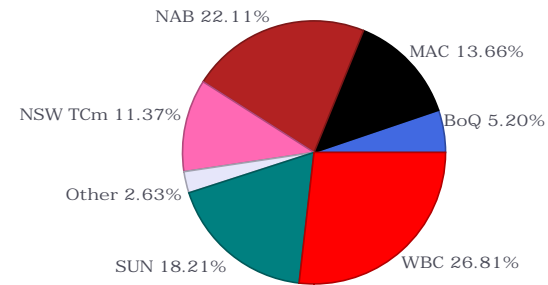
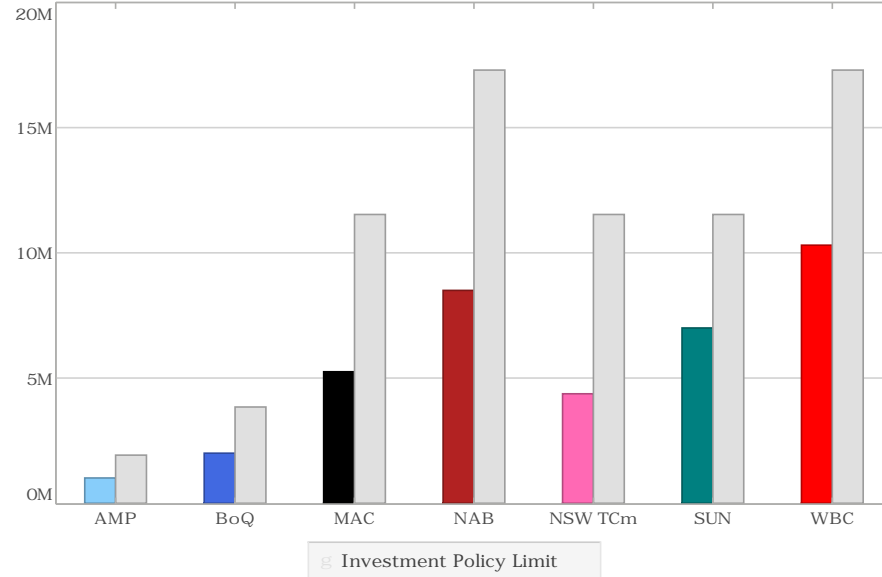
a = compliant
r = non-compliant



Individual Institutional Exposures

Individual Institutional Exposure Charts

	Current Exposures		Policy Limit		Capacity
AMP Bank (BBB)	1,010,110	3%	1,921,964	5%	911,854
Bank of Queensland (BBB+)	2,000,000	5%	3,843,928	10%	1,843,928
Macquarie Bank (A+)	5,251,745	14%	11,531,784	30%	6,280,039
National Australia Bank (AA-)	8,500,000	22%	17,297,676	45%	8,797,676
NSW T-Corp (TCm)	4,372,002	11%	11,531,784	30%	7,159,782
Suncorp Bank (A+)	7,000,000	18%	11,531,784	30%	4,531,784
Westpac Group (AA-)	10,305,423	27%	17,297,676	45%	6,992,253
	38,439,279				



Broken Hill City Council
Cashflows Report - August 2023



Actual Cashflows for August 2023

Date	Deal No.	Cashflow Counterparty	Asset Type	Cashflow Description	Amount
8-Aug-23	543997	Suncorp Bank	Term Deposit	Maturity: Face Value	500,000.00
		Suncorp Bank	Term Deposit	Maturity: Interest Received/Paid	7,575.89
<u>Deal Total</u>					<u>507,575.89</u>
Day Total					507,575.89
1-Aug-23	544380	National Australia Bank	Term Deposit	Settlement: Face Value	-500,000.00
<u>Deal Total</u>					<u>-500,000.00</u>
Day Total					-500,000.00
6-Aug-23	541757	National Australia Bank	Term Deposit	Maturity: Face Value	500,000.00
		National Australia Bank	Term Deposit	Maturity: Interest Received/Paid	3,083.01
<u>Deal Total</u>					<u>503,083.01</u>
6-Aug-23	544393	National Australia Bank	Term Deposit	Settlement: Face Value	-500,000.00
<u>Deal Total</u>					<u>-500,000.00</u>
Day Total					3,083.01
<u>Total for Month</u>					<u>10,658.90</u>

Forecast Cashflows for September 2023

Date	Deal No.	Cashflow Counterparty	Asset Type	Cashflow Description	Amount
5-Sep-23	543998	Suncorp Bank	Term Deposit	Maturity: Face Value	500,000.00
		Suncorp Bank	Term Deposit	Maturity: Interest Received/Paid	9,328.22
<u>Deal Total</u>					<u>509,328.22</u>
Day Total					509,328.22
19-Sep-23	543561	Bank of Queensland	Term Deposit	Maturity: Face Value	500,000.00
		Bank of Queensland	Term Deposit	Maturity: Interest Received/Paid	18,504.11
<u>Deal Total</u>					<u>518,504.11</u>
Day Total					518,504.11
22-Sep-23	543948	AMP Bank	Term Deposit	Maturity: Face Value	510,109.59



INVESTMENT REPORT FOR AUGUST 2023

Attachment 1
Investment Report For August 2023

Broken Hill City Council
 Cashflows Report - August 2023

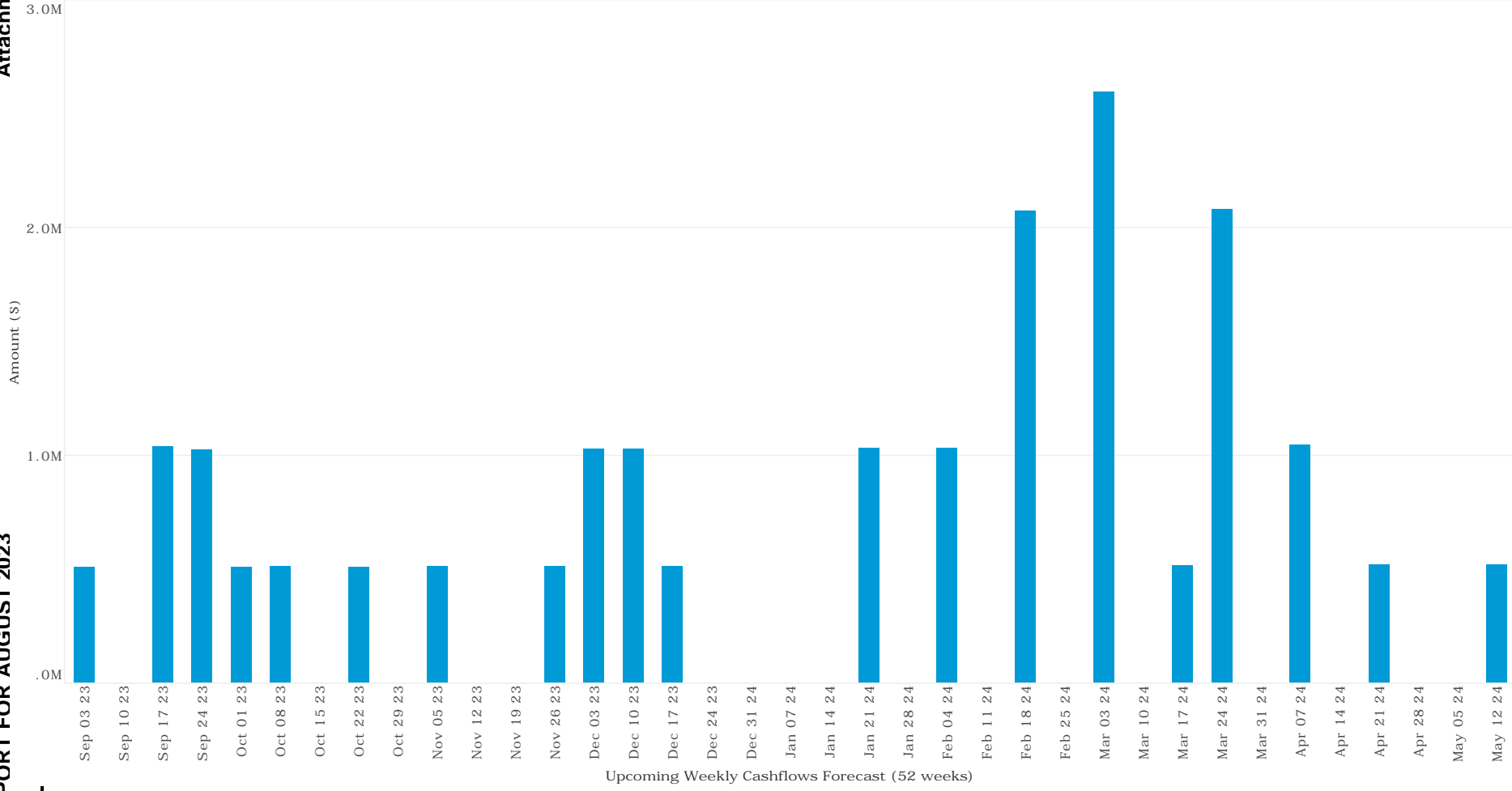


Attachment 1
 Investment Report
 For August 2023

Date	Deal No.	Cashflow Counterparty	Asset Type	Cashflow Description	Amount
22-Sep-23	543948	AMP Bank	Term Deposit	Maturity: Interest Received/Paid	11,957.53
<u>Deal Total</u>					<u>522,067.12</u>
Day Total					522,067.12
5-Sep-23	543323	AMP Bank	Term Deposit	Maturity: Face Value	500,000.00
		AMP Bank	Term Deposit	Maturity: Interest Received/Paid	22,623.29
<u>Deal Total</u>					<u>522,623.29</u>
Day Total					522,623.29
27-Sep-23	541935	National Australia Bank	Term Deposit	Maturity: Face Value	500,000.00
		National Australia Bank	Term Deposit	Maturity: Interest Received/Paid	3,132.74
<u>Deal Total</u>					<u>503,132.74</u>
Day Total					503,132.74
<u>Total for Month</u>					<u>2,575,655.48</u>

INVESTMENT REPORT FOR AUGUST 2023

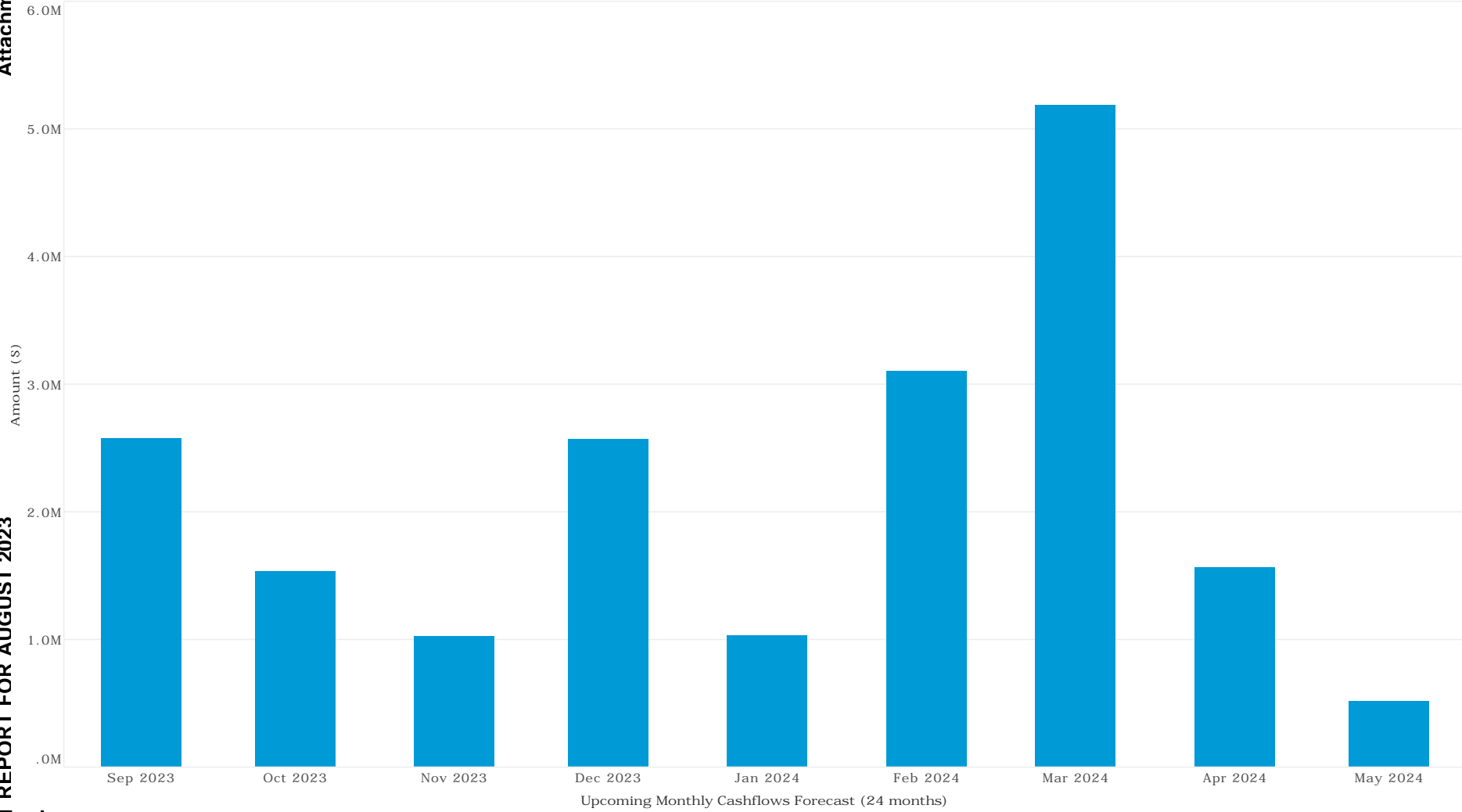






Attachment 1

INVESTMENT REPORT FOR AUGUST 2023



POLICY AND GENERAL COMMITTEE

September 12, 2023

ITEM 7**BROKEN HILL CITY COUNCIL REPORT NO. 178/23**

SUBJECT: **MEMORANDUM OF UNDERSTANDING - FINANCIAL ASSISTANCE TO THE SILVER CITY CUP RACE COMMITTEE**
D23/49511

Recommendation

1. That Broken Hill City Council Report No. 178/23 dated September 12, 2023, be received.
2. That the General Manager be authorised to negotiate and execute a Memorandum of Understanding for financial assistance to the Silver City Cup Race Committee for the 2023/24 and 2024/25 financial years.
3. That the terms of the Memorandum of Understanding include financial assistance grants of \$7,300.00 per annum to cover in-kind waste services fees and the remainder to be used towards utility/hire costs for the conduct of the 2023 and 2024 Silver City Cup Races held at the Broken Hill Racecourse in November each year.
4. That the Memorandum of Understanding includes KPI's on the financial reporting of the Silver City Cup Races (income and expenditure financial statements following each Race meet) and the reporting of acquittal of grant funds each year.

Executive Summary:

The Silver City Cup Race Committee has requested that Council considers the provision of a Memorandum of Understanding (MOU) for financial assistance grants to assist the Committee to conduct the 2023 and 2024 Silver City Cup Race events at the Broken Hill Racecourse.

Report:

The Silver City Cup Race Committee has requested that Council considers the provision of a Memorandum of Understanding (MOU) for financial assistance grants to assist the Committee to conduct the 2023 and 2024 Silver City Cup Race events at the Broken Hill Racecourse.

Just like other local organisations who provide major events in the City, the Silver City Cup Race Committee have struggled financially since the COVID-19 pandemic hit, and did not hold a race meeting in 2019, 2020 and 2021. During these years, the Committee still expended funds to renew insurances, pay for their books to be audited etc. without the revenue of the race meetings to offset costs.

Due to the uncertainty of the event being held in 2022, and the Committee's decision to hold the event coming after the closing date for applications to the Community Assistance Grants program, Council approved for the granting of funds of \$7,128.00 (being in-kind support from Council for the provision and services of MGB's and dumper bins of \$2,128.00, and cash of \$5,000.00) towards the conduct of the event in 2022 (Minute Number 46950 of 31 August 2022 Council Meeting).

As the Committee is still experiencing a reduction in operating funds due to the race event not being held for three years (2019-2021), it is suggested that Council enters into an MOU with the Silver City Cup Committee for financial assistance of \$7,300.00 per year for two years (2023/24 and 2024/25) to assist the Committee to financially recover from the loss of revenue from 2019-2021; to provide certainty that the race events will be held; and for the race events to become sustainable into the future.

The Committee are seeking a Financial Assistance Grant of \$7,300.00 (being in-kind support from Council for the provision and servicing of MGB's and dumper bins at a cost of \$2,300.00, and cash of \$5,000.00) per annum towards the conduct of the 2023 and 2024 race events.

Council has the authority to resolve to provide a grant to the Silver City Cup Race Committee, with grant conditions to apply, such as (provision of financial statements, insurance certificate of currency and grant acquittal information etc.). The Committee will also be required to publicly acknowledge Council's grant in all media surrounding the Race event.

The provision of a grant would greatly assist the Committee to provide the 2023 and 2024 race events which are major events on the Broken Hill social calendar and brings many tourists to the City, boosting the City's economy through tourism spend.

Spendmapp reporting shows collective EFT transactions during the Silver City Cup race period for 2022 was \$2.69M, with the weekend prior showing 3% less spending. This shows an increase in spending of \$97,030 over the race weekend.

Profile ID estimates the overall impact of conducting the Silver City Races would see a rise of \$201,000 taking into account spending directly related to the event as well as via related industries and wider consumption effects. This would flow on to an employment impact of two local jobs. This modelling is based on 1500 people attending the event and spending \$100/person/day over the race weekend.

Community Engagement:

As part of Council's MOU with the Silver City Cup Race Committee, advertising of Council's financial support of the Race Meet each year will form part of the acquittal of funds requirements.

Strategic Direction:

Key Direction:	1	Our Community
Objective:	1.4	Our history, culture and diversity are embraced and celebrated
Strategy:	1.4.4	Sustain and grow arts and culture and events and preserve the importance of our social capital, built heritage and history
Key Direction:	2	Our Economy
Objective:	2.4	We are a destination of choice and provide a unique experience that encourages increased visitation
Strategy:	2.4.3	Deliver authentic visitor products and experiences
Strategy:	2.4.4	Ensure a strategic and proactive approach to the development, management and marketing of business and destination events, tourism and filming activities.

Relevant Legislation:

Local Government Act 1993

Financial Implications:

Council's financial assistance of \$7,300.00 will be included in the quarterly budget review.

Attachments

There are no attachments for this report.

LEISA BARTLETT
EXECUTIVE OFFICER

JAY NANKIVELL
GENERAL MANAGER

POLICY AND GENERAL COMMITTEE

September 6, 2023

ITEM 8

BROKEN HILL CITY COUNCIL REPORT NO. 179/23

SUBJECT: MINUTES OF THE S355 AGEING WELL ADVISORY COMMITTEE MEETING HELD 2 AUGUST 2023 D23/48283

Recommendation

1. That Broken Hill City Council Report No. 179/23 dated September 6, 2023, be received.
2. That the minutes of the S355 Ageing Well Advisory Committee meeting held 2 August 2023 be received.
3. That Council prepare and send correspondence to service providers to enquire if they provide meals to clients, if so, where are the meals prepared and what is the cost of the meals.

Executive Summary:

Council has received minutes from the S355 Ageing Well Advisory Committee meeting held 2 August 2023.

Report:

As per Council’s Section 355 Advisory Committee Framework Manual (adopted 30 March 2022) and the 355 Ageing Well Committee Terms of Reference (adopted 27 April 2022), the Committee is required to provide Council with a copy of their meeting minutes following each Committee meeting.

Of concern to the Committee was information raised by Southern Cross Care in delivering its service whereby since COVID-19 the organisation has lost over two thirds of its volunteers and also that it will only be intake one resident at a time due to low staffing levels. An overall understanding of agencies is being sought.

The Committee is also seeking further information on meals accessibility to aged people in Broken Hill. Good nutrition and access to well balanced meals are necessary for continued health and wellbeing enabling people to live independently for longer. Understanding of general meals access and availability of special diets such as gluten free or texture modified for people with swallowing difficulties will be sought.

Community Engagement:

Policy and General Committee business paper for 19 July 2023.
Council meeting business paper for 26 July 2023.

Strategic Direction:

Key Theme:	4	Our Leadership
Objective:	4.1	Openness and transparency in decision making
Strategy:	4.1.5	Support the organisation to operate with its legal framework

Relevant Legislation:

The S355 Ageing Well Advisory Committee Terms of Reference
Local Government Act 1993

Financial Implications:

Nil

Attachments

1. [↓](#) S355 Ageing Well Advisory Committee Meeting Minutes - 2 August 2023

RAZIJA NU'MAN
DIRECTOR CORPORATE AND COMMUNITY

JAY NANKIVELL
GENERAL MANAGER

MINUTES OF THE SECTION 355 AGEING WELL COMMITTEE MEETING HELD 2 AUGUST 2023 AT 3.00PM- AGED PERSONS REST CENTRE, BLENDE STREET

1. Present

Councillor Ronald Page	Council Delegate (Chair)
Councillor Bob Algate	Council Delegate
Razija Nu'man	Director Corporate and Community (BHCC)
Rachel Merton	Community Development Coordinator (BHCC)
Sharna Burcher	Administration Officer (Minute Taker BHCC)

Present via Teams

Bernard Nankivell	Southern Cross Care
Melanie Chynoweth	Community Representative
Caryn Ferguson	Disability Advocacy NSW

2. Apologies

Councillor Dave Gallagher	Council Delegate
Julua Hamel	Community Representative
Cindy Richards	LiveBetter Representative
Judy Parr	Kirinari Community Services Representative

Did not attend

Irene Davey	Community Representative
Owen Whyman	Community Representative

3. Acknowledgement of Country

Acknowledgement of Country – Councillor Ronald Page

4. Confirmation of Minutes of Previous Meeting

Amendment of Previous Minutes – 3 May 2023

Item 6.5 Invitations to Service Providers

Australian Unity: Meals are cooked at the Mulga and delivered by **paid staff**.

Delete: Paid Staff

Should Read: Australian Unity: Meals are cooked at the Mulga and delivered by **volunteers**.

Minutes approved as amended.

Previous Meeting: 3 May 2023

Moved: Councillor Bob Algate
Seconded: Councillor Ronald Page

5. Correspondence

Nil

6. Business Arising from Previous Minutes

Nil

7. Action List

Research to understand the full-service system

Update: Disability Advocacy NSW Representative, Caryn Ferguson gave the Committee an overview of Disability Advocacy NSW.

Disability Advocacy NSW is based in Broken Hill and is situated in the Exchange Arcade in Argent Street. The office is open four days per week.

Disability Advocacy NSW assists clients access government agencies such as NDIS, Centrelink and My Aged Care.

Disability Advocacy NSW does not require any diagnostic assessments or medical reports and is a free service.

Disability Advocacy NSW Representative, Caryn Ferguson advised Disability Advocacy NSW is primarily not for profit, but they do receive a small amount of Federal Government funding.

The Committee discussed the complexities of navigating NDIS and Aged Care Services and transitioning between these services.

Disability Advocacy NSW Representative, Caryn Ferguson stated people are able to stay on NDIS and do not need to transition to My Aged Care.

Contact service providers and invite them to join the S355 Ageing Well Advisory Committee

Update: Action Completed, to be removed from action list.

Contact RDA regarding accessibility program for ramps into CBD shops

Update: Action Completed, to be removed from action list

All other actions were not discussed.

8. General Business

8.1 Changes to the Aged Care Act

The Committee discussed the need for a better understanding of the changes in the Aged Care Act.

The Committee agreed Kirinari Representative, Judy Parr would be the best Committee member to explain the changes in the Aged Care Act.

Southern Cross Care Representative, Bernard Nankivell requested Southern Cross Care's Admissions Officer be invited to the next meeting to allow the Committee to gain a better insight into residential aged care.

Action: Kirinari Representative, Judy Parr to update the committee on the changes to the Aged Care Act.

Action: Southern Cross Care Admissions Officer, Sharon Dally to be invited to the next meeting.

Moved: Councillor Bob Algate

Seconded: Councillor Ron Page

Unanimous

8.2 Meal Services

The Committee discussed meal services in the city, the service providers who deliver the meals and which restaurants prepare the meals.

Discussions held around the cost and quality of the meals being delivered.

Council's Director of Corporate and Community would like to gain a greater understanding of all meal services in the city.

Recommendation for Council resolution: Council to contact service providers to enquire if they provide meals, if so, where are the meals prepared and what is the cost of the meals.

8.3 Southern Cross Care

Southern Cross Care Representative, Bernard Nankivell advised Southern Cross Care are looking for volunteers to help run activities and to visit with their residents.

Since COVID-19, Southern Cross Care have lost over two thirds of their volunteers.

Community Representative, Melanie Chynoweth queried when Southern Cross Care will be able to take in new residents who are currently waiting for placement in hospital.

Southern Cross Care Representative, Bernard Nankivell advised Southern Cross Care will be taking in one resident at a time due to low staffing levels.

Southern Cross Care are hoping to secure federal government funding to employ more agency nurses which would allow Southern Cross Care to take in more residents.

Council's Director of Corporate and Community queried current ratios in residential aged care.

Southern Cross Care Representative, Bernard Nankivell explained there are no set ratio's, the number of Registered Nurses required for each shift is based on the individual needs and wellness of each resident.

Each facility should also have at least one Registered Nurse on shift twenty-four hours per day, seven days a week, but given staffing issues in regional facilities, this is quite difficult to achieve.

9. Next Meeting

3pm on Wednesday, 1 November 2023, Ground Floor Meeting Room, Council Administrative Building

10. Meeting Closed: 3.35pm

Action List:

ITEM NUMBER	ACTION	RESPONSIBLE	DUE
Meeting held 21 September 2022			
S355 Ageing Well Advisory Committee	Research to understand the full-service system. Action status to be confirmed at next meeting	Council's Community Development Officer	To be confirmed
Meeting held 1 February 2023			
Item 5.2 Southern Cross Care	An invitation to be extended to the Southern Cross Care Board for a Representative to attend the next S355 Ageing Well Advisory Committee Meeting, to enable the Committee to gain more insight into the Aged Care Sector. Action status to be confirmed at next meeting	Council's Community Development Officer	To be confirmed
Item 5.2 Invitation to Service Providers	An invitation to be extended for Representatives from Meals on Wheels, Australian Unity and LiveBetter to present to the S355 Ageing Well Advisory Committee on their program delivery. Action status to be confirmed at next meeting	Council's Community Development Officer	3 May 2023
Item 5.5 Accessibility program for ramps	ABC Article to be distributed to the S355 Ageing Well Advisory Committee Action status to be confirmed at next meeting	Council's Administration Officer	Completed
Meeting held 15 February 2023			
Item 6.1.2 Service Providers	Black Sheep Services, NSW Home Care and Hammond Care invitations to be followed up. Action status to be confirmed at next meeting	Council's Administration Officer	3 May 2023
Item 6.1.5 CBD Accessibility ramps	Letter to be sent to Council requesting funding to upgrade and install ramps. Action status to be confirmed at next meeting	Council's Community Development Officer	3 May 2023

1.5 Accessibility	Letter to be sent to Regional Development Australia Far West to enquire if there is additional funding for disability ramps. Action status to be confirmed at next meeting	Council's Community Development Officer	3 May 2023
6.1.8 Service Providers	Letter to be sent to Maari Ma Health regarding possible funding available in the Aged Care Sector. Action status to be confirmed at next meeting	Council's Community Development Officer	3 May 2023
Meeting held 3 May 2023			
Item 6.5 Bushview Cottage	Recommendation resolved by Council Council to contact Australian Unity and enquire if funding is available to operate the Bushview Cottage, if there is funding, why is it not being used.	Council's Administration Officer	2 August 2023
Meeting held 2 August 2023			
Item 8.1 Changes to the Aged Care Act	Action Kirinari Representative Judy Parr to update the committee on the changes to the Aged Care Act.	Kirinari Representative, Judy Parr	1 November 2023
Item 8.1 Changes to the Aged Care Act	Action Southern Cross Care Admissions Officer, Sharon Dally to be invited to the next meeting.	Council's Administration Officer	1 November 2023
Item 8.2 Meal Services	Recommendation for Council resolution Council to contact service providers to enquire if they provide meals to clients, if so, where are the meals prepared and the cost of the meals.	Council's Community Development Officer	1 November 2023

POLICY AND GENERAL COMMITTEE

September 7, 2023

ITEM 9BROKEN HILL CITY COUNCIL REPORT NO. 180/23

SUBJECT: MINUTES OF THE AUDIT, RISK AND IMPROVEMENT
COMMITTEE MEETING HELD 24 AUGUST 2023 D23/48533

Recommendation

1. That Broken Hill City Council Report No. 180/23 dated September 7, 2023, be received.
2. That minutes of the Audit, Risk and Improvement Committee meeting held 24 August 2023 be received and noted.

Executive Summary:

The Charter of the Broken Hill Audit Committee, as endorsed by Council at its meeting held on 29 September 2021, requires the Audit, Risk and Improvement Committee to refer the minutes and recommendations of its Committee Meetings to the next scheduled Ordinary Council Meeting.

The Broken Hill City Council Audit, Risk and Improvement Committee met on Thursday 24 August 2023 where the Committee confirmed minutes of its meeting held on 22 June 2023.

Minutes of the Audit, Risk and Improvement Committee meeting held Thursday 24 August 2023 are provided as an attachment to this report for Council's endorsement.

Report:

The Audit, Risk and Improvement Committee met on 24 August 2023 to consider the following items of business:

1. General Manager's Briefing
2. Internal Audit – Progress Report
3. Service Review Update
4. Enterprise Risk Management Policy and Framework Review Project Report
5. Action List
6. Family Day Care Proposal – Confidential
7. Civic Centre Legal Matter Update - Confidential

Minutes of the Audit, Risk and Improvement Committee Meeting held 16 March 2023 are attached for endorsement by Council.

Community Engagement:

Nil.

Strategic Direction:

Key Direction:	4	Our Leadership
Objective:	4.1	Openness and transparency in decision making
Strategy:	4.1.5	Support the organisation to operate its legal framework

Relevant Legislation:

Local Government Act 1993, Chapter 13, Part 3, Division 2

Financial Implications:

Nil.

Attachments

1. [↓](#) Minutes of the Audit, Risk and Improvement Meeting held 24 August 2023

LEISA BARTLETT
EXECUTIVE OFFICER

JAY NANKIVELL
GENERAL MANAGER

**MINUTES OF THE AUDIT, RISK AND IMPROVEMENT COMMITTEE MEETING
HELD THURSDAY, AUGUST 24, 2023 (10:00 AM)**

PRESENT:

Mr J Mitchell (Chairperson), Mr J Mathers, Mr P DeLisio,
Deputy Mayor J Hickey, Councillors B Algate and M Boland.

Councillor A Chandler.

Ms J Malpas (OCM) and Ms C Wu (NSW Audit Office).

General Manager, Director Corporate and Community, Director Finance and
Commercial, Director Infrastructure and Environment, Manager Finance,
Leader Innovation and Business Improvement and Executive Officer.

APOLOGIES:

Mayor T Kennedy.

Moved Mr Jim Mitchell, Seconded Mr James Mathers

That the apology submitted on behalf of Mayor Kennedy be accepted.

CARRIED

ACKNOWLEDGEMENT OF COUNTRY

The Chairperson delivered the Acknowledgement of Country.

DISCLOSURE OF INTEREST

Mr James Mathers declared a conflict of interest in the Confidential Report No. 21/23 as he provides
accountancy services to the subject business referred to in the report, and advised that he will
terminate his video link to the meeting prior to the report being considered.

MINUTES FOR CONFIRMATION

Recommendation

Moved Deputy Mayor Jim Hickey, Seconded Mr Paul DeLisio

That the Minutes of the Audit, Risk and Improvement Committee meeting held Thursday June 22,
2023 be confirmed.

CARRIED

GENERAL MANAGER'S BRIEFING

*The General Manager advised that the Library and Cultural Precinct Project will commence in
December 2023 and that work is currently underway for the temporary relocation of the Library to the
ground floor of Council's Administration Building.*

Another project undertaken in June this year was the Community Satisfaction Survey which was carried out by independent data specialists. The previous survey was undertaken in 2018.

The final survey report shows a 10% increase in the overall satisfaction rating of Council's performance over the past twelve months revealing an increase in the community's confidence in the Elected Members, Council management and Council's finances. This increase is pleasing when other NSW Councils are experiencing a decline in customer satisfaction, possibly due to the impact of the COVID-19 pandemic on finances.

Out of Council's 42 services, customers were least satisfied with weed control, the maintenance of roads and footpaths, and road and footpath drainage during storm events which may be attributed to unseasonal wet weather which caused storm damage over the past few years.

The City is currently experiencing a large number of tourists due to the Mundi Mundi Bash which took place over the weekend and attracted an audience of 12,000 people and approximately 8,000-9,000 caravans. The city is still experiencing an increase in tourists this week and a boost to the city's economy over the Bash period.

Following a question from the Chairperson regarding the availability of accommodation in the City, the General Manager advised that due to contract workers in the City (for the mining industry and building industry) and due to it currently being a high tourism period with the Mundi Mundi Bash and the Broken Heel Festival in September, accommodation in the City is booked out. The General Manager also advised that Council has approved new accommodation developments in the City, and these developments are in the pipeline.

The Chairperson commented that the pleasing survey result is also an acknowledgement of the good work of all of Council's staff.

Mr DeLisio referred to Council's major infrastructure project for the Library and Cultural Precinct and enquired if the construction costs are still in hand? The General Manager advised that the project costs haven't changed and that the project is progressing to the agreed timeline.

REPORTS

**ITEM 1 - BROKEN HILL CITY COUNCIL REPORT NO. 17/23 - DATED JULY 27, 2023 - INTERNAL
AUDIT - PROGRESS REPORT** D23/39552

Ms Judy Malpas spoke to the report advising that the report tabled the Credit Card and Fuel Card Audit, being the last audit for 2022/2023 financial year.

Audits slated for the 2023/2024 financial year are:

- Procurement Audit (scope being developed)
- Work Health & Safety Audit (scope to be approved by middle September)
- Records Management Audit (audit commenced)

Following a question from the Chairperson regarding OCM's access to staff during the audits, Ms Malpas confirmed that they have never encountered any issues with access to staff. OCM endeavour to do a site visit with each audit, with the exception of the Credit Card and Fuel Card Audit, as a site visit was not necessary.

Mr Mathers referred to all NSW Councils struggling with rising operational costs and having to pass these costs onto ratepayers, and asked whether Council can afford to continue to undertake internal audits? Mr Mathers asked for a financial summary of the internal audits undertaken by OCM thus far.

The Chairperson advised that the Audit, Risk and Improvement Committee encouraged Council to consider undertaking internal audits of its functions to manage any issues of internal controls. A tender process was undertaken and OCM were appointed as Council's internal auditors. OCM were to conduct 4 audits in the first financial year and due to Council staff seeing the benefits of internal audits, the number of audits undertaken increased to 6 or 7. After the initial year, OCM have been undertaking 4 audits per year. The Chairperson advised that he was happy for the Committee and Council's management to consider the costs and benefits of internal audits.

Mr DeLisio added that the benefits need to be tangible benefits and referred to some high priority audit recommendations that have not progressed, whether they be misaligned recommendations or staff are unavailable to progress them.

Committee members discuss the following matters relating to internal audits:

- Broken Hill's remoteness means that travel and accommodations costs are incurred.
- It will be mandatory in 2024 for NSW Councils to include an internal audit function to comply with the new Audit, Risk and Improvement Framework for Councils.
- Internal Audits have both tangible and intangible benefits including
 - tightening up of control processes to prevent fraud and corruption or financial leakage,
 - a mechanism to reveal gaps and shortfalls in processes and functions,
 - assisting in the establishment of frameworks, e.g. Project Management Framework and Procedures which have been developed with the assistance of the internal audit.
 - a benchmark for the future review of an audited area to ensure ongoing compliance with recommendations and to identify any new gaps in processes.
- For transparency and accountability.

Deputy Mayor Hickey commented that the General Manager had explained the benefits of the internal audit function to improve Council's operations and prevent any fraud/corruption or misuse of Council's finances and advised that the minutes of the Audit, Risk and Improvement Committee Meetings were available to the public through their presentation to Ordinary Council Meetings.

Credit Card Audit

Ms Malpas advised that the Credit Card & Fuel Card Audit had been undertaken and was pleased to advise that there were solid findings with regards to financial delegations matching Credit Card limits, that Council has a Credit Card Register, that training is provided to eligible staff on the use of Council's Credit Cards.

The Fuel Card Audit showed that there is not the same level of control as with Council's Credit Cards and that there are some opportunities for improvement in the areas of:

- Development of a Fuel Card Policy
- Controls in the use of Fuel Cards to prevent any misuse
- Analysis of Fuel Card transactions

The Chairperson was pleased to note that a Fuel Policy will be developed by October 2023.

Mr Mathers spoke about the need for a Fuel Policy, but also stressed that having a policy is one thing, controlling its use and identifying anomalies, is another.

Ms Malpas advised of a NSW Council which is currently going through a court case regarding the misuse of a fuel card, which highlights the importance of control measures. The Council involved issued fuel cards in staff's names whereas Broken Hill City Council's fuel cards relate to the fleet vehicles and not to particular staff members.

Ms Malpas advised that the next internal audit to be undertaken will be the Work, Health and Safety Audit which will commence in September 2023, and then the Procurement Audit. If these audits require a site visit to Broken Hill, then a review of aged recommendations could be undertaken to ascertain if they are still relevant and if not then these recommendations could be retired. Closed recommendations could also be reviewed to ensure processes put in place are being adhered to.

Recommendation

Moved Mr Jim Mitchell, Seconded Mr James Mathers

1. That Broken Hill City Council Report No. 17/23 dated July 27, 2023, be received.
2. That the Audit, Risk & Improvement Committee note the final internal audit report on the Credit Card and Fuel Card Audit.
3. That the Audit, Risk & Improvement Committee note the Internal Audit Status Report from O'Connor Marsden & Associates.
4. That the Audit, Risk & Improvement Committee note the progress made on previous internal audit action items

CARRIED

ITEM 2 - BROKEN HILL CITY COUNCIL REPORT NO. 18/23 - DATED JULY 27, 2023 - SERVICE REVIEW UPDATE D23/39555

Council's Leader Innovation and Business Improvement spoke to the report advising that the Cemetery Service Review had been completed and highlighted what Council already knew about the Cemetery Operations but is good to have highlighted.

- *Risks involved with the Cemetery Team consisting of only two staff*
- *Complete the Cemetery Plan of Management to meet the future needs of the Cemetery*
- *Opportunities for grant funding for the Cemetery*
- *Investigate the historical value of graves and for Council to seek opportunities for their conservation*

Mr Mathers enquired whether Indigenous people were buried at the Cemetery or whether they had a separate Cemetery? And the state of these graves?

The General Manager advised that Broken Hill only has one Cemetery, and that there used to be different sections of the Cemetery for burials dependent on religion only, but that in recent times all burials were made in the General Section of the Cemetery. The newer graves are well maintained, but many graves from the 1800's are in bad condition and Council is investigating funding to carry out conservation work on all historical graves.

Following a question from Mr DeLisio regarding the risk of running out of burial space at the Cemetery in as early as two years, Council's Director Infrastructure and Environment advised that geotechnical investigations of the Cemetery have been completed and have identified some land within the Cemetery boundaries which is estimated to accommodate burials for another 40 years.

The Director Infrastructure and Environment advised that there is currently a vacant position at the Cemetery and that Council is investigating a rotation of staff from Council's Works Team to alleviate the emotional stress on staff working long term at the Cemetery.

Recommendation

Moved Mr Paul DeLisio, Seconded Mr Jim Mitchell

1. That Broken Hill City Council Report No. 18/23 dated July 27, 2023, be received.

2. That the Audit Risk & Improvement Committee note the findings of the Cemetery Service Review Report
3. That the Audit, Risk & Improvement Committee note the progress made on previous Service Reviews.

CARRIED

ITEM 3 - BROKEN HILL CITY COUNCIL REPORT NO. 19/23 - DATED AUGUST 11, 2023 - ENTERPRISE RISK MANAGEMENT POLICY AND FRAMEWORK REVIEW PROJECT REPORT
D23/42717

The General Manager advised that Council's Risk Management Coordinator was an apology for the meeting as he is attending and making a presentation at the Statewide Mutual Risk Management Conference regarding Broken Hill City Council's progress in Risk Management.

The General Manager advised that Council's Risk Team have commenced implementing a Safe Fleet Start-Up process to check the condition of fleet vehicles and machinery before their use.

The Risk Team have finished drafting the Volunteer Management Policy and Framework, and have completed a review of the Event Management Policy and Framework with both now being reviewed by the Executive Leadership Team (ELT).

Council has received the draft Independent Maturity Audit Report from O'Connor Marsden and ELT are currently reviewing the report and the proposed recommendations and actions and as part of the review will meet with Statewide Mutual representatives to review the Risk Register and Treatment Plans. A final report will be presented to the November Audit, Risk and Improvement Committee Meeting.

The Chairperson noted that there were no reportable incidents in the reporting period and congratulated Council's ELT and Senior Managers. The Chairperson commented that no reportable incidents means that staff are happy and are working safely.

Recommendation

Moved Mr Jim Mitchell, Seconded Mr James Mathers

1. That the report be received.

CARRIED

ITEM 4 - BROKEN HILL CITY COUNCIL REPORT NO. 20/23 - DATED AUGUST 14, 2023 - ACTION LIST - AUDIT, RISK AND IMPROVEMENT COMMITTEE
D23/42947

Recommendation

Moved Mr Jim Mitchell, Seconded Mr Paul DeLisio

1. That Broken Hill City Council Report No. 20/23 dated August 14, 2023, be received.

CARRIED

CONFIDENTIAL MATTERS

ITEM 5 - BROKEN HILL CITY COUNCIL REPORT NO. 22/23 - DATED AUGUST 18, 2023 - FAMILY DAY CARE PROPOSAL - CONFIDENTIAL D23/44012

(General Manager's Note: This report considers the evaluation of a childcare service business proposal and is deemed confidential under Section 10A(2) (c) of the Local Government Act, 1993 which provides for information that would, if disclosed, confer a commercial advantage on a person with whom the Council is conducting (or proposes to conduct) business).

Recommendation

Moved Mr Jim Mitchell, Seconded Mr Paul DeLisio

1. That Broken Hill City Council Report No. 22/23 dated August 18, 2023, be received.
2. That the Audit, Risk & Improvement Committee note the below report and resolution of Council at the July 2023 Ordinary Council Meeting.

CARRIED

Mr Mathers declared a conflict of interest in Report No. 21/23 and terminated his video link to the meeting at 11:00am.

ITEM 6 - BROKEN HILL CITY COUNCIL REPORT NO. 21/23 - DATED AUGUST 18, 2023 - CIVIC CENTRE LEGAL MATTER UPDATE - CONFIDENTIAL D23/44010

(General Manager's Note: This report considers a current legal matter and is deemed confidential under Section 10A(2) (e) (g) of the Local Government Act, 1993 which provides for information that would, if disclosed, prejudice the maintenance of law; AND which contains advice concerning litigation, or advice that would otherwise be privileged from production in legal proceedings on the ground of legal professional privilege).

Recommendation

Moved Mr Jim Mitchell, Seconded Mr Paul DeLisio

1. That Broken Hill City Council Report No. 21/23 dated August 18, 2023, be received.
2. That the Audit, Risk & Improvement Committee note the below report.

CARRIED

Next Meeting

The next scheduled meeting to be held 19 October 2023 has been postponed to be held on Thursday 23 November 2023 at 2:00pm ACDT.

Meeting closed at 11:05 am.

The foregoing minutes were read and confirmed at the Audit, Risk and Improvement Committee meeting held on 23 November 2023

Chairperson

FURTHER REPORTS

1.	<u>BROKEN HILL CITY COUNCIL REPORT NO. 181/23 - DATED JUNE 27, 2023 - CORRESPONDENCE REPORT - DAMAGING INCREASE IN EMERGENCY SERVICES LEVY COSTS (D23/33316)</u>	158
2.	<u>BROKEN HILL CITY COUNCIL REPORT NO. 182/23 - DATED JULY 14, 2023 - CORRESPONDENCE REPORT - 60 DAY DISPENSING OF PBS MEDICINES (D23/37189)</u>	166
3.	<u>BROKEN HILL CITY COUNCIL REPORT NO. 183/23 - DATED SEPTEMBER 18, 2023 - CORRESPONDENCE REPORT - SUSPENSION OF REGIONAL SENIORS TRAVEL CARD (D23/50673)</u>	169
4.	<u>BROKEN HILL CITY COUNCIL REPORT NO. 184/23 - DATED SEPTEMBER 07, 2023 - CORRESPONDENCE REPORT - CHILDCARE IN BROKEN HILL (D23/48891)</u>	174
5.	<u>BROKEN HILL CITY COUNCIL REPORT NO. 185/23 - DATED AUGUST 30, 2023 - ELECTION OF DEPUTY MAYOR (D23/46184)</u>	180
6.	<u>BROKEN HILL CITY COUNCIL REPORT NO. 186/23 - DATED SEPTEMBER 20, 2023 - APPOINTMENT OF DELEGATES TO COMMITTEES - SEPTEMBER 2023 TO SEPTEMBER 2024 LOCAL GOVERNMENT ELECTIONS AND PROPOSED DISBANDMENT OF THE COMMUNITY ROUND TABLE COMMITTEE (D23/46213)</u>	185
7.	<u>BROKEN HILL CITY COUNCIL REPORT NO. 187/23 - DATED SEPTEMBER 21, 2023 - COUNCIL TO DETERMINE NUMBER OF COUNCILLORS FOR 2024-2028 TERM OF COUNCIL (D23/51518)</u>	193
8.	<u>BROKEN HILL CITY COUNCIL REPORT NO. 188/23 - DATED SEPTEMBER 21, 2023 - CIVIC CENTRE OMBUDSMAN COSTS (D23/51433)</u>	195
9.	<u>BROKEN HILL CITY COUNCIL REPORT NO. 189/23 - DATED SEPTEMBER 21, 2023 - DRAFT BROKEN HILL AIRPORT MASTER PLAN FOR PUBLIC EXHIBITION (D23/51460)</u>	198
10.	<u>BROKEN HILL CITY COUNCIL REPORT NO. 190/23 - DATED SEPTEMBER 08, 2023 - RE-ESTABLISHMENT OF ALCOHOL-FREE ZONES (D23/49090)</u>	428
11.	<u>BROKEN HILL CITY COUNCIL REPORT NO. 191/23 - DATED SEPTEMBER 21, 2023 - MINUTES OF THE BROKEN HILL HERITAGE COMMITTEE HELD 29 AUGUST 2023 (D23/51443)</u>	466

12. BROKEN HILL CITY COUNCIL REPORT NO. 192/23 - DATED SEPTEMBER 14, 2023 - MINUTES OF THE LOCAL TRAFFIC COMMITTEE - MEETING NO.439, HELD ON TUESDAY, 5 SEPTEMBER 2023 (D23/50158) 472

13. BROKEN HILL CITY COUNCIL REPORT NO. 193/23 - DATED AUGUST 31, 2023 - ACTION LIST REPORT (D23/46573)..... 493

ORDINARY MEETING OF THE COUNCIL

June 27, 2023

ITEM 1

BROKEN HILL CITY COUNCIL REPORT NO. 181/23

SUBJECT: CORRESPONDENCE REPORT - DAMAGING INCREASE IN EMERGENCY SERVICES LEVY COSTS D23/33316

Recommendation

1. That Broken Hill City Council Report No. 181/23 dated June 27, 2023, be received.
2. That reply correspondence dated 9 June 2023 from IPART be received and noted.
3. That reply correspondence dated 13 June 2023, from The Hon Mark Coultan MP, Federal Member for Parkes, be received and noted.
4. That reply correspondence received 7 September 2023, from the Hon Ron Hoenig MP, NSW Minister for Local Government, be received and noted.
5. That Council notes that reply correspondence from the Treasurer, Minister for Emergency Services, Member for Barwon and from the President of LGNSW has not been received to date.

Executive Summary:

Council at its meeting held 24 May 2023 considered a Mayoral Minute in relation to an increase in the Emergency Services Levy costs and resolved as follows:

ITEM 1 – MAYORAL MINUTE NO. 8/23 – DATED MAY 22, 2023 – DAMAGING INCREASE IN EMERGENCY SERVICES LEVY COSTS D23/25719

Councillor Turley declared an interest in Item 1 and left the Council Chambers at 5:54pm.

RESOLUTION

Minute No.

Mayor T Kennedy moved)
Councillor R Page seconded)

Resolved

1. That Mayoral Minute No. 8/23 dated May 22, 2023, be received.
2. That Council writes to the Treasurer, the Minister for Emergency Services, the Minister for Local Government and local State Member(s):
 - a. Expressing Council’s strong opposition to the NSW Government’s last minute decision to impose an enormous Emergency Services Levy (ESL) cost increase on councils for 2023/24 by scrapping the ESL subsidy for councils and at a time

-
- after Council has publicly advertised its Operational Plan and annual budget to the community;
- b. Noting that as a consequence of the unannounced 73% increase in the State Emergency Service budget and an 18% increase in the Fire and Rescue NSW budget, Council's 3.7% rate increase to provide essential community services and infrastructure has been significantly eroded.
 - c. Advising that the Government's decision may/will lead to a reduction in important local services and/or the cancellation of necessary infrastructure projects;
 - d. Calling on the NSW Government to take immediate action to:
 - i. restore the ESL subsidy in 2023/24
 - ii. urgently introduce legislation to decouple the ESL from the rate peg to enable councils to recover the full cost
 - iii. develop a fairer, more transparent and financially sustainable method of funding critically important emergency services in consultation with local government.
3. That Council writes to the Chair of the Independent Pricing and Regulatory Tribunal (IPART) advising that Council's forced emergency services contribution is manifestly disproportionate to the 2023/24 rate cap, which has resulted in additional financial stress.
4. That Council writes to the President of LGNSW seeking the Association's ongoing advocacy to bring about a relief in the burden of Councils' emergency services contribution.

CARRIED UNANIMOUSLY

Report:

As per the Council resolution, Mayoral correspondence dated 6 June 2023 was sent to the Treasurer, the Minister for Emergency Services, the Minister for Local Government, the Member for Barwon and the Member for Parkes and President of LGNSW

Reply correspondence dated 9 June 2023, has been received from IPART advising IPART are currently undertaking a review of the rate peg methodology and have released a Draft Report on the review for consultation. A Councillor Briefing was held 18 July 2023 regarding the IPART Draft Report. The correspondence is attached to this report.

Reply correspondence dated 13 June 2023, from the Federal Member, The Hon Mark Coulton MP, advising that the NSW Government is responsible for the management and provision of the Emergency Services Levy and encouraging Council to contact the Member for Barwon. The correspondence is attached to this report.

Reply correspondence received 7 September 2023, from The Hon Ron Hoenig MP, Minister for Local Government, advising that due to pressures on the NSW Budget and the lack of funding in the forward estimates, the NSW Government is not able to apply a subsidy to Council contributions this financial year but have committed to implementing a review of financial modelling for Councils to address concerns about resources and increasing cost burdens on Councils and their ratepayers.

It should be noted that reply correspondence from the Treasurer, Minister for Emergency Services, Member for Barwon and from the President of LGNSW has not been received.

Attachments

1. Correspondence Report - Increase in the Emergency Services Levy cost - IPART
[↓](#)
2. Correspondence Report - Increase in the Emergency Services Levy costs - Member for Parkes
[↓](#)
3. Correspondence Report - Increase in the Emergency Services Levy costs - Minister for Local Government
[↓](#)

LEISA BARTLETT
EXECUTIVE OFFICER

JAY NANKIVELL
GENERAL MANAGER



Our reference: 23/266

Contact Sheridan Rapmund
T (02) 9290 8430
E Sheridan_Rapmund@ipart.nsw.gov.au

9 June 2023

Cr Tom Kennedy, Mayor
Broken Hill City Council
240 Blende Street
Broken Hill NSW 2880

via email – Executive.Support@brokenhill.nsw.gov.au

Dear Cr Kennedy,

The Emergency Services Levy

Thank you for your recent letter highlighting the issues facing your council and the broader local government sector following the cessation of subsidies from the NSW Government for council contributions to the Emergency Services Levy (ESL).

We understand that this places pressure on councils' budgets for the upcoming financial year, especially as increases in ESL contributions have not been factored into the rate peg since the NSW Government began subsidising the increases.

As the rate peg for 2023-24 used IPART's current methodology, basing changes in the ESL costs on the year 2022-23, this meant ratepayers did not have to pay for increases in ESL through their rates. However, with the removal of the subsidy there will be changes in ESL costs that were not included in the calculation of some previous rate pegs and a need to include ESL changes in future rate pegs.

IPART is currently considering options for addressing these issues and will be in touch with councils to seek information.

As you would be aware, IPART is also currently undertaking a [review of the rate peg methodology](#). As part of this review, we are considering ways we can improve the rate peg methodology to more closely reflect changes in ESL costs.

Throughout this review, we have consulted extensively with councils and other stakeholders on a number of issues, including council contributions to the ESL. We have heard from stakeholders about the importance of developing an appropriate mechanism to capture councils' ESL contributions in the rate peg methodology.

We have now released our Draft Report on our review of the rate peg methodology. We have made a draft decision to include a separate council specific adjustment factor for the ESL. The factor would reflect the change in individual council's ESL contributions. This would apply for all councils for which we have access to accurate and timely information on their individual annual ESL contribution. We have heard that some council's may enter cost sharing arrangements for the ESL and may what they actually pay may be different to their ESL invoice. For further information on our Draft decision please refer our website.

Office Address: Level 16, 2-24 Rawson Place, SYDNEY NSW 2000 **Postal Address:** PO Box K35, Haymarket Post Shop, NSW 1240
T (02) 9290 8400 **ABN** 49 202 260 878 **www**.[ipart.nsw.gov.au](http://www.ipart.nsw.gov.au)

We encourage all interested stakeholders to make a submission to our Draft Report. We will also be providing opportunities for further consultation by holding a public hearing to enable stakeholders to express their views and concerns.

Our rate peg review team would like to contact an appropriate representative from the council to discuss its ESL contributions. In particular, we'd like to discuss:

- Whether your council has entered arrangements with other councils to share any component of the ESL bills (Fire and Rescue NSW or State Emergency Service) received from Revenue NSW? We have found that some councils in rural fire districts have entered into arrangements to share ESL contribution costs and are seeking further information if similar arrangements may exist for other councils.
- If such arrangements exist, how are these arrangements established, how do they work and what do these arrangements cover (including whether they cover matters other than ESL contributions)?

We will work with stakeholders to develop an appropriate mechanism to capture councils' ESL contributions in the rate peg methodology going forward.

IPART's contact officer for this matter is Sheridan Rapmund, Director – Pricing and Policy, contactable on (02) 9290 8430.

Yours sincerely

9/06/2023

X

Signed by: Carmel Donnelly

Carmel Donnelly PSM
Chair

From: [REDACTED]
Sent: Tuesday, 13 June 2023 10:45 AM
To: Executive Support
Subject: RE: Damaging Increase in Emergency Services Levy Cost - Federal Member for Parkes - The Hon Mark Coulton MP
Attachments: 230609 Damaging Increase in Emergency Services Levy Cost - Received from BHCC.pdf
Categories: [REDACTED]

Dear Tom

Thank you for your correspondence regarding the recent changes to the Emergency Services Levy in New South Wales.

I can appreciate that the financial pressure added to Local Government by the NSW Government's decision to no longer provide a subsidy for the Emergency Services Levy is significant, particularly given the date of its announcement.

As the NSW Government is responsible for the management and provision of Emergency Services in NSW, I would encourage you to contact the Member for Barwon in the NSW Parliament, Roy Butler, MLC.

Local Government NSW lgnsw.org.au may be able to provide assistance through advocacy, as you pursue the issues highlighted in your letter; particularly items b) a change of legislation, and c) including Local Government in the development of a different funding model for Emergency Services. They can be contacted by phone: (02) 9242 4000 or email at lgnsw@lgnsw.org.au

Please contact me again if I can be of further assistance.

Regards
Mark



-----Original Message-----

From: Executive Support <Executive.Support@brokenhill.nsw.gov.au>
Sent: Thursday, June 8, 2023 9:49 AM
To: Coulton, Mark (MP) <Mark.Coulton.MP@aph.gov.au>

1

Your Ref: L23/1332-17/16 TK:LB
Our Ref: A865161

His Worship the Mayor
Cr Tom Kennedy
Broken Hill City Council
PO Box 448
BROKEN HILL NSW 2880

via email: council@brokenhill.nsw.gov.au

Dear Mayor,

Thank you for your letter of 6 June 2023 about Broken Hill City Council's objection to the NSW Government discontinuing its subsidy toward the 2023/24 Emergency Services Levy contributions. I apologise for the delay in responding.

I acknowledge Council's concerns about its financial sustainability and I appreciate you sharing your views on this matter.

While I note Council's position, tough budgetary decisions are being taken across the NSW government sector to ensure the financial sustainability of NSW and to provide priority services and infrastructure to communities and councils.

Council emergency services contributions have not risen since 2019-20 because of the annual ad-hoc subsidy by the former Government. However, at the same time the costs of emergency services has risen significantly. This situation is unsustainable in the current fiscal climate. Due to pressures on the NSW Budget and the lack of funding made available in the forward estimates, the NSW Government is not able to apply a subsidy to council contributions this financial year.

NSW emergency services agencies including Fire and Rescue NSW, NSW Rural Fire Service and the NSW State Emergency Service have long been funded through a three-way cost-sharing arrangement. Local government contributions to the cost of emergency services date back to the 1800s. These costs are a shared responsibility, and we all need to do our part to ensure communities get the services they deserve.

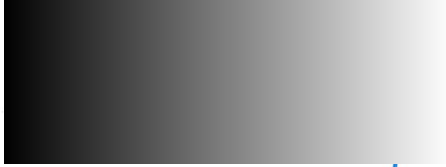
Please be assured that the newly elected NSW Government and the Office of Local Government are committed to supporting the financial capabilities of all local councils across NSW. We have a commitment to implement a review of financial modelling for councils to address concerns about resources and the increasing cost burdens on councils and their residents. The NSW Government is committed to working with the sector to address the financial sustainability of councils into the future.

52 Martin Place Sydney NSW 2000
GPO Box 5341 Sydney NSW 2001

02 7225 6150
nsw.gov.au/ministerhoenig

I will continue to advocate on behalf of all NSW local councils for continued financial support to assist with their operational functions.

Yours sincerely,



The Hon. Ron Hoenig MP
Leader of the House in the Legislative Assembly
Vice-President of the Executive Council
Minister for Local Government

cc: The Hon. Jihad Dib MP, Minister for Emergency Services

Reply correspondence dated 7 July 2023, has been received from the Federal Member for Parkes, the Hon Mark Coulton MP, advising he was in support of the reclassification of Broken Hill's MMM rating and that he will continue to may representations of behalf of Council.

It should be noted that reply correspondence from the Minister for Health and Aged Care, Shadow Minister for Health and Aged Care and the Member for Barwon has not been received to date.

Attachments

1. Correspondence - 60 day dispensing of PBS medicines - Federal Member for [Parkes](#)

LEISA BARTLETT
EXECUTIVE OFFICER

JAY NANKIVELL
GENERAL MANAGER

Lacey Butcher

From: Coulton, Mark (MP) <Mark.Coulton.MP@aph.gov.au>
Sent: Friday, 7 July 2023 1:03 PM
To: Executive Support
Subject: RE: 60 Day Dispensing of PBS medicines - Member for Parkes - The Hon Mark Coulton MP

Follow Up Flag: Follow up
Flag Status: Completed

Dear Mayor Kennedy

Thank you for your email and correspondence of 26 June 2023.

I too share your concerns and those of pharmacies regarding the 60-day dispensing of PBS medications and I was pleased to be able to speak on this issue in the Parliamentary Federation Chamber in June.

Whilst I acknowledge the current cost of living challenges and I support savings for patients, this should not be at the risk of losing vital community pharmacy services. The Modified Monash Model (MMM) is used to determine funding of the Rural Pharmacy Maintenance Allowance (RPMA) and I would support the reclassification of Broken Hill's MMM rating to reflect the unique challenges faced by Broken Hill pharmacies.

I note that you have written to the Minister for Health, the Hon Mark Butler MP sharing the concerns of pharmacies in my electorate. I have also written to the Minister and will continue to call on the Government to consult with stakeholders and reconsider this policy to ensure it is balanced and sensible.

Regards
Mark

THE NATIONALS
for Regional Australia

The Hon.
Mark COULTON MP
The Nationals Federal Member for Parkes
The Nationals Chief Whip

Shop 3, 153 Brisbane Street
DUBBO NSW 2830
Phone (02) 6882 0999

275 Argent Street
BROKEN HILL NSW 2880
Phone (08) 8087 7649

69 Heber Street
MOREE NSW 2400
Phone (02) 6751 1251

Email mark.coulton.mp@aph.gov.au
Web markcoulton.com.au

ORDINARY MEETING OF THE COUNCIL

September 18, 2023

ITEM 3

BROKEN HILL CITY COUNCIL REPORT NO. 183/23

SUBJECT: CORRESPONDENCE REPORT - SUSPENSION OF REGIONAL SENIORS TRAVEL CARD D23/50673

Recommendation

1. That Broken Hill City Council Report No. 183/23 dated September 18, 2023, be received.
2. That correspondence dated 15 August 2023 from the Federal Member for Parkes, The Hon Mark Coulton MP advising that the Regional Seniors Travel Card Scheme falls under the State Government jurisdiction and advising that he has forwarded Council's correspondence to the Nationals' Duty MLC for Barwon and Shadow Minister for Western NSW, The Hon Sarah Mitchell MLC for her consideration, be received.
3. That correspondence dated 13 September 2023 from the Parliamentary Secretary for Regional Transport and Roads, Ms Anna Watson MP, (on behalf of the Minister for Customer Service and Digital Government and the Minister for Regional Transport and Roads) regarding the Regional Seniors Travel Card Scheme and advising of the availability of other Pensioner and Regional Travel Concession Programs, be received.

Executive Summary:

Council, at its meeting held 26 July 2023, considered a Mayoral Minute regarding the suspension of the Regional Seniors Travel Card and resolved as follows:

ITEM 1 - MAYORAL MINUTE NO. 13/23 - DATED JULY 21, 2023 - SUSPENSION OF REGIONAL SENIORS TRAVEL CARD D23/38541

RESOLUTION

Minute No. 47256

Mayor T Kennedy moved
Councillor D Turley seconded

Resolved

1. That Mayoral Minute No. 13/23 dated July 21, 2023, be received.
2. That Council writes to Broken Hill's Federal and State Members along with Minister for Customer Service and Digital Government seeking information on the future of the NSW Regional Senior Travel Card beyond November 2023
3. That Council advocates for the continuance of the Seniors Card or a similar program to be implemented to ensure Seniors still have fair and equitable access to the necessity of travel in regional NSW.
4. That a motion be presented to the Western Division Councils of NSW Annual Conference on the suspension of the regional seniors travel card.

5. That Council's correspondence include Council's disappointment in the suspension of the program whilst a review occurs and that the program should not have been suspended until after the program had been reviewed.

CARRIED UNANIMOUSLY

Report:

As per the Council resolution, Minute No. 47256, Mayoral correspondence was sent on 8 August 2023 to the Federal and State Members, and the Minister for Customer Service and Digital Government.

Council has received reply correspondence dated 15 August 2023 from the Federal Member for Parkes, The Hon Mark Coulton MP who has advised that the matter falls within the responsibility of the State Government and that he suggests that Council sends correspondence directly the Member for Barwon, Mr Roy Butler MP. The correspondence also advises that he has forwarded a copy of Council's correspondence to the Nationals' Duty MLC for Barwon and Shadow Minister for Western NSW, The Hon Sarah Mitchell MLC for her consideration (see attachment 1).

Council has also received reply correspondence dated 13 September 2023 from Ms Anna Watson MP, Parliamentary Secretary for Regional Transport and Roads (on behalf of the Minister for Customer Service and Digital Government and the Minister for Regional Transport and Roads) advising that the Regional Seniors Travel Card program is currently suspended and is not accepting new applications but will honour active cards which can continue to be used until the card's expiry date; and that the program was established as a trial by the former government and was not funded beyond 2023. The correspondence also outlines various other transport concessions that remain available for seniors living in regional or rural areas of NSW as well as other programs which assist pensioners with the cost of living (see attachment 2).

Copies of the correspondence are attached to this report.

Attachments

1. [↓](#) Correspondence from The Hon Mark Coulton MP
2. [↓](#) Correspondence from Ms Anna Watson MP

LEISA BARTLETT
EXECUTIVE OFFICER

JAY NANKIVELL
GENERAL MANAGER

**The Hon Mark Coulton MP**

Federal Member for Parkes

h/mc

Broken Hill City Council
The office of the Mayor
240 Blende Street
BROKEN HILL NSW 2880
Phone: 08 8080 3390
Via Email: Executive.Support@brokenhill.nsw.gov.au

15 August 2023

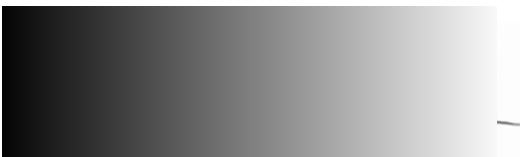
Dear Tom

I am writing in response to the letter I received regarding the suspension of the regional seniors travel card program.

While I appreciate you and the Broken Hill City Council writing to me for assistance, I must advise that the regional seniors' travel card is issued by the NSW State Government and that the decision to suspend the card was made by the NSW State Government. Even though I understand the concerns raised and am disappointed by this decision, I have no jurisdiction over NSW State Government decisions. As a result, I strongly recommend that you contact Mr Roy Butler, State Member for Barwon. I note that a copy of your letter was forwarded to Mr Butler, but in order for the issues you have raised to be addressed, I would recommend that you write directly to Mr Butler, if you haven't already.

Additionally, I have also referred your letter to the Hon Sarah Mitchell MLC, The Nationals' Duty MLC for Barwon, and Shadow Minister for Western NSW, for her consideration.

Yours sincerely



Mark Coulton

Email mark.coulton.mp@aph.gov.auWebsite www.markcoulton.com.au

Dubbo
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Dubbo NSW 2830
nh 02 6882 0999

Moree
69 Heber Street
Moree NSW 2400
nh 02 6751 1251

Broken Hill
275 Argent Street
Broken Hill NSW 2880
nh 08 8087 7649

Anna Watson MP

Parliamentary Secretary for Roads
Parliamentary Secretary for Regional Transport and Roads



Ref: 01873415
Your Ref: L23/1899 - 11/525

Clr Tom Kennedy
Mayor
Broken Hill Council
PO Box 448
Broken Hill NSW 2880

Dear Clr Kennedy,

Thank you for your correspondence to the Minister for Customer Service and Digital Government, Emergency Services and Youth Justice about the Regional Seniors Travel Card program. This was referred to the Minister for Regional Transport and Roads and I am responding on her behalf.

As you are aware, the Regional Seniors Travel Card program is currently suspended and is not accepting new applications. The program was established as a trial by the former government and was not funded beyond 2023.

Recent analysis revealed the card is not fit for purpose, and funds can be used for purchases not related to travel, including tobacco and gambling products. Transport for NSW is assessing options to limit potential future misuse.

The suspension relates to new applications only and does not affect Regional Seniors Travel Cards that have been issued. Active cards can continue to be used until the expiry date printed on the front of the card. Existing transport concessions remain unaffected.

The NSW Government offers a range of transport concessions for eligible seniors living in regional or rural areas, all capped at \$2.50. These include:

- the Senior/Pensioner fare on Opal enabled services,
- access to the Regional Excursion Daily ticket on local bus services and
- the Country Pensioner Excursion ticket on prebooked NSW TrainLink services.

Concession fares are also available on other NSW TrainLink tickets, at half-price of the adult fare, where the Country Pensioner Excursion ticket does not apply. Pensioners can also use their Pensioner Travel Vouchers for four single or two return journeys free of charge each calendar year.

52 Martin Place Sydney NSW 2000
GPO Box 5341 Sydney NSW 2001

02 7225 6060
nsw.gov.au/ministers

More information can be found at <https://transportnsw.info/tickets-opal/ticket-eligibility-concessions/seniors>.

In regional and rural areas outside the Opal Network, privately owned and operated services may offer concessions at their own discretion.

The NSW Government also provides a range of programs to help with the cost of living. More information is available online at <https://www.service.nsw.gov.au/campaign/savings-finder>.

Pensioners may also be eligible for concessions on vehicle registration in NSW.

Eligible pensioners do not have to pay:

- registration fees
- motor vehicle tax
- conditional registration fees.

To check your eligibility and entitlements visit <https://www.service.nsw.gov.au/transaction/check-eligibility-pensioner-concession-vehicle-registration>.

Eligible pensioners receive the following free of charge, with further information available at <https://www.nsw.gov.au/driving-boating-and-transport/driver-and-rider-licences/fees/concessions-and-discounts>:

- licences
- driving tests
- riding skills test
- Heavy Vehicle Competency Based Assessment log book and guide
- replacement learner log books
- photo cards
- applying or renewing a NSW Mobility Parking Permit (disability parking permit).

The NSW Government also funds community transport via community transport organisations. To find a community transport provider and view eligibility requirements for community transport, please visit: <https://www.transport.nsw.gov.au/operations/community-transport-operators>.

Thank you for taking the time to write.

Sincerely,



13/09/2023

Anna Watson MP
Parliamentary Secretary for Roads
Parliamentary Secretary for Regional Transport and Roads

52 Martin Place Sydney NSW 2000
GPO Box 5341 Sydney NSW 2001

02 7225 6060
nsw.gov.au/ministers

ORDINARY MEETING OF THE COUNCIL

September 7, 2023

ITEM 4

BROKEN HILL CITY COUNCIL REPORT NO. 184/23

SUBJECT: CORRESPONDENCE REPORT - CHILDCARE IN BROKEN HILL
D23/48891

Recommendation

1. That Broken Hill City Council Report No. 184/23 dated September 7, 2023, be received.
2. That email correspondence from The Hon Mark Coulton dated 15 August 2023 regarding representations on behalf of Council to The Hon Dr Anne Aly MP, Federal Minister for Early Childhood Education and Minister for Youth, be received and noted.
3. That correspondence from The Hon Dr Anne Aly MP, Federal Minister for Early Childhood Education and Minister for Youth dated 4 September 2023 addressed to The Hon Mark Coulton MP (forwarded to Council by The Hon Mark Coulton MP) in response to representations made on behalf of Council regarding childcare in Broken Hill, be received and noted.
4. That Council notes that the Government have commissioned a comprehensive Productivity Commission Inquiry into Australia’s Early Childhood Education and Care System with the Commission’s draft Report to be released in November 2023 and the final Report is to be provided to the Government by 30 June 2024.

Summary

Council, at its Ordinary Meeting held 26 July 2023, considered a Confidential Report regarding a proposal from Cobar Shire Council to transfer the management of the Broken Hill Family Day Care Service to Broken Hill City Council.

Council resolved as follows:

RESOLUTION

Minute No. 47284

Councillor R Algate moved)
Councillor D Gallagher seconded)

Resolved

1. That Broken Hill City Council Report No. 137/23 dated June 26, 2023, be received.
2. That Council note that following an internal assessment, Council does not have the resourcing capacity, a background in this service delivery or wide regulatory or compliance knowledge of this sector to be able to successfully take up service delivery and therefore would be subject to regulatory, financial and reputational compliance risk.

3. That Cobar is encouraged to submit its proposal to already Accredited and Approved agencies (under Federal and State regulations) with services already operating in the childcare industry.
4. That Broken Hill City Council supports and assists Cobar Shire Council in finding an alternate service provider if required.
5. That Council continues to pursue child care solutions for Broken Hill.
6. That Council send correspondence to the State and Federal member and the appropriate Ministers in relation to increasing the child care ratios to make services more financially viable.

CARRIED UNANIMOUSLY

Following the July Council Meeting, Mayoral correspondence was forwarded to the State and Federal Members and the NSW Minister for Education and Early Learning on 8 August 2023.

On 15 August, 2023 Council received reply correspondence from Federal Member, The Hon Mark Coulton MP, advising that he would make representations to the Federal Minister for Early Childhood Education and Minister for Youth, The Hon Dr Anne Aly MP, to raise Council's concerns and to seek the reinstatement of the 1:5 educator to child childcare ratio in the Cobar Shire Council and Broken Hill City Council LGA's.

Council also received a copy of reply correspondence, dated 4 September 2023, from The Hon Dr Anne Aly MP (addressed to the Federal Member and forwarded to Council) advising that there are government grant opportunities under the Community Child Care Fund competitive grants which can be used by a service for approved activities that include temporary operational costs and capital works to repair, renovate or extend early childhood facilities. Early childhood services can also apply for Community Child Care Fund Special Circumstances grants. This emergency financial support helps approved providers keep early childhood services open when something unexpected happens. Eligible services include those experiencing severe financial viability issues following a natural disaster, severe weather event or the pandemic, or where a service is seeking to open in a community where another has closed and there is a lack of suitable care.

The Minister further advised that the government has commissioned a comprehensive Productivity Commission Inquiry into Australia's Early Childhood Education and Care system which will make recommendations to support affordable, accessible, equitable and high-quality early childhood education and care that reduces barriers to workforce participation and supports children's learning and development. The Commission will release a draft report in November 2023 and provide a final report to the Government by 30 June 2024.

See attached correspondence.

Attachments

1. email correspondence from Federal Member, The Hon Mark Coulton MP
[↓](#)
2. correspondence from The Federal Minister for Early Childhood Education and Minister for Youth, the Hon Dr Anne Aly MP
[↓](#)

LEISA BARTLETT
EXECUTIVE OFFICER

JAY NANKIVELL
GENERAL MANAGER

Leisa Bartlett

From: Coulton, Mark (MP) <Mark.Coulton.MP@aph.gov.au>
Sent: Tuesday, 15 August 2023 9:51 AM
To: Broken Hill City Council
Subject: Re: Child Care

Dear Tom

Thank you for your letter informing me of the need to have legislation reverted back to 1:5 educator to child ratio, in the Cobar and Broken Hill Shire Councils.

The issue of limited childcare vacancies in the Parkes electorate is something I am very passionate about and the need for families to be able to return to work is something my own staff are struggling with.

I have made representation to the Minister for Early Childhood Education the Hon. Dr Anne Aly MP to raise this concern on your behalf to consider reverting the child educator to child ratio back to the original figure of 1:5 from 1:4.

Once I have received correspondence from the Minister's office, I will forward it onto yourself.

Regards
Mark

THE NATIONALS
for Regional Australia

The Hon.
Mark COULTON MP
The Nationals Federal Member for Parkes
The Nationals Chief Whip

Shop 3, 153 Brisbane Street
DUBBO NSW 2830
Phone (02) 6882 0999

275 Argent Street
BROKEN HILL NSW 2880
Phone (08) 8087 7649

69 Heber Street
MOREE NSW 2400
Phone (02) 6751 1251

Email mark.coulton.mp@aph.gov.au
Web markcoulton.com.au



The Hon Dr Anne Aly MP
Minister for Early Childhood Education
Minister for Youth

Reference: MC23-003826

The Hon Mark Coulton MP
Member for Parkes
PO Box 443
BROKEN HILL NSW 2880

By email: Mark.Coulton.MP@aph.gov.au

Mark

Dear Mr Coulton

Thank you for your correspondence of 15 August 2023 on behalf of Mr Tom Kennedy, Mayor of the Broken Hill City Council in relation the Early Childhood Education and Care (ECEC) issues faced in Cobar and the Broken Hill Shires.

The Australian Government acknowledges the importance of accessible ECEC across the country, including the communities within Cobar and the Parkes electorate. The Government is committed to improving our ECEC system, including outcomes for families in regional areas, to ensure all Australian children have the best possible start in life and that parents are supported to work, train or study.

ECEC in Australia is delivered through a market approach, and decisions in relation to the provision of services in certain areas are a commercial decision for providers. To improve access to ECEC in Australia, the Government provides grant funding through the Community Child Care Fund (CCCF). CCCF grants help services address barriers to ECEC participation, particularly in disadvantaged, regional and remote communities. The CCCF funds around 900 services across Australia, ensuring families have access to quality care where the market might not otherwise support service provision. Currently, over 60 per cent of CCCF grant funding supports services in regional and remote areas.

CCCF competitive grants may be used by a service for approved activities that include temporary operational costs and capital works to repair, renovate or extend early childhood facilities. Upcoming grant opportunities under the CCCF program are advised on the GrantConnect website. ECEC services within Cobar and the Broken Hill Shire can register to receive alerts about upcoming opportunities under the CCCF and other programs at www.grants.gov.au.

Mr Kennedy may also be interested to know that at any time early childhood services can apply for Community Child Care Fund (CCCF) Special Circumstances grants. This emergency financial support helps approved providers keep early childhood services open when something unexpected happens. Eligible services include those experiencing severe financial viability issues following a natural disaster, severe weather event or the pandemic, or where a service is seeking to open in a community where another has closed and there is a lack of suitable care. Further information is available on the Department of Education's website at www.education.gov.au/child-care-package/community-child-care-fund/cccf-special-circumstances-grant.

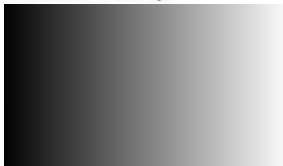
Parliament House, Canberra ACT 2600

Under the National Quality Framework (NQF), ratios play an important role in ensuring educators are able to provide a positive educational and care experience for every child in early childhood service settings. Family Day Care providers currently have 1:7 educator-to-child ratio (including their own children younger than 13 years of age), with a maximum of 4 children preschool age or under. The current Review of NQF Staffing and Qualifications Regulations examine ratios as part of improving consistency, supporting quality and reducing complexities for families and services. Resulting changes to regulations or legislation would require agreement of all Education Ministers. For more information on the Review, please visit www.acecqa.gov.au/review-nqf-staffing-and-qualifications-regulations.

The Government has commissioned a comprehensive Productivity Commission inquiry into Australia's ECEC system to help chart a course for universal, affordable ECEC. The inquiry will make recommendations to support affordable, accessible, equitable and high-quality ECEC that reduces barriers to workforce participation and supports children's learning and development. The Commission will release a draft report in November 2023 and provide a final report to the Government by 30 June 2024.

I trust this information is of assistance.

Yours sincerely



Dr Anne Aly

4/9/2023

ORDINARY MEETING OF THE COUNCIL

August 30, 2023

ITEM 5BROKEN HILL CITY COUNCIL REPORT NO. 185/23SUBJECT: ELECTION OF DEPUTY MAYOR D23/46184**Recommendation**

1. That Broken Hill City Council Report No. 185/23 dated August 30, 2023, be received.
2. That Council elect the Deputy Mayor at this meeting in accordance with *Section 231 of the Local Government Act 1993*.
3. That the election of Deputy Mayor be conducted in accordance with *Schedule 7 of the Local Government (General) Regulation 2021*; and that voting be by open voting, i.e. "show of hands".
4. That the Deputy Mayor be elected for the period from this Council Meeting until the September 2024 Council Meeting scheduled to be held on 25 September 2024.
5. That the result of the election of Deputy Mayor be forwarded to the Office of Local Government and to Local Government NSW.
6. That Council approves the issuing of the Deputy Mayor's Delegations of Authority (pursuant to *Section 377 of the Local Government Act 1993* and as per Minute No. 46737 of the Council Meeting held 23 February 2022 where delegations were issued for the new Term of Council) to the Deputy Mayor elect for the new term of Deputy Mayor in order that the Deputy Mayor can act in the position of Mayor at the Mayor's request; if the Mayor is prevented by illness, absence or otherwise from exercising the functions of Mayor; or if there is a casual vacancy in the office of Mayor.
7. That the Deputy Mayor elect be entitled to be paid an additional fee, being the daily fee based on the annual additional Mayoral fee; with daily fee being calculated dependent on the number of days in the month, with the fee so payable deducted from the Mayor's fee.

Executive Summary:

Councillors may elect one Councillor to be Deputy Mayor in accordance with the *Local Government Act 1993 Section 231*. This person may be elected for the Mayoral term or for a shorter term.

Council has historically elected a Deputy Mayor for a twelve-month period from September to September each year, this period would also align with the Local Government Elections every four years in September.

Report:

As per the *Local Government Act 1993 Section 231* the Deputy Mayor's role is to exercise any function of the Mayor:

- At the request of the Mayor, or
- If the Mayor is prevented by illness, absence, or otherwise from exercising the function; or
- If there is a casual vacancy in the Office of Mayor.

If no Deputy Mayor is elected or if the Deputy Mayor is unable to act, the Councillors may elect one of their number to act as Deputy Mayor.

The Deputy Mayor will be appointed for the period 27 September 2023 until the September 2024 NSW Local Government Elections.

The election of Deputy Mayor is to be conducted in accordance with the *Local Government (General) Regulations Schedule 7*, which provides:

- The General Manager (or person appointed by the General Manager) is the Returning Officer.
- Nominations are to be made in writing by two or more Councillors (one of whom may be the nominee) and given to the Returning Officer. The nomination is not valid unless the nominee has indicated consent to the nomination in writing.
- Nominations may be made without notice but must be in writing signed by two or more Councillors one of whom may be the nominee. Nominations are not valid unless the Councillors nominated give consent to the nomination in writing.
- Nominations are to be announced and elections conducted at the same Council meeting at which Council resolves on the method of voting.
- If only one Councillor is nominated, that Councillor is elected.
- If more than one Councillor is nominated Council must decide by resolution whether the election will proceed by preferential ballot, ordinary ballot or open voting. Preferential ballots and Ordinary Ballots are to be secret ballots. Open voting means a show of hands or similar means.

Councillors also have the option of submitting a nomination without notice prior to the election of Deputy Mayor. Councillors attending in person who wish to submit a nomination without notice, must hand their nomination form to the Returning Office prior to the election of Deputy Mayor, **providing the formalities concerning signatures and consent are observed.**

Written consent received from Councillor Hickey

On 27 August 2023, Council received a written signed declaration from Councillor James Hickey that if nominated for Deputy Mayor, he agrees to the nominations; and if successful, accepts the appointment of Deputy Mayor for the September 2023/2024 period. (see Attachment 1)

A blank nomination form for the Deputy Mayor position is attached to this report (see Attachment 2).

Upon election of the Deputy Mayor, the Deputy Mayor will be issued delegations of functions in accordance with *Section 377 of the Local Government Act 1993* in order to be able to perform the functions of the Mayor if:

- a) At the request of the Mayor
- b) If the Mayor is prevented by illness, absence or otherwise from exercising these functions, or
- c) If there is a casual vacancy in the office of Mayor.

During periods of performing the role of the Mayor, the Deputy Mayor will be paid the Mayoral allowance.

Community Engagement:

Nil.

Strategic Direction:

Key Direction:	4	Our Leadership
Objective:	4.1	Openness and transparency in decision making
Strategy:	4.1.5	Support the organisation to operate its legal framework

Relevant Legislation:

Local Government Act 1993, Section 231, Section 377
Local Government (General) Regulations 2021, Schedule 7

Financial Implications:

The Deputy Mayor is entitled to an additional fee when acting in the role of Mayor. This additional fee is a daily fee based on the annual additional Mayoral fee; with daily fee being calculated dependent on the number of days in the month, with the fee so payable deducted from the Mayor's fee.

Attachments

- 1. [↓](#) Councillor Hickey - approval for nomination declaration
- 2. [↓](#) Nomination Form for Deputy Mayor

LEISA BARTLETT
EXECUTIVE OFFICER

JAY NANKIVELL
GENERAL MANAGER

The General Manager
Broken Hill City Council

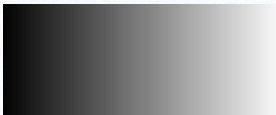
27 August, 2023

Dear Jay

I James Patrick Hickey hereby agree, if nominated, to stand for the position as Deputy Mayor for the 2023/2024 year.



I James Patrick Hickey, if successful, hereby accept the appointment of Deputy Mayor for the 2023/2024 term.





To the Returning Officer/General Manager
Broken Hill City Council
PO Box 448
BROKEN HILL NSW 2880

NOMINATION FOR DEPUTY MAYOR

We, the undersigned Councillors of the City of Broken Hill hereby nominate the following Councillor for the position of Deputy Mayor:

Councillor _____

Nominated by:

Councillor	Signature

I, the undersigned Councillor of the City of Broken Hill, hereby accept the above nomination for the position of Deputy Mayor.

Councillor	Signature

DATE: _____ / _____ / 2021

ORDINARY MEETING OF THE COUNCIL

September 20, 2023

ITEM 6**BROKEN HILL CITY COUNCIL REPORT NO. 186/23**

SUBJECT: **APPOINTMENT OF DELEGATES TO COMMITTEES -
SEPTEMBER 2023 TO SEPTEMBER 2024 LOCAL GOVERNMENT
ELECTIONS AND PROPOSED DISBANDMENT OF THE
COMMUNITY ROUND TABLE COMMITTEE** **D23/46213**

Recommendation

1. That Broken Hill City Council Report No. 186/23 dated September 20, 2023, be received.
2. That Council appoints its Councillor representatives on Section 355 Committees and various other Committees and Working Groups for the period 27 September 2023 until the September 2024 Local Government Election as per the attached current Schedule of Delegates, to ensure continuity in the operation of Council's Committees and Working Groups.
3. That Council appoints a Councillor Delegate to the Murray Darling Association to fill the position vacated by Councillor Algate.
4. That Council disbands the Community Strategic Plan Round Table Committee and thanks the current Committee members for their interest in joining the Committee; and that Council continues with the new methods of engagement and consultation with the community, business sector, government sector and local industries in the development, monitoring and review of the Broken Hill Community Strategic Plan and its objectives and strategies.

Executive Summary:

Council needs to determine its representation on the Section 355 Committees of Council and also its delegates to various other organisations and committees. These machinery matters are usually considered by Council annually at the September Council Meeting and are also considered at the Ordinary Meeting following each Local Government Election.

Councillors have been requested to advise the Executive Support Team, in the days prior to the Council Meeting, should they wish for their current membership on the various Committees to remain. At the Council Meeting, time will be taken to go through the list one by one to ensure that full membership is achieved for the effective operation of each Committee/Working Group for the ensuing 12 month period from 27 September 2023 until the September 2024 Local Government Election.

This report also considers the disbandment of the Community Strategic Plan Round Table Committee due to the introduction of the successful new methods of engagement with the

community, businesses, government agencies and local industries in the Plan's development, monitoring and review.

Report:

The *Local Government Act 1993, Section 355* provides that a function of the Council may be exercised:

- (a) by the council by means of the councillors or employees, by its agents or contractors, by financial provision, by the provision of goods, equipment, services, amenities or facilities or by any other means, or
- (b) by a committee of the council, or
- (c) partly or jointly by the council and another person or persons, or
- (d) jointly by the council and another council or councils, or
- (e) by a delegate of the council.

Council currently has 13 Section 355 committees, as follows:

- Ageing Well Advisory Committee
- Alma Oval Community Committee
- Broken Hill Community Strategic Plan Round Table Committee
- Broken Hill Heritage Committee
- Broken Hill City Art Gallery Advisory Committee
- BIU Band Hall Community Committee
- ET Lamb Memorial Oval Community Committee
- Friends of the Flora and Fauna of the Barrier Ranges Community Committee
- Memorial Oval Community Committee
- Norm Fox Sportsground Community Committee
- Picton Sportsground Community Committee
- Riddiford Arboretum Community Committee
- Youth Advisory Committee

The Constitutions of the above Committees detail its membership. All of Council's Section 355 Committees include Councillor representation in their membership.

Proposed Disbanding of the Community Strategic Plan Round Table Committee

The Community Strategic Plan outlines the community's main priorities and aspirations for the future and includes strategies on how we will achieve them. While Council has a custodian role in initiating, preparing and maintaining the Plan on behalf of the Local Government Area, it is not wholly responsible for its implementation. Other partners, such as state agencies and community groups may also be engaged in delivering the long-term objectives of the Plan.

The Community Round Table Committee was established in 2013 as a Section 355 Advisory Committee of Council as a means of facilitating the monitoring and review of the implementation of the Broken Hill Community Strategic Plan's objectives and strategies.

During the 15-month period in which engagement activities were undertaken for the current Community Strategic Plan (during 2020 and 2021) Council changed the methods of

consultation due to the COVID-19 pandemic restrictions. Council's engagement targeted groups, industries, individuals and the community.

Extensive consultation was carried out including 12 focussed workshops, five pop up listening posts in Argent Street and Westside Plaza, two online surveys, individual interviews and interviews with small groups with special interests. A further four pop up listening posts were undertaken during the public exhibition period of the draft Community Strategic Plan and the draft Plan was circulated to over 200 key stakeholders, industry, businesses and residents, inviting their feedback.

These new methods of engagement provided a comprehensive amount of feedback, comments and ideas on the development of the Broken Hill Community Strategic Plan – "Your Broken Hill 2040".

Regular agency meetings were also introduced and continue to be held between Council Management and the key stakeholders, businesses, industry and agencies to monitor and review the implementation of the objectives and strategies contained within the Plan. Councillor Briefings are also held with Elected Members for key stakeholders to provide updates on the progress of various projects/initiatives that align with the Plan's key objectives.

These new methods of engagement have proved very successful and are now the preferred approach, therefore it is recommended that the Community Strategic Plan Round Table Committee be disbanded in preference of the current practices, and that Council thanks the current members for their interest in joining the Committee. The Community Strategic Plan Round Table has not met during this Term of Council.

Attached to this report is the current schedule of Council's Delegate representatives appointed to S355 Committees and other Committees and internal/external Working Groups for the period September 2022 to September 2023 and includes amendments to the schedules throughout this period. The schedule also includes the number of Councillor delegates required for each Committee and Working Group.

Councillors were provided with the current Council Delegate Schedule and requested to advise the Executive Support Team should they wish to retain their current membership for the remainder of this Term of Council to the September 2024 Local Government Election or whether they would like to nominate for a different Committee/Working Group.

At the time of writing this report, Deputy Mayor Hickey and Councillor Turley both advised that they wished to remain as Delegates on their respective Committees. Councillor Algate advised that he wished to remain as a Delegate on all Committees with the exception of the Murray Darling Association as he has been unable to attend meetings and wished to relinquish his membership of the Association in order that another Councillor can join the Association.

At the September Council Meeting, Councillors will have the opportunity to nominate for the vacant position on the Murray Darling Association and time will be taken to go through the schedule to confirm all other membership of Committees and Working Groups.

Community Engagement:
Nil.

Strategic Direction:

Key Direction:	4	Our Leadership
Objective:	4.1	Openness and transparency in decision making
Strategy:	4.1.5	Support the organisation to operate its legal framework

Relevant Legislation:

Local Government Act 1993 (Section 355)

Financial Implications:

Council's current Operational Plan includes provision for travel and related expenses for Council delegates to represent Council outside of Broken Hill.

Attachments

1. Current Schedule of Council Delegates on Committees - September 2022 to September 2023



LEISA BARTLETT
EXECUTIVE OFFICER

JAY NANKIVELL
GENERAL MANAGER

COUNCIL DELEGATES TO SECTION 355 COMMITTEES AND OTHER COMMITTEES

SEPTEMBER 2022 TO SEPTEMBER 2023

STANDING COMMITTEES	
<p>Works Mayor 4 x Councillors</p>	<p>Mayor Kennedy Councillor Boland (Chairperson) Councillor Algate Councillor Chandler Councillor Page</p>
<p>Health and Building Mayor 5 x Councillors</p>	<p>Mayor Kennedy Deputy Mayor Hickey (Chairperson) Councillor Chandler Councillor Jewitt Councillor Gallagher Councillor Turley</p>
<p>Policy and General Mayor 5 x Councillors</p>	<p>Mayor Kennedy Councillor Algate (Chairperson) Councillor Boland Councillor Browne Councillor Jewitt Deputy Mayor Hickey</p>
COUNCIL S355 COMMITTEES	
Committee Name	Delegates
<p>Community Strategic Plan Round Table Mayor + 3 Chairpersons of Standing Committees</p>	<p>Mayor Kennedy Councillor Boland Deputy Mayor Hickey Councillor Algate</p>
<p>Ageing Well Advisory Committee 3 x Councillors</p>	<p>Councillor Algate Councillor Gallagher Councillor Page</p>
<p>Alma Oval Community Committee At least 1 x Councillor</p>	<p>Councillor Boland</p>
<p>Broken Hill Heritage Advisory Committee 3 x Councillors</p>	<p>Councillor Browne Councillor Turley Councillor Boland</p>

**APPOINTMENT OF DELEGATES TO COMMITTEES -
SEPTEMBER 2023 TO SEPTEMBER 2024 LOCAL
GOVERNMENT ELECTIONS AND PROPOSED**

**Attachment 1
Current Schedule of Council
Delegates on Committees -**

Broken Hill City Art Gallery Advisory Committee 3 x Councillors	Councillor Turley Councillor Boland Councillor Chandler
BIU Band Hall Community Committee At least 1 x Councillor	Councillor Algate
ET Lamb Memorial Oval Community Committee At least 1 x Councillor	Councillor Gallagher
Friends of the Flora and Fauna of the Barrier Ranges Community Committee At least 1 x Councillor	Councillor Browne
Memorial Oval Community Committee At least 1 x Councillor	Councillor Jewitt Councillor Gallagher
Norm Fox Sportsground Community Committee At least 1 x Councillor	Councillor Algate Councillor Turley
Picton Sportsground Community Committee At least 1 x Councillor	Councillor Gallagher
Riddiford Arboretum Community Committee At least 1 x Councillor	Councillor Browne
Youth Advisory Committee 3 x Councillors	Councillor Boland Councillor Jewitt Councillor Turley
OTHER COMMITTEES	
Committee Name	Delegates Required
Association of Mining Related Councils 1 x Councillor	Deputy Mayor Hickey
Australia Day Advisory Group 4 x Councillors	Councillor Browne Councillor Gallagher Councillor Boland Councillor Jewitt
Australian Floodplains Association Mayor + alternate	Mayor Kennedy Councillor Browne (alternate)
Australian Mining Cities and Centres Alliance Mayor + Deputy Mayor(alternate)	Mayor Kennedy Deputy Mayor Hickey (alternate)
Audit, Risk & Improvement Committee Mayor +Deputy Mayor + 2 x Councillors	Mayor Kennedy Deputy Mayor Hickey Councillor Algate Councillor Boland
Asset Naming Committee 4 x Councillors	Councillor Algate Councillor Jewitt Councillor Turley Councillor Chandler

**APPOINTMENT OF DELEGATES TO COMMITTEES -
SEPTEMBER 2023 TO SEPTEMBER 2024 LOCAL
GOVERNMENT ELECTIONS AND PROPOSED**

**Attachment 1
Current Schedule of Council
Delegates on Committees -**

Broken Hill Lead Reference Group 1 x Councillor	Councillor Browne
Broken Hill Liquor Accord 1 x Councillor	Councillor Gallagher
Broken Hill Traffic Committee 1 x Councillor (observer only)	Councillor Browne (observer)
Broken Hill Cemetery Working Group 3 x Councillors	Councillor Gallagher (Chairperson) Councillor Browne Councillor Page
Broken Hill ClubGRANTS Committee 2 x Councillors	Councillor Gallagher Councillor Page
Community Assistance Grants Panel Mayor + 2 Councillors	Mayor Kennedy Councillor Gallagher Councillor Boland
Companion Animals Management Working Group 3 x Councillors	Mayor Kennedy Deputy Mayor Hickey Councillor Gallagher
Country Mayor's Association Mayor + Deputy Mayor (alternate)	Mayor Kennedy Deputy Mayor Hickey (alternate)
Disability Inclusion Action Plan Working Group 2 x Councillors	Councillor Jewitt Councillor Chandler
EP O'Neill Memorial Precinct Project Steering Group Mayor, Deputy Mayor plus 1 x Councillor	Mayor Kennedy Deputy Mayor Hickey Councillor Jewitt
Far West Joint Organisation Mayor and Deputy Mayor	Mayor Kennedy Deputy Mayor Hickey
Fruit Fly Control Awareness Working Group 3 x Councillors	Councillor Page (Chairperson) Councillor Chandler Councillor Gallagher
Gateway Signage Advisory Committee Mayor, Deputy Mayor plus at least 1 Councillor	Mayor Kennedy Deputy Mayor Hickey Councillor Page
General Manager's Performance Review Committee Mayor, Deputy Mayor and 3x Councillors	Mayor Kennedy Deputy Mayor Hickey Councillor Boland Councillor Chandler Councillor Gallagher
Library and Cultural Precinct Project Steering Group Mayor and Deputy Mayor	Mayor Kennedy Deputy Mayor Hickey
Menindee Lakes Stakeholder Group 1 x Councillor	Councillor Browne

**APPOINTMENT OF DELEGATES TO COMMITTEES -
SEPTEMBER 2023 TO SEPTEMBER 2024 LOCAL
GOVERNMENT ELECTIONS AND PROPOSED**

**Attachment 1
Current Schedule of Council
Delegates on Committees -**

Murray Darling Association 2 x Councillors	Councillor Algate Councillor Browne
Perilya North Mine Community Consultative Committee 1 x Councillor	Councillor Browne
Project Steering Group for the Project Consultative Group Mayor and Deputy Mayor	Mayor Kennedy Deputy Mayor Hickey
Reconciliation Action Plan (RAP) Working Group 3 x Councillors	Councillor Browne Councillor Boland Councillor Turley
Regional Capitals Australia	Mayor Kennedy Deputy Mayor Hickey
Regional Cities NSW	Mayor Kennedy Deputy Mayor Hickey
Silverton Wind Farm Community Consultative Committee 1 x Councillor	Councillor Browne
Tidy Towns Working Group 2 x Councillors	Councillor Gallagher Councillor Browne
Western Division Councils 2 x Councillors	Deputy Mayor Hickey Councillor Gallagher
Western NSW Mining and Resource Development Taskforce Mayor	Mayor Kennedy
Volunteer Working Group 4 x Councillors	Councillor Browne Councillor Jewitt Councillor Chandler Councillor Turley

QUALITY CONTROL TABLE

Minute No.	Date	Resolution
46981	28/09/2022	Appointment of Delegates to Committees September 2022 to September 2023
47112 & 47146	29/03/2023	Establishment and appointment of Delegates to the Fruit Fly Control Awareness Working Group
47236	28/06/2023	Establishment and appointment of Delegates to the Broken Hill Cemetery Working Group

ORDINARY MEETING OF THE COUNCIL

September 21, 2023

ITEM 7**BROKEN HILL CITY COUNCIL REPORT NO. 187/23**

SUBJECT: **COUNCIL TO DETERMINE NUMBER OF COUNCILLORS FOR**
2024-2028 TERM OF COUNCIL **D23/51518**

Recommendation

1. That Broken Hill City Council Report No. 187/23 dated September 21, 2023, be received.
2. That pursuant to Section 224(2) of the *Local Government Act 1993*, Council determines the number of Councillors for the 2024-2028 Council Term of Office to be ten (10), which includes the Mayor.
3. That the Office of Local Government be notified of Council's resolution.

Executive Summary:

NSW Councils are required to determine the number of Councillors for the 2024/2028 Term of Office no less than 12 months prior to a Local Government Election (section 224 of the *Local Government Act 1993*).

Although the September Council Meeting will be held within 12 months of the 2024 Local Government Election, the Council can still make this determination at its September 2023 Council Meeting provided Council does not wish to change the number of Councillors.

Report:

Pursuant to the *Local Government Act 1993* (the Act) Council is required to determine the number of Councillors for the 2024-2028 Council Term of Office. This resolution should be made no less than 12 months prior to a Local Government Election.

The Act stipulates that the number of Councillors should be at least 5 and not more than 15.

Section 224 of the Act reads:

224 How many councillors does a council have?

- 1) A council must have at least 5 and not more than 15 councillors (one of whom is the mayor)
- 2) Not less than 12 months before the next ordinary election, the council must determine the number, in accordance with subsection (1), of its councillors for the following term of office.
- 3) If the council proposes to change the number of councillors, it must, before determining the number, obtain approved for the change at a constitutional referendum.

Council currently has ten (10) Councillors, including the Mayor.

Historically, Council has not considered a report to determine the number of Councillors unless a change (and subsequent referendum) was proposed, nor has the OLG provided any circular on this requirement previously.

The current number of Councillors is a workable number in order for adequate Councillor representation on all of Council’s Committees and Working Groups and at civic and community events; allows for quorums to be present at Standing Committees and Council Meetings in order that timely resolutions can be made on the business of Council; and to successfully advocate for the City at Conferences, Assemblies, Ministerial visits and any other opportunities that arise.

The General Manager is not aware of any reason or appetite of why Council would wish to increase or decrease the number of Councillors for the 2024-2028 Term of Office as per the limits stipulated in Section 224 of the Act.

Therefore, this report recommends that pursuant to Section 224(2) of *the Local Government Act, 1993* Council determines the number of Councillors for the 2024-2028 Term of Office to be ten (10) which includes the Mayor.

Community Engagement:

Not applicable.

Strategic Direction:

Key Direction:	4	Our Leadership
Objective:	4.1	Our leaders make smart decisions
Strategy:	4.2.1	Support leaders through the process of making difficult decisions

Relevant Legislation:

Section 224(2) of the *Local Government Act, 1993*

Financial Implications:

Nil

Attachments

There are no attachments for this report.

LEISA BARTLETT
EXECUTIVE OFFICER

JAY NANKIVELL
GENERAL MANAGER

ORDINARY MEETING OF THE COUNCIL

September 21, 2023

ITEM 8**BROKEN HILL CITY COUNCIL REPORT NO. 188/23****SUBJECT:** **CIVIC CENTRE OMBUDSMAN COSTS** **D23/51433****Recommendation**

1. That Broken Hill City Council Report No. 188/23 dated September 21, 2023, be received.
2. That Council note the report.
3. That Council note the ongoing legal cost recovery for the Civic Centre and ancillary matters.

Executive Summary:

At the 30 August 2023 Ordinary Meeting of Council, Council resolved the following regarding an update on the Civic Centre legal matter and the finalisation of the insurance recovery for the Ombudsman investigation:

Resolved

1. *That Broken Hill City Council Report No. 165/23 dated July 31, 2023, be received.*
2. *That Council note the below Cost Settlement with AJ&C, with the amount to be disclosed publicly when able to do so.*
3. *That Council note the Ombudsman legal fee recovery from Insurers of \$517,665.*
4. *That Council note the update below regarding the Legal Cost dispute with Redenbach Group Pty Ltd trading as Redenbach Legal.*
5. *That a redacted version of the section regarding the Ombudsman legal fees be presented to Council in the open section of the Ordinary Council Meeting to be held 27 September 2023.*

The report below contains a redacted version of the Ombudsman update with the removal of specific parts that would prejudice the various ongoing litigation matters.

Report:

The legal expenditure incurred in Council's defense in relation to the investigation into Council and the former General Manager Mr Roncon for the use of the Civic Centre without a full Occupation Certificate is detailed below.

Breakdown of expenditure of the Ombudsman matter. (Pending final review/reconciliation in conjunction with Council and Council's Insurers)

Year	Matter	Expenditure
2018	Ombudsman – Civic Centre	\$113,812
2019	Ombudsman – Civic Centre	\$923,119
2020	Ombudsman – Civic Centre	\$100,477
2020	Ombudsman – Civic Final Report	\$210,602
As	TOTAL	\$1,348,010

Councillors are aware, Council has been seeking insurance coverage and recovery for the Ombudsman Legal fees paid in relation to the Ombudsman investigation into the Civic Centre Project since the finalisation of the matter in 2019.

This matter commenced in June 2017 with the formal investigation notification being given to Council and notification given to Council's insurers of the matter. However ongoing legal costs were not provided or referred to Council's insurers at the time.

The investigation was finally completed in December 2019 by the Ombudsman and Council's insurers were notified of the total expenditure being \$1.34m.

Given the complexities of the matter, the extensive legal review prepared by Council's insurers, insurance underwriters and legal experts, the matter has only just been finalised as of August 2023.

The total costs accepted were \$517,665, which was broken down into two portions. One payable by Council's insurance underwriter being \$267,665 and the other portion being paid by the Statewide Mutual insurance group being \$250,000.

The advice and information provided to Council by Statewide Mutual and Councils insurance underwriter is summarised and redacted as below:

In this case, despite Council not seeking prior consent, the underwriter agrees to cover Council's reasonable Representation Costs and Mr Roncon's reasonable Investigation Costs (which were paid by Council) arising from the Ombudsman's Investigation.

The underwriter whilst providing coverage, still considers the high resistance strategy pursued by Council's legal representatives was excessive and that not all costs claimed were reasonably incurred. Coverage issues were raised on this basis. It notes had the insurers been made aware of the escalating Investigation and been given the opportunity to associate effectively with the defence, panel rates could have been applied, appropriately qualified and resourced solicitors could have been engaged, and an appropriate strategy could have been pursued which would have resulted in a much earlier and cheaper resolution of the Investigation as opposed to the legal strategy undertaken.

Council accepted the offer from Council's insurers and underwriter in August 2023, with the uncovered costs resulting in a total cost to Council of \$830,345.

As Councillors are aware, ongoing recovery of such costs is continuing through other various mechanisms.

Community Engagement:

Nil

Strategic Direction:

Key Direction:	4	Our Leadership	
Objective:	4.1	Openness and transparency in decision making	
Strategy:	4.1.5	Support the organisation to operate its legal framework	

Relevant Legislation:*Local Government Act 1993**Local Government (General) Regulation 2021***Financial Implications:**

Total cost recovery of \$517,665 from the Ombudsman matter, resulting in a cost to Council of \$830,345. Recovery efforts along with the remainder of the Civic Centre legal fees are ongoing and subject to previous confidential reports.

Attachments

There are no attachments for this report.

JAY NANKIVELL
GENERAL MANAGER

ORDINARY MEETING OF THE COUNCIL

September 21, 2023

ITEM 9BROKEN HILL CITY COUNCIL REPORT NO. 189/23

SUBJECT: DRAFT BROKEN HILL AIRPORT MASTER PLAN FOR PUBLIC EXHIBITION D23/51460

Recommendation

1. That Broken Hill City Council Report No. 189/23 dated September 21, 2023, be received.
2. That council endorse the Draft Broken Hill Airport Master Plan Report, dated 18 September 2023 for the purpose of public consultation.
3. That the Draft Airport Master Plan be placed on public exhibition for comment for a period of twenty-eight (28) calendar days.
4. That Council receives a further report at the conclusion of the exhibition period, detailing submissions and any recommended amendments arising, with a view to adopting the Draft Airport Master Plan.

Executive Summary:

The Broken Hill Airport has been a focal point for improvement over the past number of years, being a vital facility for all demographic groups within Broken Hill. The Airport is the air travel hub for the entire geographical region of Far West NSW. It also serves as a key secondary air services hub for parts of remote South Australia and Queensland.

In addition to Regular Passenger Traffic (RPT), the airport services as a key center for the Royal Flying Doctors Service (RFDS), commercial charter flights, and general aviation in the region. The federal government also uses the Airport for occasional defense and non-defense related air travel. In recent years, Qantas has added Regular Public Transport (RPT) services in addition to the regular Regional Express (REX) RPT services. RPT traffic is mainly to Adelaide and Sydney.

Landrum and Brown were engaged by Council in October 2022 to develop a 20-year Broken Hill Airport Master Plan to renew the previous 2008 Master Plan. The new Master Plan was to address the renewed infrastructure (and otherwise) requirements of the Airport because of progressive developmental changes since 2008 as well as ensuring a renewed focus on the mining and industry resurgence, ongoing tourism development, airside aviation land development and freehold landside development for much needed industrial/commercial land development.

Report:**Timeline of Events**

An Airport Master Plan was carried out in 2008 by Aurecon to address the Airport's infrastructure (and otherwise) requirements for the foreseeable short-term future. Aspects of that report were implemented between the period of 2009 and 2020.

Due to developments in the operations and infrastructure requirements at the Airport, Council approved for a new Airport Master Plan to be developed in 2022. An open

procurement process followed with the appointment of L&B Worldwide Australia Pty Ltd (trading as Landrum and Brown) in October 2022 as the specialist airport consulting firm to develop the new master plan.

The Master Plan Report Version C dated 18 September 2023 was issued by Landrum and Brown.

Elements of the Master Plan

The Master Plan has been developed for a nominal period of twenty years, from 2023 to 2042. Among other elements, the following from part of the key recommendations:

- Airside pavements upgrades including a strengthening of the main runway 14/23, taxiway alpha, refurbishment of taxiway Charlie and a gradual expansion of the RPT and GA aprons dependent on future demand.
- Works to the main airport terminal including security screening with associated upgrades to the existing terminal and an expansion to cater for possible future requirements by Civil Aviation Safety Authority (CASA)
- Upgrades and expansions to rental car facilities.
- A new demand driven commercial precinct at the airport to make use of prime land for aviation and non-aviation commercial opportunities with associated sub-division services and roadways.

Soil tests have also been carried out to compliment the Master Plan to minimize the risk of adverse ground conditions, which were not carried out as part of the last Master Plan in 2008.

The report contains a multi-staged approach to the development with consideration given to minimize inter-dependencies. This approach has been taken so that stages, sub-stages, or parts of the development plan can be individually implemented depending on the available funding or the requirements of the airport.

Next Steps in the Master Plan Process

This report is aimed at seeking Council endorsement of the Draft Broken Hill Airport Master Plan Report and its subsequent public exhibition.

Community Engagement:

Key stakeholders were engaged during the development of the Master Plan. This included:

- Broken Hill Airport staff and management personnel
- Representative(s) from the RFDS
- Representative(s) from REX and Qantas
- Representative(s) from the local operational groups based at Broken Hill Airport

Consultations and engagements were carried out by Landrum and Brown in conjunction with Council officers.

Strategic Direction:

Key Direction:	2	Our Economy
Objective:	2.1	Our businesses are well connected and thrive in an environment that supports innovation and economic growth
Strategy:	2.1.6	Develop the Airport as a commercial and industrial precinct
Action:	2.1.6.1	Implement actions from the Airport Master Plan
	2.1.6.2	Advocate for Airport upgrades in line with Advocacy Strategy and Airport Master Plan

Relevant Legislation:

Local Government Act 1993

Local Government (General) Regulation 2021

Financial Implications

This report does not carry any financial implications for Council.

The cost of the masterplan was \$141,000 and approved within the 2022/23 financial budget.

Attachments

1. [↓](#) Draft Broken Hill Airport Master Plan

SIMON BROWN

DIRECTOR FINANCE AND COMMERCIAL

JAY NANKIVELL

GENERAL MANAGER



DRAFT

BROKEN HILL AIRPORT

Airport Master Plan

Final Report: September 2023

Landrum and Brown



Document Prepared by:

L&B Worldwide Australia Pty Ltd (trading as Landrum and Brown)

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Contact: Justin Lamond, Associate Vice President

Version and Use Information:

Version Letter	Date	Author(s)	Approver	Comments
A	23/06/2023	JAL		Draft
B	24/08/2023	JAL	IG	Draft Final
C	18/09/2023	JAL	IG	Final Issue

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Glossary

List of Abbreviations and Acronyms

Term	Description
AC	Advisory Circular
ABF	Australian Border Force
ACN	Aircraft classification number
ADF	Australian Defence Force
AIP	Aeronautical Information Publication
AMS	Department of Home Affairs Aviation and Maritime Security Branch
ARP	Aerodrome reference point
ARR	Arrivals
ASDA	Accelerate Stop Distance Available
ATM	Air Traffic Movement
BHCC	Broken Hill City Council
BHQ	Broken Hill Airport IATA code
BN	Britten Norman
BOM	Bureau of Meteorology
CAAP	The Civil Aviation Advisory Publication
CAGR	Combined Annual Growth Rate
CAO	Civil Aviation Order
CAR	Civil Aviation Regulations 1988
CASA	Civil Aviation Safety Authority
CASR	Civil Aviation Safety Regulation
CWY	Clearway
DEP	Departures
ERSA	En Route Supplement Australia
FAA	Federal Aviation Administration of the USA
FIFO	Fly In Fly Out
GA	General Aviation
GSE	Ground Support Equipment
ha	Hectares
BHQ	Broken Hill Airport
IATA	International Air Transportation Association
LDA	Landing Distance Available
m	Metres
MOS	Manual of Standards
MRO	Maintenance Repair and Overhaul
MTOW	Maximum Take Off Weight
NASF	National Airports Safeguarding Framework
NDB	Non-directional Radio Beacon
OLS	Obstacle Limitation Surface

Term	Description
OMGWS	Outer main gear wheel span
PANS-OPS	Procedures for Air Navigation Services - Aircraft Operations ICAO Doc 8168 Vol I and II
PAPI	Precision Approach Path Indicator
PAX	Passengers
PCN	Pavement Classification Number
QF	QANTAS (QantasLink)
RESA	Runway End Safety Area
RFDS	Royal Flying Doctor Service
RPA	Rules and Practices for Aerodromes
RTP	Regular Public Transport
Rwy	Runway
SWY	Stopway
TODA	Take-off Distance Available
TORA	Take-off Run Available
ZL	Regional Express (Rex)

1 Executive Summary

The Broken Hill Airport master plan review has been developed by Landrum and Brown in consultation with Broken Hill City Council and stakeholders.

The aim of the Airport Master Plan is to:

- Develop a long term strategic vision for the airport,
- Identify growth opportunities for both the aviation and non aviation sectors.
- Identify upgrades to infrastructure to facilitate growth and achieve regulatory compliance.

A major part of the airport master planning process has been to demonstrate how the airport can respond to a projected growth in the mining sector around Broken Hill. This has the potential to substantially change the operational dynamic at the airport. Increased mining activity in the region is likely to see an increase in charter and potentially Fly In Fly Out (FIFO) operations at the airport. Additional infrastructure would be required to serve this increased aviation activity.

A second aspect of the airport master plan has been to identify potential commercial land resources that exist on the airport site. Unlocking of these land resources could provide economic benefits to both the Council and the wider region.

1.1 Existing Infrastructure

The major existing infrastructure elements at Broken Hill Airport are:

- Two runways – one sealed and used for all types of current aircraft operations; one unsealed and only suitable for small aircraft and not available after heavy rain.
- Taxiways Alpha, Bravo and Charlie linking Runway 05/23 with the aircraft parking aprons.
- Aircraft parking aprons serving scheduled services (the RPT Apron), Royal Flying Doctor Service (RFDS) and general aviation (GA) operators.
- Passenger terminal. This has sufficient capacity for current passenger demand levels.
- Internal airport roads and car parking.
- RFDS facilities – hangar, medical centre, visitor centre. RFDS facilities are on freehold land and not controlled by Broken Hill City Council.
- GA sector facilities – hangars
- Aviation support facilities – fuel tanks, navigational aids, weather station.
- Council facilities – works depot, crematorium, animal shelter.

The major infrastructure issues that have been identified and need to be addressed are:

- Insufficient runway strength for larger jet aircraft. This limits potential aircraft types used by airlines and charter operators that may wish to use Broken Hill airport.
- Poor condition of Taxiways Bravo and Charlie as well as the RFDS and GA aprons.

- Insufficient aircraft parking capacity on the RPT Apron.
- Single taxiway – Taxiway Alpha – linking all aprons and Runway 05/23. This presents a risk to airport operations should there be an aircraft breakdown or pavement failure.
- Lack of terminal security screening – not currently required but continued growth may trigger a requirement for screening at short notice.
- Lack of public car parking capacity.

With the exception of the taxiways mentioned above, the overall condition of airport infrastructure is generally good and not a cause for concern provided good maintenance programs remain in place.

1.2 Forecasts and Future Requirements

Forecasts of aviation activity have been prepared as part of the master planning process. The forecasts have guided facilities requirements for future infrastructure and growth.

The mid range forecast is for Broken Hill Airport to grow from 65,000 annual passengers in 2019 to 110,500 annual passengers in 2042.

It is considered that aircraft size will increase from the current 38 – 51 seat range to approximately 74 seats during this time.

Forecasts have been developed for the charter and FIFO sector. These are being driven by the projected growth in the Broken Hill mining sector. These forecasts must be understood to be to some extent speculative as there is currently negligible traffic arising from this sector at the airport. Therefore, the forecasts have not had a base to build from.

When combined, the scheduled and charter sectors are forecast to require substantial additional facilities over the twenty year master plan period.

The forecasts and stakeholder consultation have been the major inputs to determining the future facilities requirements at the airport.

1.3 Airport Development Proposal

The aim of the airport development proposals is to provide additional infrastructure that responds to the growth demands on the airport as well as regulatory requirements.

Providing growth flexibility has been a key part of the airport planning process. Much of the airport growth is forecast to be generated by an expansion of the regional mining industry. Mining is a highly cyclical industry and it is possible that growth may not meet the forecasts but there is also the possibility that growth may exceed forecasts. The aim of the planning has been to facilitate growth on an incremental basis so additional capacity can be provided when required without overcapitalising should the growth not occur or be delayed.

The highlights of the airport development to 2042 are.

Runways

- Strengthening of Runway 05/23 to enable operations by larger Code C jets such as the B737 family, A319 to A321 family or A220 family and provision of larger aircraft turning pads at each runway end.

- Safeguarding for a 280 metre wide runway strip to Runway 05/23.
- Sealing of Runway 14/ 32 to allow for all weather operations.

Taxiways

- Provision of a full length parallel taxiway to Runway 05/23. It is envisaged that only part of this will be required during the 20 year master plan period.
- Additional taxiways to link the aircraft parking aprons with the runway system.
- Upgrades and refurbishment of existing taxiways. Major maintenance of Taxiway Bravo is likely to occur during the 2023 – 24 financial year.
- Additional taxiways will be provided to serve an enlarged aviation commercial zone.

Aircraft parking aprons

- NSW Government grants have been received by Council for the expansion of the RPT apron and refurbishment of the RFDS apron. These works are likely to occur during the 2023 – 24 financial year.
- Further expansion of the RPT Apron for up to a total of nine aircraft has been planned for. It is envisaged that growth will occur incrementally to meet demand.
- Major expansion of the GA apron is planned to serve an enlarged aviation commercial zone. This will include a dedicated helicopter parking facility. The additional GA aprons will be provided to the east of the terminal precinct.
- Proposed expansion of the RFDS apron to meet additional RFDS demand. The RFDS have indicated a desire for additional apron space in the future.

Passenger terminal

- Expansion and upgrade of the existing passenger terminal. Security screening passengers and baggage will be the major driver as well as additional mining traffic demand.

Internal airport roads and car parking.

- A new roundabout at the airport entrance to direct traffic in three directions – terminal, RFDS precinct and new commercial development zone.
- Additional roads to serve the commercial development zone to the east of the airport.
- A new road to link the RFDS area with the airport entry. Removing the need for RFDS visitors to pass the face of the terminal.
- Expansion of the existing terminal car park and rental car park.
- High level engineering plans have been developed outlining engineering requirements for road and car park development.

RFDS facilities

- Development of an RFDS precinct to the west of the passenger terminal. This will have separate road access.

- Scope for further development of RFDS facilities – hangar, medical centre and visitor centre. This will include additional car parking for RFDS visitors and staff.

Commercial Development Zone

- The master plan provides for the development of a commercial development zone in the north east sector of the airport.
- The commercial zone is envisaged to accommodate both aviation related business – with direct access to aircraft aprons – and non-aviation businesses.
- Approximately 10 hectares of commercial land has been identified for the non-aviation commercial zone.
- Depending on market demand there is flexibility on which land may be allocated to aviation or non aviation uses.
- High level engineering plans have been developed outlining engineering servicing requirements such as power, water and sewage for the commercial development areas.

Other Facilities

- Aviation support facilities – fuel tanks, navigational aids, weather station – are envisaged to remain largely unchanged.
- Council facilities – works depot, crematorium, animal shelter – will also be unchanged.

1.4 Implementation Plans

Staging plans have been developed for each five year period through to 2042. These show how the airport can be developed in an orderly manner. Enabling works and interrelationships between stages have also been identified.

The capital cost plans have been developed based on the requirements and the staging plans.

2 Introduction

2.1 Background

The Broken Hill Airport master plan review has been developed by Landrum and Brown in consultation with Broken Hill City Council and stakeholders.

The aim of the Airport Master Plan is to:

- Develop a long term strategic vision for the airport,
- Identify growth opportunities
- Identify upgrades to infrastructure to facilitate growth and achieve regulatory compliance.

The Broken Hill Airport is the gateway to Far Western New South Wales. The airport is located 503 nautical miles (932km) west of Sydney and 230 nautical miles (426km) north east of Adelaide.

Figure 1: Broken Hill RPT Services and Connections (2023)



The airport has several fixed-wing and rotary-wing operators as follows:

- Regular Public Transport (RPT) SAAB 340 services to and from Sydney, Adelaide, Dubbo and Mildura operated by Regional Express (Rex) and Bombardier Q300 services to Sydney operated by QantasLink. Rex services through Mildura provide connections to Melbourne.
- Royal Flying Doctor Services (RFDS) Emergency services and other transient emergency services when required.
- Charters mainly related to the mining industry.

The total airport area is approximately 344 hectares. The terrain around the airport provides few constraints for development of airport infrastructure, capacity and operations though development is limited by ease of access and ground conditions.

2.2 BHCC Objectives and Response

The Broken Hill Airport Master Plan that has been developed is a response to an expected increase in employment in the mining industry and a predicted population increase in the local area. The growth of the mining industry and its ongoing development will fuel increases in demand from industry and contribute to passenger growth.

The objectives of Broken Hill City Council in commissioning the preparation of a new Broken Hill Airport Master Plan are to: ¹

- Address the expected increase in passenger and freight transport required to support the expanding mining industry.
- Interrogate the airport upgrade costings adopted in the 2019 business case given the change in global affairs, supply chain and market prices.
- Identify potential industrial, business and commercial opportunities for the proposed subdivision/industrial precinct.
- Identify required upgrades to the airport terminal and security to meet regulatory requirements for increased passenger services.
- Support applications for State and Federal Government Funding to upgrade airport infrastructure to overcome current issues that include upgrades to aprons, taxiways and runways.
- Expand Broken Hill's industrial/commercial land footprint by sub-dividing the airport to meet the demands of the aero, space and freight industries.
- Ensure that the airport caters for growth and employment opportunities associated with a recent resurgence in mining activity and other large-scale investment projects.
- Cater for the use of larger jet aircraft typically used by major budget carriers to further develop regional tourism initiatives.

The Master Plan that has been developed is a response to those objectives. It is a document that provides a strategic plan:

- To provide airport facilities that will enhance economic growth and strengthen regional communities in the City of Broken Hill and the broader Far West region.
- To ensure that the airport achieves regulatory compliance.
- To unlock more potential for traffic growth at the airport – growth being key to development.
- That facilitates the continued presence of the Royal Flying Doctor Service base at Broken Hill Airport.
- That provides a framework for commercial development at the airport.
- Provides a framework for further detailed planning and engineering development at the airport.

The main areas of study have included:

- Development of a robust forecast that will provide a guide to future development.
- Facilities analysis and development to sustain future growth of the airport.
- Airport Development Options;
 - Balancing needs and growth demand for aviation facilities – both airside and landside.
 - Optimizing the use of existing airport land and infrastructure.
 - Identifying strategies for commercial land development.
 - Providing facilities for an enhanced RFDS operation.
 - Landside Access – providing for future access improvements to the airport.

¹ EOI22/4 – Expression of Interest to Develop a Master Plan for the Broken Hill Regional Airport, Broken Hill City Council, August 2022.

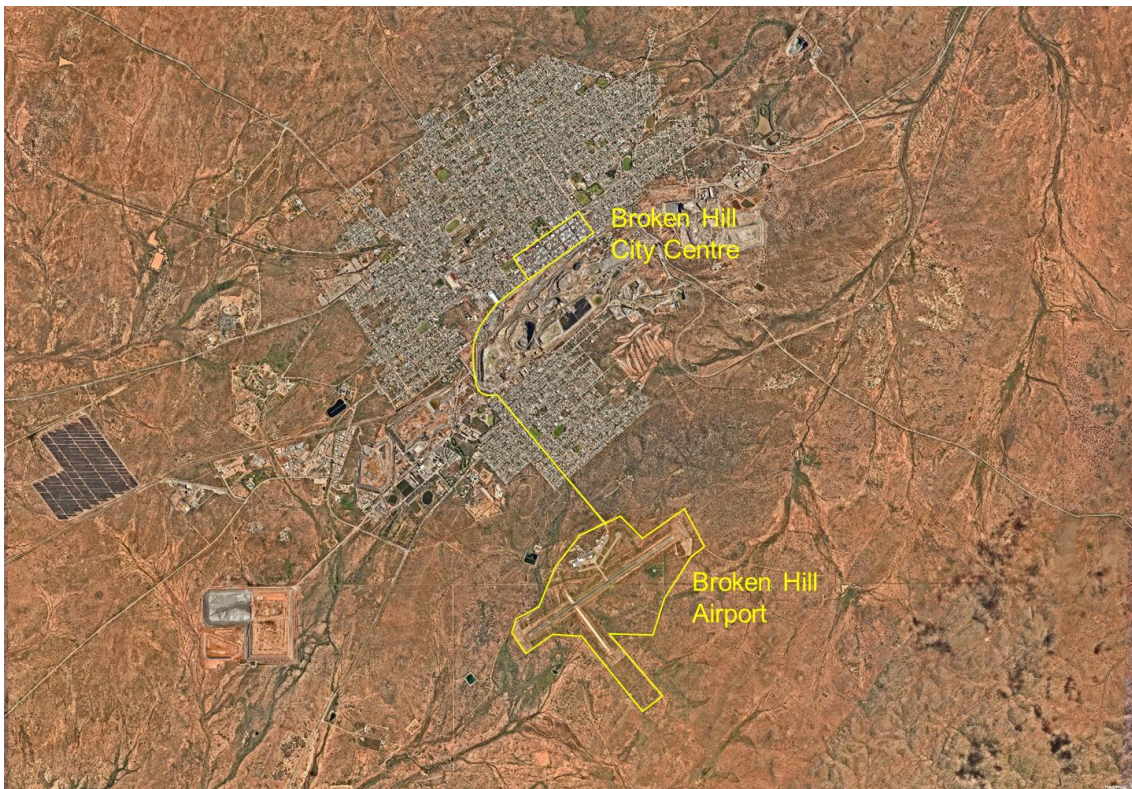
3 Existing Airport Infrastructure

3.1 Site Overview

Broken Hill Airport (BHQ) is located 6km south of the Broken Hill city centre and is accessed from the city by the Silver City Highway, Bonanza Street and Pro Hart Way.

The relative location of the airport is shown in Figure 2 below.

Figure 2: Broken Hill Airport Location Map²



The terminal, aircraft parking aprons and hangars are located to the north of the airport and accessed from Airport Road. The airport has a total land area of 344 hectares. Areas of freehold land owned by the RFDS are included in this figure.

The overall existing site plan and terminal area plans are shown in Figure 3 and Figure 4 below. The site plans show the airport site boundary, major airfield infrastructure and runway strips, navigational aids, terminal and hangar buildings, and major stormwater drains.

² Aerial Photo Base: Nearmap

Broken Hill Airport
Master Plan



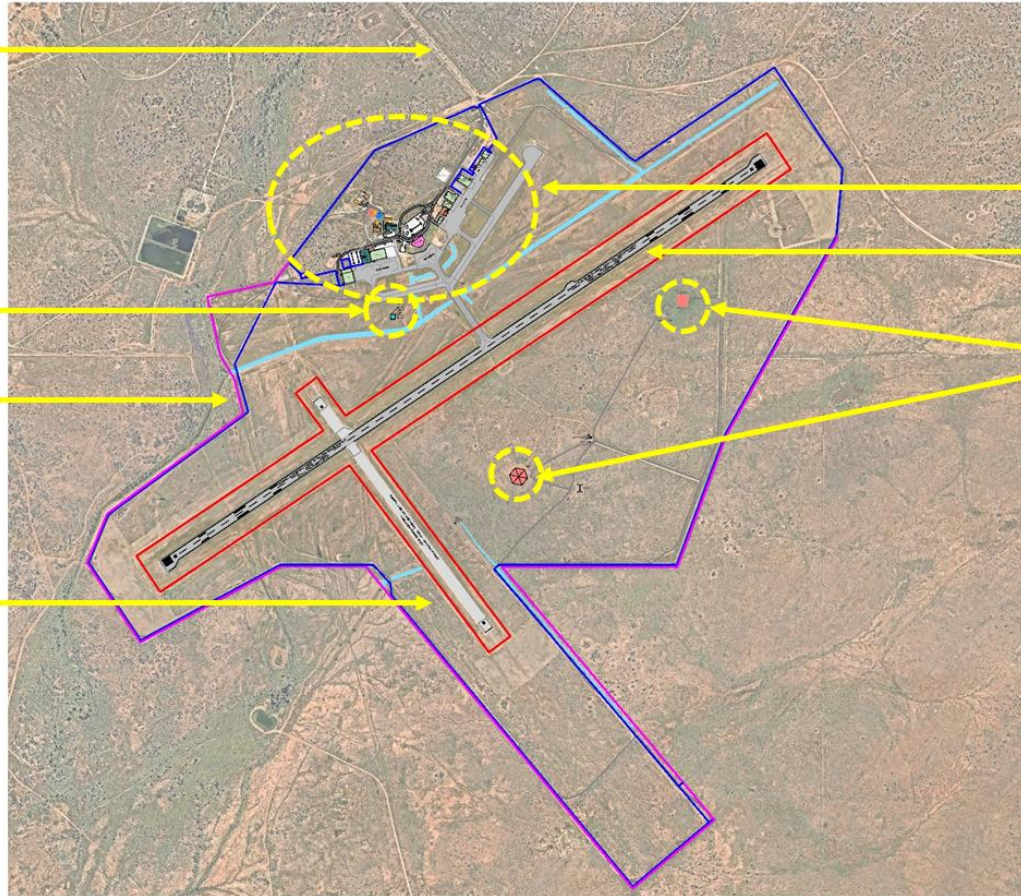
Figure 3: Overall Broken Hill Airport Site Plan³

Airport access road

BoM Weather Station

Kangaroo proof fence

Runway 14/32



Terminal / RFDS /
GA Precinct

Runway 05/23

Navigational Aids

LEGEND

- Terminal
- Hangar
- Aero Club
- Fuel Area
- Nav Aid
- RFDS Area
- Council Building
- Office
- Shed
- Drainage
- Weather Station
- Aircraft Facilities
- Car Park
- Fence/ Boundary
- Fence/ Boundary
- Air/Landside Roads

³ Aerial Photo Base: Nearmap

Broken Hill Airport
Master Plan

Figure 4: Existing Terminal Area Plan⁴



- LEGEND**
- Terminal
 - Hangar
 - Aero Club
 - Fuel Area
 - Nav Aid
 - RFDS Area
 - Council Building
 - Office
 - Shed
 - Drainage
 - Weather Station
 - Aircraft Facilities
 - Car Park
 - Fence/ Boundary
 - Fence/ Boundary
 - Air/Landside Roads

⁴ Aerial Photo Base: Nearmap



3.2 Site Analysis: Review of Existing Airfield Infrastructure

3.2.1 Runways

The key features of the airport runway infrastructure are:

- Runway 05/23 is the main runway for the airport. This is 2512m long, 30m wide, and has a 150 metre wide runway strip which is grandfathered to the previous regulations as it does not conform to the requirements of the 2020 Manual of Standards (MOS).⁵ Though Runway 05/23 has the length to be classified as a Code 4 runway (over 1,800 metres), it is classified as 3C as runway strength constrains aircraft types to runways usually classified as Code 3.
- Runway 05/23 has a designated PCN of 15⁶. The largest aircraft that uses the runway regularly (Bombardier Q300) has a PCN requirement of 8.
- Runway 05/23 is a non-precision approach runway.
- Scheduled operations can only use Runway 05/23.
- Runway 14/32 is the secondary runway for the airport. It is 1000m long, 30m wide and has a 90m runway strip. The runway is classified 2B on this basis. Runway 14/32 is unsealed on a limestone base and does not have a designated PCN.⁷ This limits take offs and landings to small aircraft of under 5,700kg MTOW (Maximum Take off Weight). As the runway is unsealed, it is unusable after heavy rain.
- Runway 14/ 32 is non instrument rated.
- There is no runway lighting on 14/32.
- There are no terrain issues affecting airport operations.
- There are no parallel taxiways on the airport. That, combined with a single taxiway access (Taxiway Alpha) to aircraft parking aprons means that all aircraft must occupy some or all of Runway 05/23 when taxiing prior to take off or after landing.

Major airfield features are shown in the Broken Hill Aerodrome Chart in Figure 5 below.

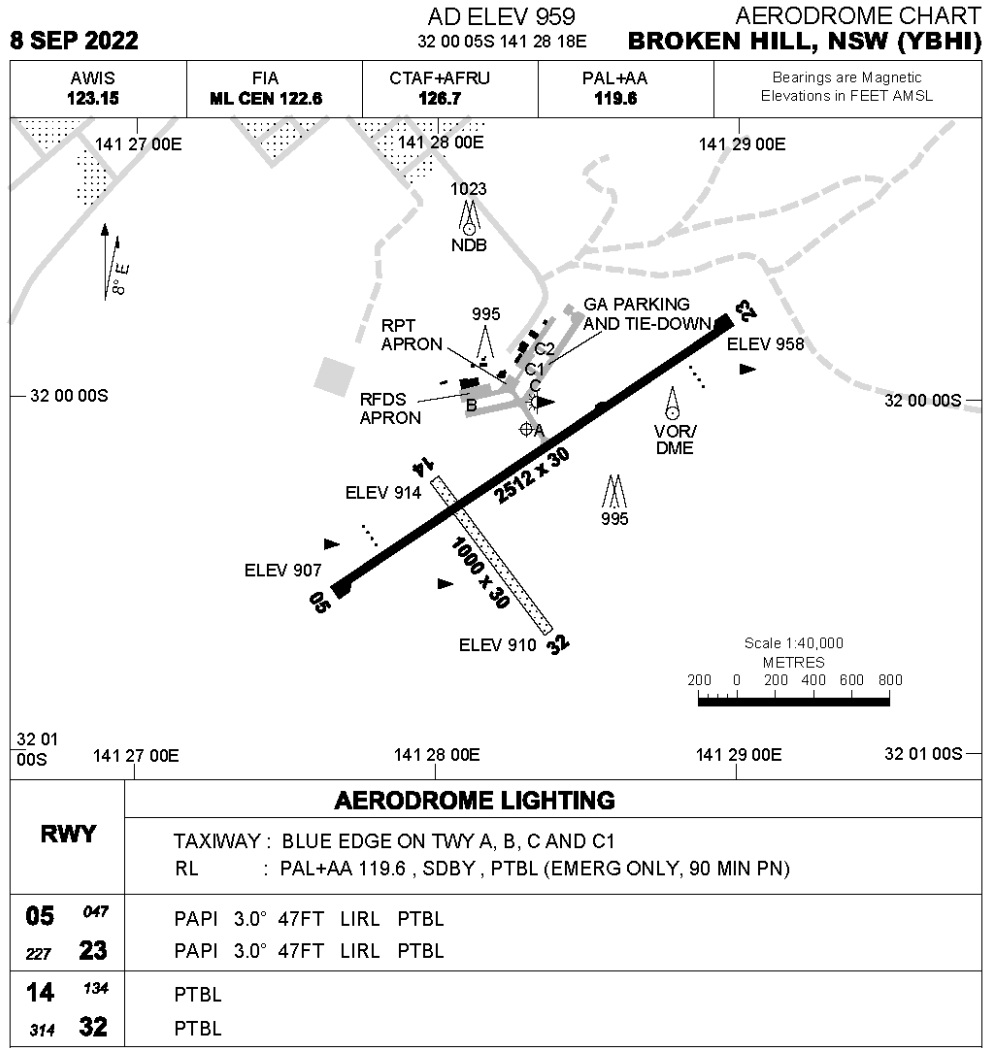
⁵ Part 139 (Aerodromes) Manual of Standards 2019 (as amended), 13 August 2020.

⁶ https://www.airservicesaustralia.com/aip/current/ersa/FAC_YBHI_23MAR2023.pdf

⁷ https://www.airservicesaustralia.com/aip/current/ersa/FAC_YBHI_23MAR2023.pdf

Broken Hill Airport
Master Plan

Figure 5: BHQ Aerodrome Chart⁸



⁸ https://www.airservicesaustralia.com/aip/current/dap/BHIAD01-172_15JUN2023.pdf

The major runway features – runway length and runway strips - are shown in Figure 6 below.

Figure 6: Major Existing Runway Features⁹

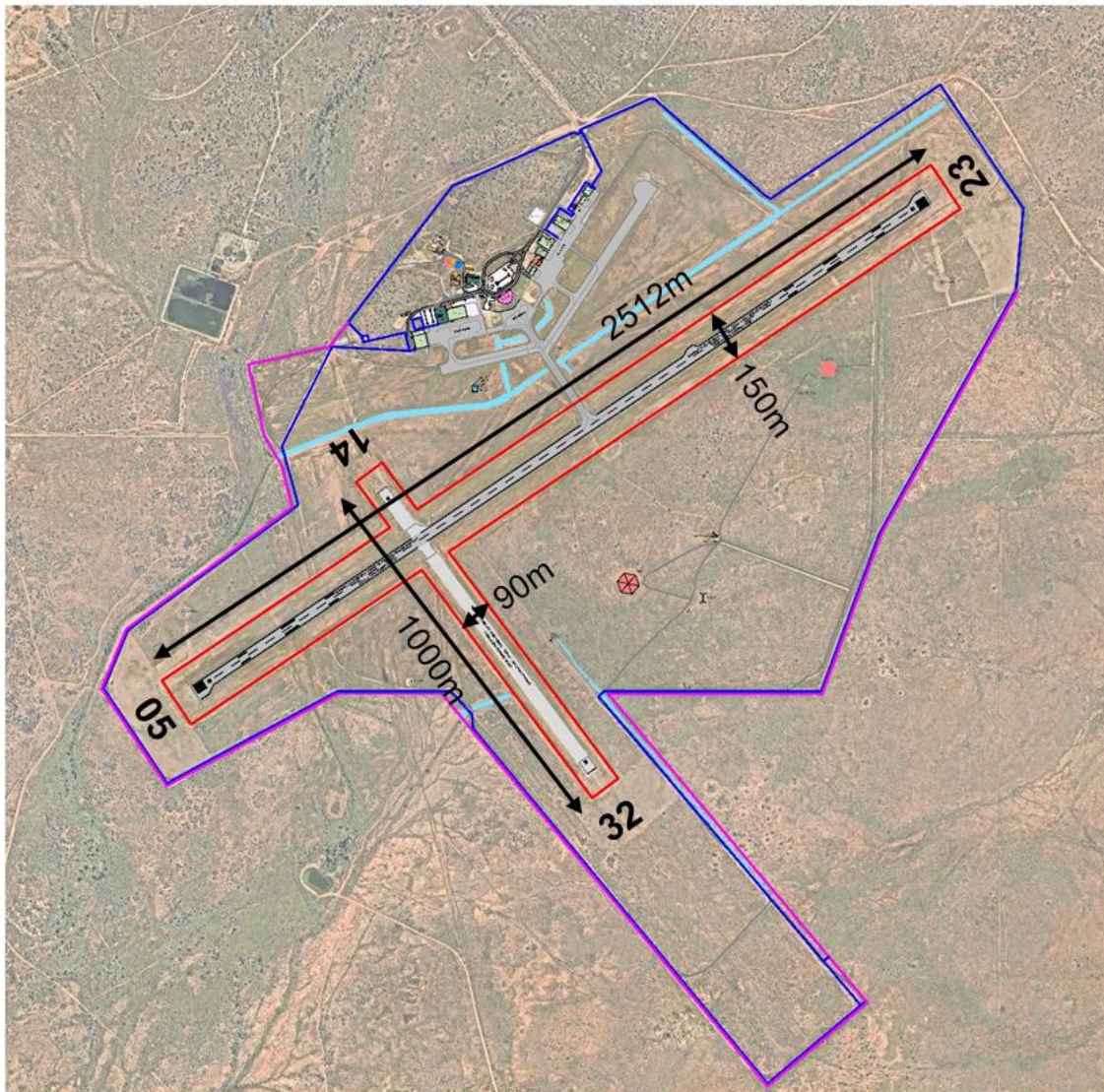


Table 1 below outlines the characteristics for aircraft currently serving Broken Hill Airport or may be used in future subject to an airport upgrade.

Table 1: Current or Potential BHQ Aircraft Characteristics

⁹ Aerial Photo Base: Nearmap

Aircraft Type	AC Code	Seats	MTOW (tonnes) ^A	Runway Code	Runway PCN @ MTOW ^B	OMGWS (m)	Taxiway Width Requirement ^C
SAAB A340	B	30 – 36 (ZL)	13.15	3B	6	7.26	15
Bombardier Q300	C	50 (QF)	19.5	2C	8	8.56	15
Bombardier Q400	C	74 (QF)	30.5	3C	14	9.54	23 ^D
ATR 42	C	42	18.6	2C	9	4.68	10.5
ATR 72	C	68	23.0	3C	11	4.66	10.5
Fokker F70	C	80 (QQ)	39.9	3C	14	5.04	10.5
Fokker F100	C	100 (QQ)	45.8	4C ^E	25	5.04	10.5
Embraer E190	C	94 – 112 (QQ)	51.8	3C	28	5.94	10.5
Boeing B717	C	110-125 (QF)	50.0	4C	31	4.9	10.5
Boeing B737-800	C	168 - 180	79.0	4C	44	5.7	10.5
Airbus A220-300	C	137	67.5	4C	36	6.7	15
Airbus A320-200	C	176	78.0	4C	41	7.6	15

Notes related to Table 1.

- A. Existing RWY 05/23 is rated to 40 tonnes MTOW.
- B. Existing RWY 05/23 PCN is 15
- C. CASA MoS 139 (2020) – Table 6.37¹⁰
- D. QANTAS have advised that they have a nationwide dispensation to use 15 metre wide taxiways subject to a risk analysis.
- E. The airport and aircraft operator have some discretion on operation taking into account take off weight limitations, risk analysis and safety cases.

The table shows in red that larger Code C jets cannot be currently be accommodated at Broken Hill due to insufficient runway strength. There is sufficient runway length for these aircraft.

Strengthening of Runway 05/23 for these larger jets would see the runway reclassified to 4C due to the runway length. CASA MoS139¹¹ indicates that Runway 05/23 should have a runway width of 45 metres (rather than 30 metres as existing) if it was to be reclassified to 4C. However, the same section indicates that there is discretion on the part of airport and aircraft operator regarding runway width. The operation of Code 4C jets on 30 metre wide runways usually requires a safety case to be developed by airlines. Ballina, Kununurra and Ayers Rock are Australian airports where Code C jets such as B737 and A320 are operated from 30 metre wide runways. It is considered that on the basis of need and the precedents set out above that there is no need at this stage for Runway 05/23 to be widened from the current 30 metres. This would have to be confirmed by a safety case and agreement with CASA. Prior discussions with CASA are recommended.

A non precision approach Code 4 runway should have a 280 metre wide runway strip¹². Currently, there is a 'grandfathered'¹³ 150 metre runway strip in place. A change to the operational characteristics of the runway

¹⁰ Part 139 (Aerodromes) Manual of Standards 2019 (as amended), 13 August 2020.

¹¹ Civil Aviation Safety Authority Part 139 (Aerodromes) Manual of Standards 2019 Table 6.02 (1)

¹² Civil Aviation Safety Authority Part 139 (Aerodromes) Manual of Standards 2019 Table 6.17 (4)

¹³ Refer Appendix A for CASA 'Grandfathering' definition

would see a requirement for full current conformance.¹⁴ Runway End Safety Areas (RESA) would be required should there be a runway upgrade and the need for full conformance to current standards.

A future 280m runway strip should be considered and safeguarded for in any future planning and airport development.

The runway length of 2512m is considered to be longer than required for current and foreseeable future traffic. The added length does add to operational and maintenance costs but there is not benefit seen in shortening the runway especially in as there have been recent upgrades to the airport lighting system. There is no requirement for runway shoulders¹⁵ due to runway width.

Runway 05/23 is considered to be in generally good condition though some crack sealing is required for maintenance reasons. The runway will need a structural re-sheeting to accommodate heavier aircraft up to B737 or A320.

Runway 14/32 is a gravel runway and in generally good condition. A sealed resurface has been considered so that it can be used in all weather conditions.

All airport ground lighting was replaced in 2021.¹⁶

Figure 7: Runway 05/23 Looking East



Figure 8: Runway 14/ 32 Looking South

¹⁴ https://consultation.casa.gov.au/regulatory-program/part-139-acsc-con-1/supporting_documents/Draft%20AC%20139.A03%20v1.0.PDF

¹⁵ Civil Aviation Safety Authority Part 139 (Aerodromes) Manual of Standards 2019 Section 6.11

¹⁶ Annual Technical Inspection Broken Hill Airport: Aerodrome Design Services, February 2022.



The current Obstacle Limitation Surface (OLS) diagram is shown in Figure 9¹⁷.

Currently there appear to be no significant OLS issues.

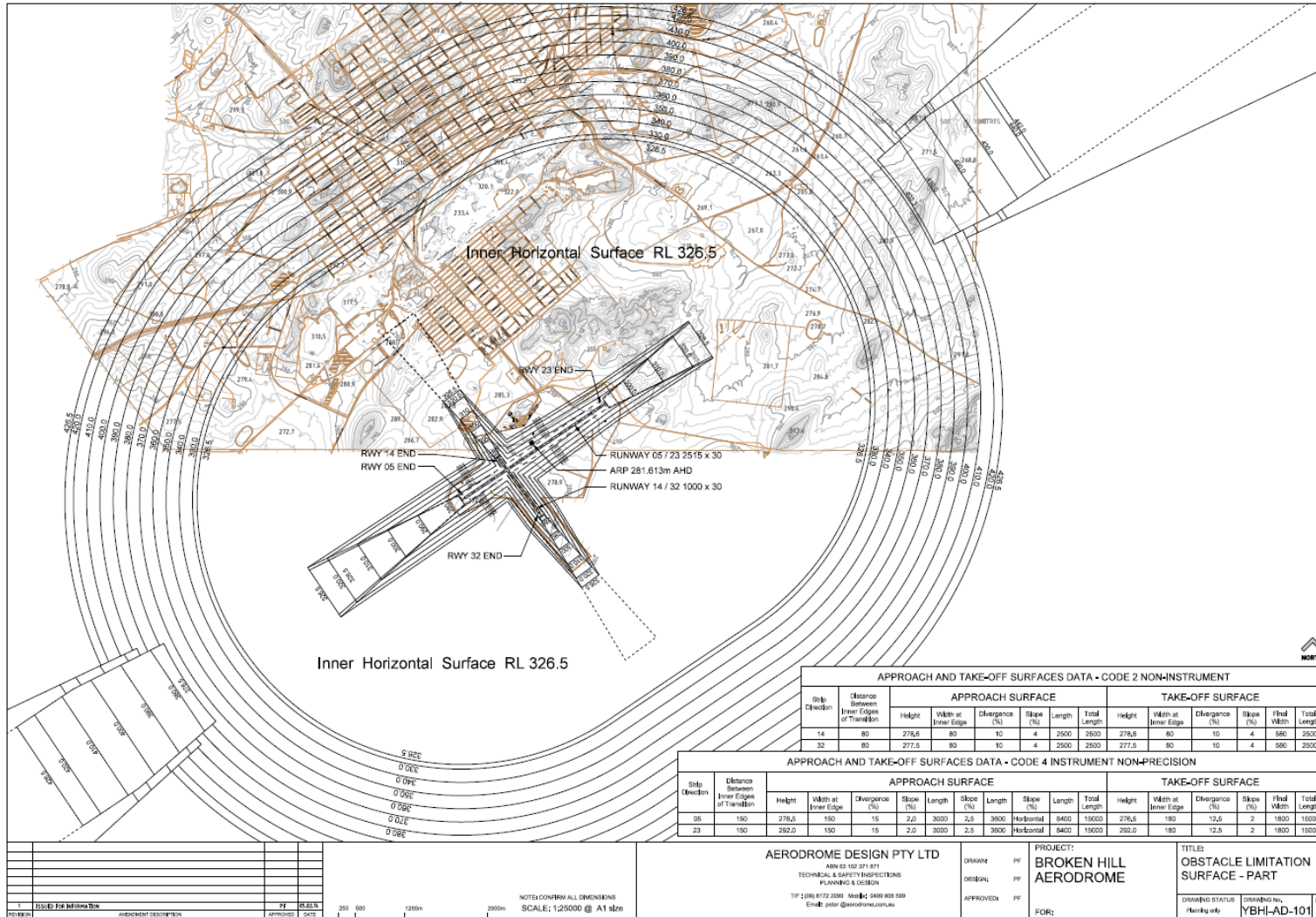
Technical inspections reviewed have noted that regular tree maintenance at runway ends is required to prevent obstructions.

¹⁷ Supplied by BHCC. Prepared by Aerodrome Design Pty Ltd.

Broken Hill Airport
Master Plan



Figure 9: Obstacle Limitation Surface – 150 metre Runway Strip



3.2.3 Taxiways

There are no parallel taxiways on the airport. The taxiways serve the terminal, RFDS and GA aprons. The taxiway locations and names are shown in Figure 10 below. All access from the runway is via Taxiway Alpha with Taxiway Bravo serving the RFDS apron and Taxiway Charlie serving the GA apron. Taxiways Bravo and Charlie are wider than required as they were the original airport runways. The taxiways are marked as 15 metres which is suitable for an aircraft with an OMGWS of up to 9 metres. Currently, the taxiways are only required to be 10.5 metres in width.

Figure 10: Taxiway Locations¹⁸



The single access from runway to aprons is a major area of operational concern raised by both Broken Hill Airport and airport user stakeholders. Taxiway Alpha is a major operational risk as it is a potential single point of failure should there be an aircraft breakdown or major maintenance is required.

The condition of the taxiway surfaces has been identified as a major issue going forward. Taxiways Bravo and Charlie are in poor condition and require replacement. This has been highlighted by the 2022 Annual Technical Inspection¹⁹ and earlier. Up to 20,000 metres of crack sealing has been applied. A continual taxiway sealing and patching program has been required to prevent taxiway failure and damage to aircraft.

¹⁸ Aerial Photo Base: Nearmap

¹⁹ Annual Technical Inspection Broken Hill Airport: Aerodrome Design Services, February 2022.

Figure 11 and Figure 12 show the extent of patching that has been carried out to date. Larger potholes need to be filled with fast setting concrete as shown below.

It is apparent from the condition of Taxiway Bravo that replacement of the surface is needed as soon as possible. Funding has been received for these works and they are expected to take place in 2023.

Figure 11: Taxiway Bravo Aerial View²⁰



Figure 12: Taxiway Charlie Aerial View²¹



Figure 13: Taxiway Bravo Potholes



²⁰ Aerial Photo Base: Nearmap

²¹ Aerial Photo Base: Nearmap

3.2.5 Aircraft Parking Aprons

There are three distinct aircraft parking aprons on the airport:

- RPT Apron – two stands adjacent to the terminal where scheduled aircraft services are parked.
- RFDS Apron – three stands which serve RFDS operations.
- GA Apron – serving GA hangars north east of the terminal

These are shown in Figure 14 below.

Figure 14: Aircraft Parking Apron Locations²²



The RPT Apron is accessed from the runway by Taxiway Alpha and has two stands power in power out stands. Bay 1A is allocated for aircraft up to Q300 size, Bay 2 for SAAB 340.

Advice received is that a Q400 aircraft can only be accommodated if there are no other aircraft on the apron. There are currently no markings for a Q400.

²² Aerial Photo Base: Nearmap

Feedback received from airport stakeholders is that additional RPT apron space is required to provide additional capacity for itinerant charters, provide capacity expansion and for redundancy (aircraft breakdowns, etc.). A minimum of one additional stand is seen to be required.

BHCC has received NSW grant funding for an apron upgrade and expansion. This is expected to commence construction in 2023. This additional apron will provide two additional stands and allow aircraft up to B737 or A320 to be parked on the apron. The latter aircraft will not be able to be accommodated until runway and taxiway strengthening has also taken place.

The RPT apron is assessed as being in generally good condition.

Figure 15: RPT Apron October 2022



Figure 16: SAAB 340 parked on RPT Apron



The RFDS apron is located to the west of the RPT apron and accessed from Runway 05/23 by Taxiways Alpha and Bravo. The apron provides aircraft parking for RFDS operations and access to the RFDS maintenance hangar.

Three RFDS aircraft can be accommodated on the apron. The RFDS have indicated a preference for at least a fourth bay and additional apron space for aircraft storage.

Pavement inspections have noted that the apron is in poor condition with areas of apron failure. The general consensus is that the pavement requires complete replacement. Funding has been received for refurbishment works. This is proposed to be undertaken in conjunction with the RPT apron upgrade works described above.

Possible pavement expansion is constrained by proximity to the BoM weather station. The southern edge of the apron is at the edge of the 150m radius from the weather station anemometer.

Figure 17: RFDS Apron showing Weather Station offset²³



Figure 18: RFDS Apron showing patched pavement



²³ Aerial Photo Base: Nearmap

Figure 19: RFDS Apron



The General Aviation (GA) Apron is located to the north of the RPT Apron and is accessed from Runway 05/23 by Taxiways Alpha and Charlie.

The GA Apron provides access and aircraft parking to GA facilities at north end of airport including the Aero Club, privately leased hangars and the Uniting Church chaplain hangar.

The apron varies in width along its length. It is generally used for smaller aircraft (under 5700kg) only.

Airport Technical inspections have noted since at least 2018 that heavy maintenance is required especially near the Aero Club. There is a risk is that if maintenance is not undertaken in the near future then the pavement may fail.²⁴

²⁴ Annual Technical Inspection Broken Hill Airport: Aerodrome Design Services, February 2022.

Figure 20: GA Apron showing area of failure risk



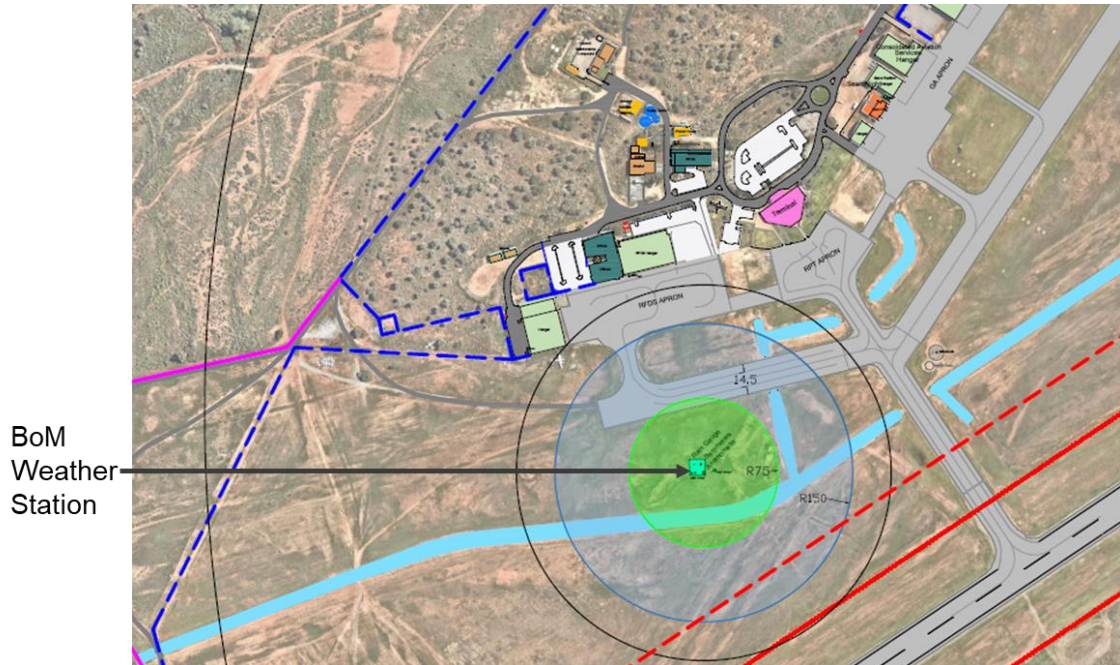
Figure 21: View of GA Apron looking north



3.2.6 Airport Weather Station

The Bureau of Meteorology (BoM) maintain a weather station on the airport. This consists of an Anemometer, Rain Gauge and Barometers. This is an essential safety and information gathering function. The location of the weather station is shown in Figure 22.

Figure 22: Location of BoM Weather Station²⁵



The siting of the weather station is dictated by the requirements of BoM – MA8a Instrument Siting Requirements.²⁶

Key siting issues is that the weather station is located clear of obstacles and is not affected by structures or aircraft operations.

The major siting issues are driven by the Anemometer location. The requirements of this are shown in Figure 22:

- Clearance to taxiways – 75 metre radius – currently this is 73m to the edge of the 15m wider taxiway but would comply if Taxiway Bravo was 10.5 metres wide rather than 15 metres wide as at present. A 10.5 metre wide taxiway is all that is required for the aircraft size used by the RFDS.
- Clearance to aprons – 150m radius. The RFDS apron is 150m from the Anemometer. As a result, it is not possible to extend this apron to the south.
- Clearance to runway – 120m radius. Both runways are well outside this radius.

It is considered that the location of the weather station does not impact ongoing airport development and should remain in its current location.

²⁵ Aerial Photo Base: Nearmap

²⁶ http://www.bom.gov.au/met-authority/docs/MA8a_Instrument_Siting_Requirements_v5.pdf

Figure 23: Airport Weather Station



3.2.7 Navigation Aids

Current Navigation Aids at the airport are:

- Non-Directional Beacon (NDB);
- VHF Omni - Directional Radio Range (VOR);
- Distance Measuring Equipment (DME);
- Remote Receiver.

The navigational aids are located in the South –East quadrant of the airport.

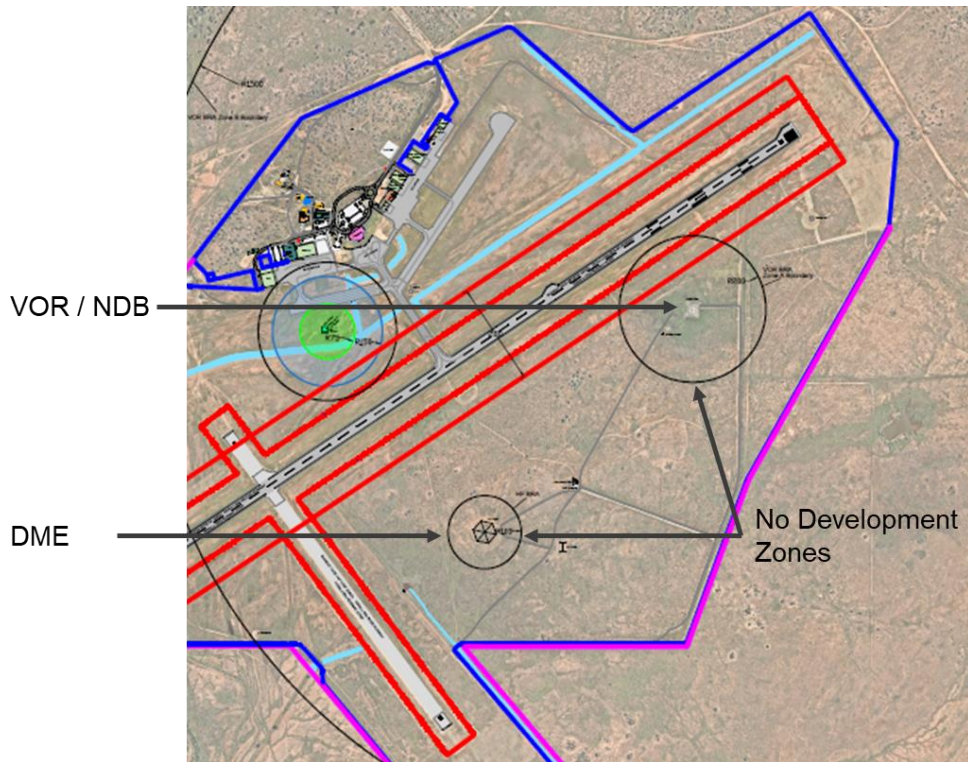
Potential airport developments such as a future requirement for a 280 metre runway strip to RWY 05/23 would not affect their current location.

Development of building and structures can be affected by the navigational aids locations. “No development” zones where no additional structures can be placed are shown in Figure 24 below. There are secondary zones beyond these radii that may affect building or structure heights (these have a sloped surface similar to an OLS). Potential building development in the Navaid zones would need to follow NASF Guideline G - Protecting Aviation Facilities - Communication, Navigation and Surveillance (CNS)²⁷.

The DME can be seen beyond the weather station in Figure 23.

²⁷https://www.infrastructure.gov.au/sites/default/files/migrated/aviation/environmental/airport_safeguarding/nasf/files/1.0_Guideline_G_CN_S.pdf

Figure 24: Navigation Aids Location



3.2.8 Stormwater Drainage

There is an extensive system of open stormwater channels that largely drain to the west of the airport . These are located particularly to the north of Runway 05/23. Broken Hill generally has a dry climate but it is susceptible to intense rain periods. These stormwater channels perform an essential function but they do act as a planning constraint as any taxiway or apron development would require them to be piped and concrete culverts constructed.

Figure 25: Indicative stormwater channel location

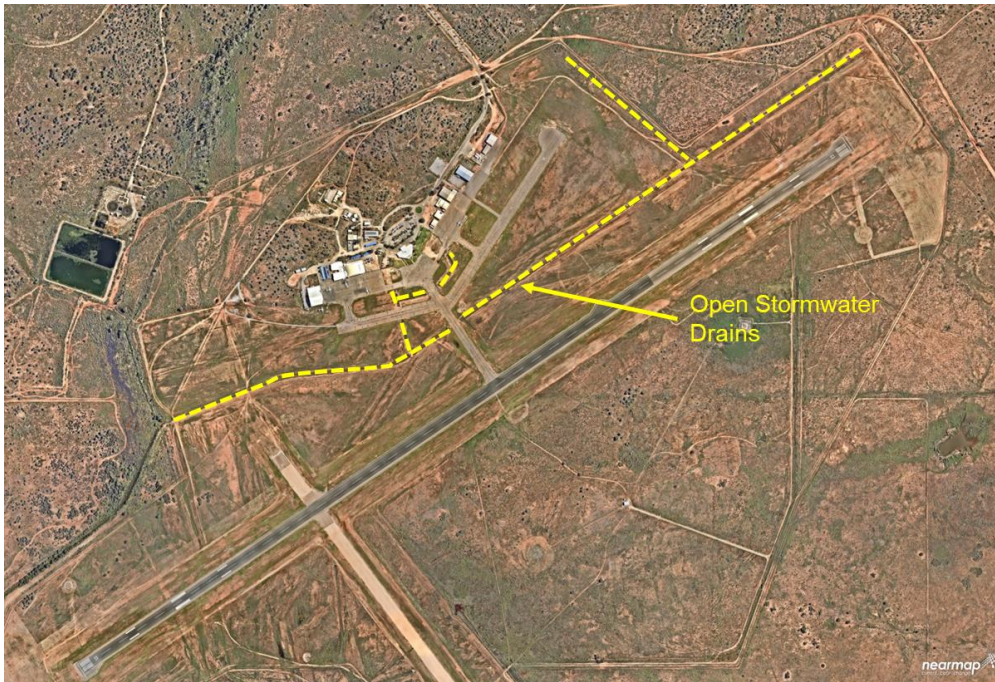


Figure 26: View of typical stormwater drain



3.3 Site Analysis: Review of Terminal and Support Facilities Infrastructure

The terminal, aprons and support facilities are located in the northern area of the airport site. These facilities are shown in Figure 27. The terminal precinct includes:

- Passenger terminal used for scheduled and some charter flights. This includes offices and facilities associated with terminal operations.
- Terminal car park also used by rental car operators.
- Aircraft parking apron used for scheduled and chartered fixed wing operations.
- RFDS medical centre, ground operations base (hangars), offices and Visitors centre. This includes associated car parking. With the exception of the aircraft parking apron and office building leased from Council, RFDS facilities are on freehold land purchased from Council.
- Hangars and facilities associated with ground based airport operators and the Aero Club.
- Support facilities such as fuel storage facilities.
- In the North East of the precinct are a range of Council owned facilities including airport operations base, animal shelter and crematorium. A Council owned office building is leased to the RFDS.

3.3.1 Terminal

The passenger terminal was opened in 1993. It is a masonry clad structure with a flat “colorbond” roof. The terminal is used for check in and baggage make up, passenger waiting , and holding area for flights. There are also toilets, a cafe selling food and beverage items, and a small back office for airline staff. The terminal area is approximately 1000m². The terminal is shown in Figure 28 below.

It is largely unchanged from construction and has been well maintained. It was observed to be in good condition.

The terminal has the following components:

- Check In: 3 counters (two for Rex, one for QANTAS)
- Office: Ground handler office, meeting room
- Baggage Makeup: 3 positions for tugs and carts
- Common seating: 51 seats – departures, 27 seats - arrivals
- Cafe: 34 seats
- Boarding gates: 2
- Baggage Claim: Cart drop off – space for two carts
- Car rentals: 4 counters – one not in use
- Toilets: Male / female

There is no security of either passengers or baggage – not required under current Aviation and Maritime Security (AMS) standards driven by aircraft size and traffic. Increases in traffic and introduction of larger aircraft such as the Q400 would require security screening for passengers and bags. There is an ongoing risk that AMS may require security screening at short notice. This would affect QF operations in particular.

Current capacity is that two departures can be handled per hour – maximum 85 seats – 1 x SAAB 340 plus 1 x Q300.

Based on departures seating (including food and beverage seating) – terminal capacity is 92 passengers at IATA Level of Service (LoS) Optimum – use of arrivals seats in close proximity increases capacity. Level of

Broken Hill Airport
Master Plan

Service is the mid range which allows for some delays and crowding of the terminal at peak times. Farewellers and meeters/ greeters are additional to this figure. This level of service is considered to be acceptable and it was observed during the February 2023 site visit that there was no overcrowding even when there were significant departure delays.

Baggage collection is through baggage carts delivering bags to a portico at the side of the terminal. Passengers collect their own bags from the carts. The interaction of passengers and baggage carts is considered to be a low safety risk as passengers are kept separate from moving baggage carts.

Broken Hill Airport
Master Plan

Figure 27: Terminal, RFDS and GA Precincts – Existing Condition²⁸



LEGEND

- Terminal
- Hangar
- Aero Club
- Fuel Area
- Nav Aid
- RFDS Area
- Council Building
- Office
- Shed
- Drainage
- Weather Station
- Aircraft Facilities
- Car Park
- Fence/ Boundary
- Fence/ Boundary
- Air/Landside Roads

²⁸ Aerial Photo Base: Nearmap



Figure 28: Terminal Landside (North) Elevation



Figure 29: Terminal Airside (South) Elevation



Figure 30: Terminal Check In Area and Car Rental Counters



Figure 31: Terminal Seating and Café Area



Figure 32: Back of House: Baggage Make Up



Figure 33: Back of House: Ground Handler Office



Figure 34: Baggage Claim Bay



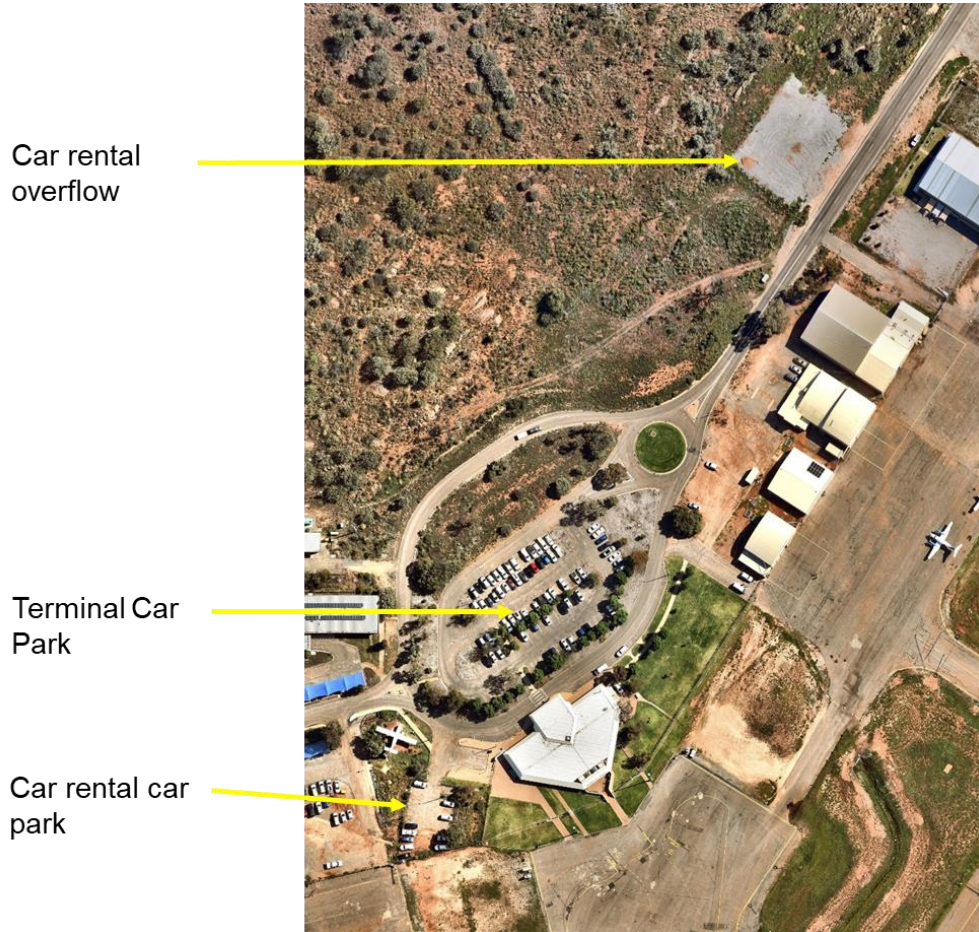
Figure 35: Baggage Collection Area from Airside



3.3.2 Terminal Car Park and Car Rentals

There are three main car parking areas serving the terminal. These are shown in Figure 36 below.

Figure 36: Terminal Car Parking Areas²⁹



The main terminal car park has 92 spaces:

- Permit: 8 spaces
- 2P: 16 spaces
- Disabled: 2 spaces
- Remainder: 66 spaces

The occupancy observed during the consultant site visit in October 2022 was approximately 85%. On this basis, there is an assumption that the car park is at capacity.

There is also a car rental park to the west of the terminal. This car park is unsealed and has approximately 20 unmarked spaces. There is also a car rental overflow area adjacent to the entrance road. An issue raised by

²⁹ Aerial Photo Base: Nearmap

airport management is that car park spaces are occupied by car rentals that are not parked in the car rental areas.

Paid parking is to be introduced in the near future. Its introduction has been approved by BHCC. It is considered that paid parking may provide more discipline regarding rental car parking.

The consensus reached with stakeholders is that the main parking area needs to be expanded from its current size.

Figure 37: View of Car Park



Figure 38: Car Park view towards Terminal



Car rental demand in Broken Hill is driven by corporate traffic with pick up / drop off at airport. There are currently three operators on site - Avis, Hertz, Sixt. Each operator requires up to 15 car parking bays.

Consultation with car rental operators indicated that there is a preference is for operations/ wash bays to be on the airport site. These are currently in town. A location on the airport site would be a commercial opportunity for Council.

Car rental and car rental overflow car parks are unpaved. Ideally they would be paved, but the cost of such should be taken into consideration.

Figure 39: Car Rental Car Park



Figure 40: Car Rental Overload Area



3.3.3 Royal Flying Doctor Service (RFDS) Assets

The Royal Flying Doctor Service (RFDS) is a key airport stakeholder. The Broken Hill Airport operation includes:

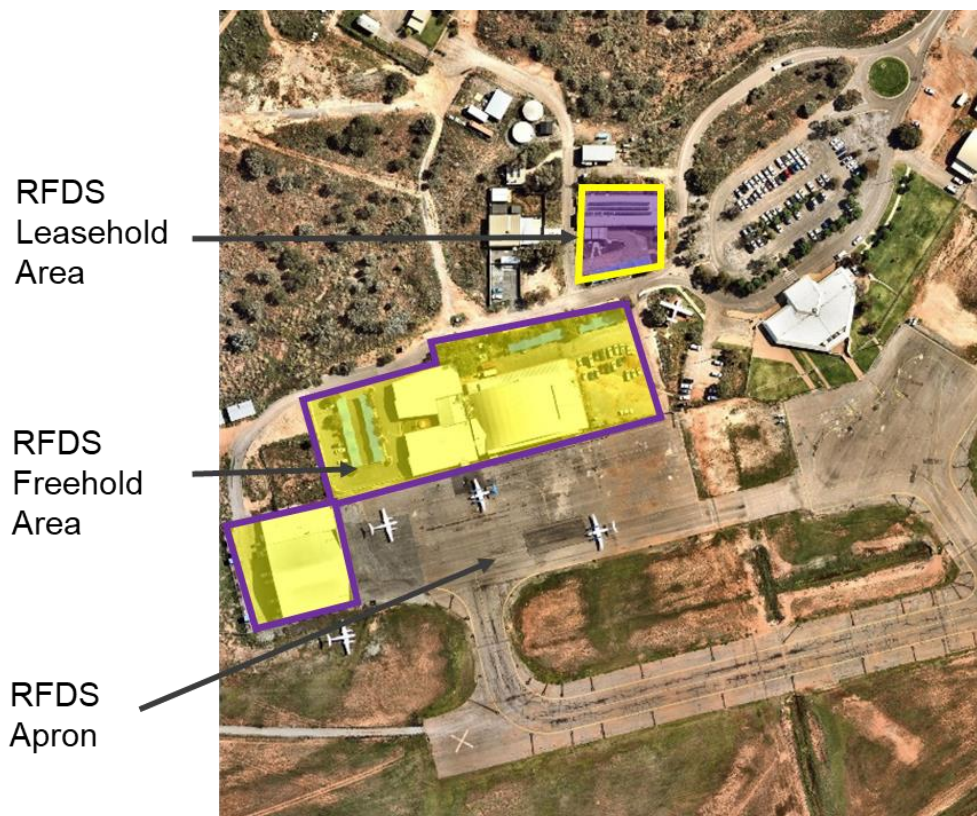
- Medical aircraft operations providing 24 hour medical emergency service from Broken Hill to remote locations in outback NSW, SA and South West Queensland.
- 2 bay aircraft maintenance centre for the three aircraft based at Broken Hill but also supporting RFDS operations at Dubbo, Essendon and Launceston. Up to five aircraft may be on the ground at any one time.
- GP Medical Clinic.
- Visitors centre.

The RFDS airport land requirements include:

- RFDS freehold areas (buildings, car park areas),
- Facilities leased from Council and used as offices,
- Council owned operational areas such as roads and aircraft aprons.

These land use areas are shown in Figure 41 below.

Figure 41: RFDS Land Holdings³⁰

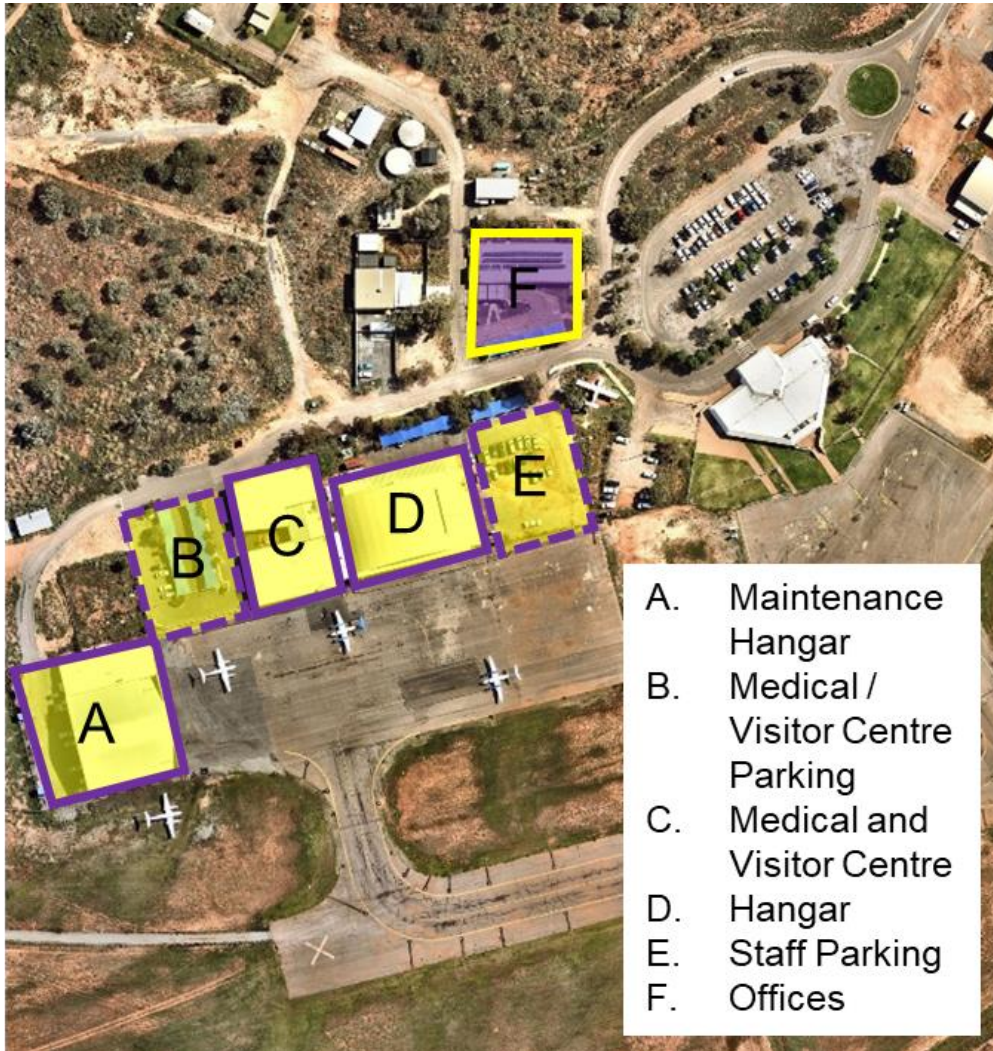


³⁰ Aerial Photo Base: Nearmap

There are currently (2022) 43 staff based on site.

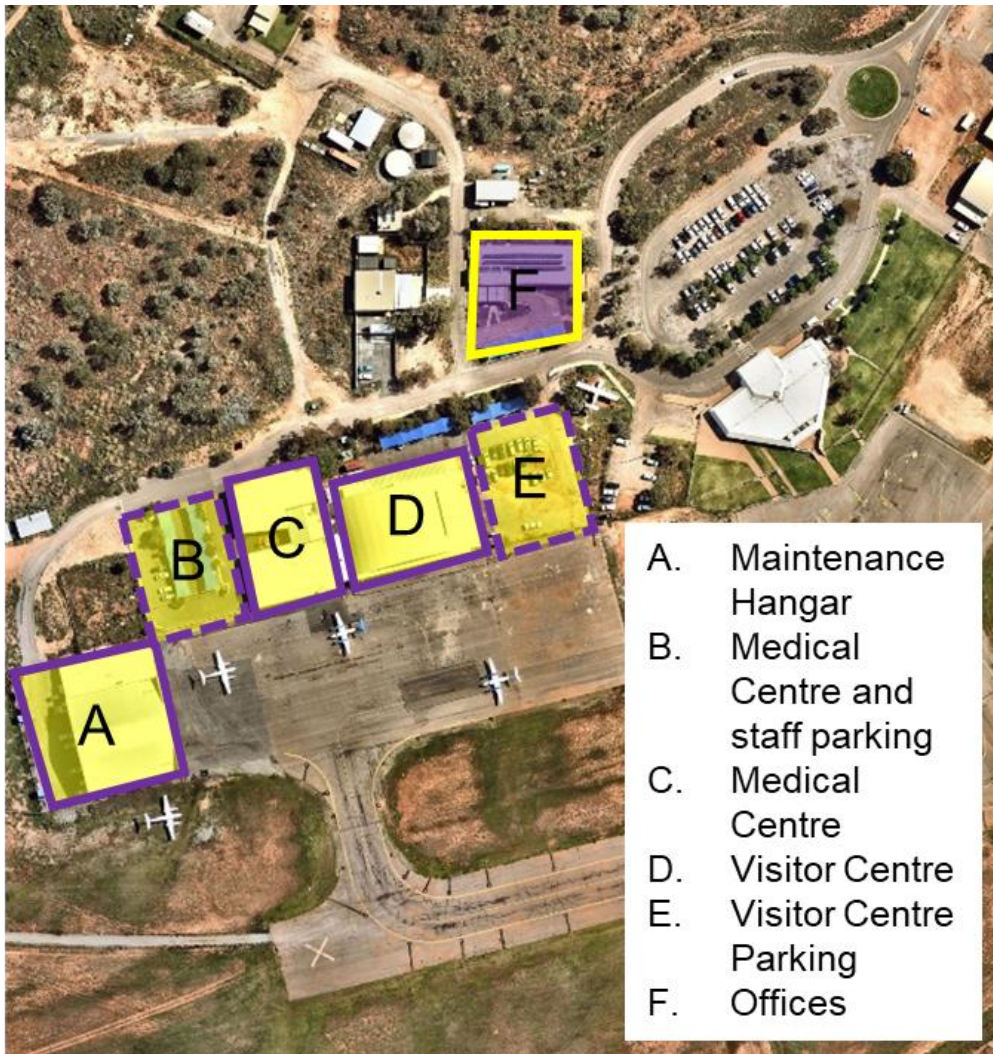
The current (2022) allocation of usages to buildings is shown in Figure 42 below. There is currently a reallocation of building uses. The new functions are shown in Figure 43.

Figure 42: RFDS Building Allocation - Current³¹



³¹ Aerial Photo Base: Nearmap

Figure 43: Reallocated RFDS Building Functions³²



The Visitors Centre is currently being upgraded and relocated to the existing hangar and it is expected that visitor numbers will increase from 16,000 per annum to 30,000 over the next 3 – 5 years.

The existing GP medical facility will be able to expand under this plan. The visitors centre and GP clinic drive a large proportion of airport road and parking demand.

³² Aerial Photo Base: Nearmap

Figure 44: RFDS Car Parking³³



Currently Car Park A is used by Visitor Centre and GP clinic users.

Car Park B is used by RFDS staff.

Under the reconfiguration of RFDS uses, Car Park A will be used by staff and Clinic uses. Car Park B will be allocated to visitor parking.

Issues that were investigated further in the master planning process included:

- Access to the RFDS past the terminal frontage. All RFDS traffic must use the Departures Road.
- Maintaining 24 hour access through Car Park B to the aircraft apron
- Increased parking demand through increased Visitor Centre visitation.

³³ Aerial Photo Base: Nearmap

- Potential car parking conflicts between free RFDS parking at Car Park B and paid airport terminal parking. There is the risk that 'savvy' terminal users may park at the RFDS rather than paying at the terminal car park. Boom gates or car park closure would mitigate this issue.
- Large vehicle parking – caravans and camper vans. 'Grey Nomads' are significant RFDS visitors.
- Coach parking and turning facilities for tour groups.

RFDS assets are shown below.

Figure 45: RFDS Medical / Visitors Centre Landside View



Figure 46: RFDS Medical Centre Airside View



Figure 47: Old RFDS Hangar being converted to Visitors Centre



Figure 48: Internal View of Hangar Conversion



Figure 49: RFDS Maintenance Hangar



Figure 50: RFDS Offices – Leased from Council



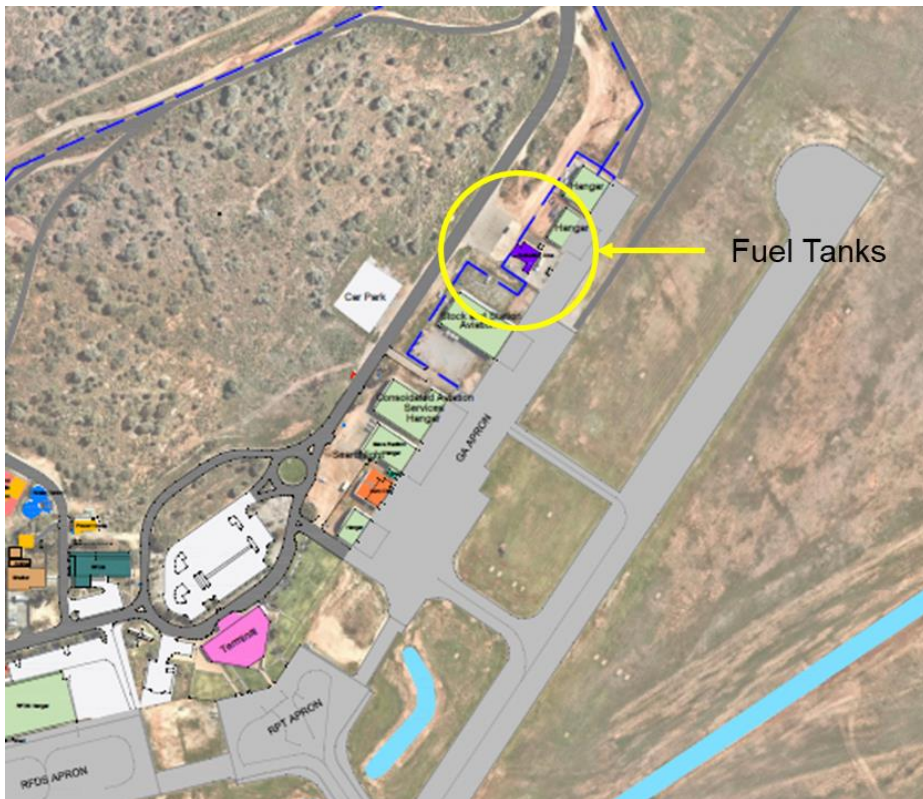
3.3.5 Fuel Assets

There are two fuel facilities located to the north of the airport on the airside / landside interface. Prior to 2023, the only fuel facility was operated by BP. A second facility operated by Viva Energy came into operation in 2023. This is located just to the south of the existing facility. The Viva facility will supply fuel to the RFDS. Viva has recently won a nationwide contract to supply the RFDS.

At the BP facility, there are two tanks – one for Avgas and one for Jet A1.

Aircraft fuel is currently tankered in. It is considered that with the two operators there will be adequate capacity moving forward. Additional tanker deliveries would be required as demand grows.

Figure 51: Fuel Tank Location³⁴



³⁴ Aerial Photo Base: Nearmap

Figure 52: BP Fuel Tanks



Figure 53: Viva Fuel Facility under construction



3.3.6 General Aviation (GA) Assets

All GA facilities on airport are located to the north of the airport facing onto the GA Apron.

GA hangars (as at October 2022) include:

- Martin Aviation, Hangar 13 – aircraft charters and scenic tours
- Broken Hill Aero Club – recently redeveloped
- Steve Radford hangar
- Consolidated Aviation Services – aircraft maintenance and repair – 3 to 4 staff
- Stock and Station aviation – helicopters and charters
- Uniting Church Flying Patrol Centre – Outback chaplaincy

One major characteristic of GA operations at the airport is that there is a preference for aircraft to be housed in hangars due to the harsh environmental conditions of heat and dust.

Details of particular GA operations can be found in 5.1.1 of this report. It is seen that continued development of the GA sector is a growth opportunity for the airport.

Figure 54: Existing GA Facilities³⁵



³⁵ Aerial Photo Base: Nearmap

Figure 55: GA Facilities



Figure 56: GA Facilities

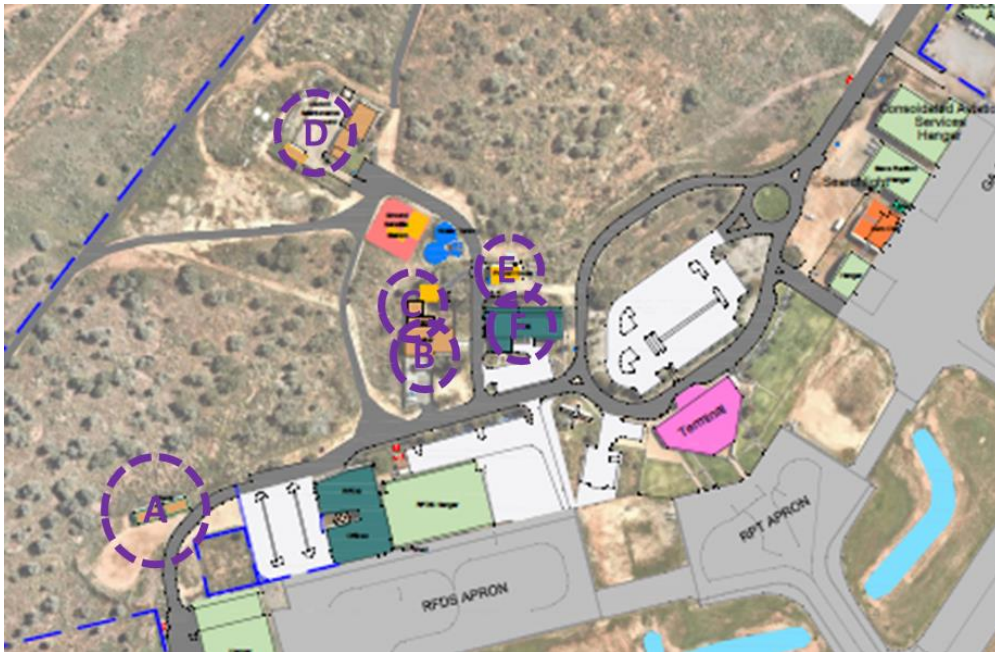


3.3.7 Other Council Facilities on Airport

There are other Broken Hill City Council facilities on the airport:

- A. Storage sheds – currently unused.
- B. Council Companion Animal Shelter
- C. Crematorium
- D. Council and airport works depot
- E. Power house / substation / generator – this serves the power needs of the airport.
- F. Offices – leased to RFDS.

Figure 57: Other Council Facilities on Airport³⁶



³⁶ Aerial Photo Base: Nearmap

4 Review of Planning and Development Documents

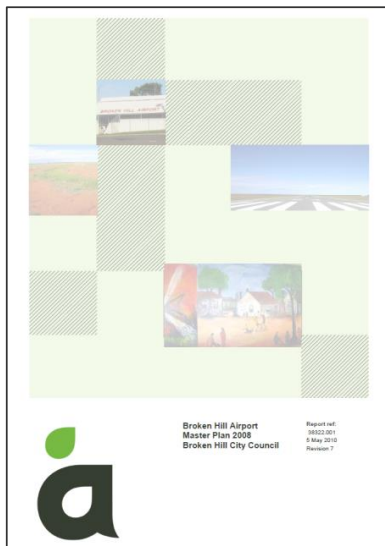
A range of previous planning and development documents have been reviewed as part of the 2022 Master Plan preparation. Summaries of these reviews are outlined in this section.

4.1 Review of Broken Hill Airport Master Plan 2008

The 2008 Broken Hill Airport Master Plan³⁷ was prepared by Aurecon and the final version delivered to Council in 2010. The airport is still being planned based on the Master Plan developed in 2008 by Aurecon. The Master Plan aimed to provide a 20 year plan for the airport. The key objectives of the Master Plan were to:

- Achieve the best outcomes for Council, the Broken Hill community and the Far West NSW region from the ongoing operation of the airport, and any proposed upgrade of, or lease over airport operation and the airport industry in general;
- Ensure long-term sustainability of Broken Hill Airport;
- Ensure Broken Hill Airport continues to be managed, operated and maintained at a high standard to meet the needs of existing and future users;
- Identify and facilitate any infrastructure upgrades required to cater for the use of larger jet aircraft such as A320 and B737 that are typically used by major budget carriers;
- Promote Broken Hill and the Far West region of NSW as a tourist destination and increase tourist passenger traffic at the airport;
- Facilitate the continued presence of a Royal Flying Doctor Service base at Broken Hill Airport;
- Facilitate additional business and commercial (including non-aviation) development at BHQ; and
- Consider alternative airport management and operation arrangements whether by Council or in partnership with a suitably qualified private airport management company if such arrangements present the most logical means of achieving efficient airport operation and traffic growth.

Figure 58: Broken Hill Airport Master Plan 2008 (Cover)



The key recommendations were:

- Upgrade of Runway 05/23 to a PCN of 44 to accommodate Code C jets (B737 and A320)
- Give consideration to sealing Runway 14/ 32
- Provide a full length parallel taxiway to RWY 05/23
- Provide additional connector taxiway to GA apron
- Upgrade taxiways for larger aircraft and match runway capability
- RPT apron expansion to four Code C aircraft including a Code C jet.
- Expand GA facilities and aprons
- Expand terminal building to accommodate growth, larger aircraft and security screening facilities
- Expand terminal car park
- Provide separate road access for RFDS – this would be separate from terminal access.
- Upgrades to stormwater, water supply and electrical infrastructure.
- Commercial precinct developments north of the terminal precinct.

³⁷ Aurecon. Broken Hill Airport Master Plan 2008. Revision 7. 5 May 2010.

Figure 59: Broken Hill Airport Master Plan 2008 Movement Area Master Plan³⁸

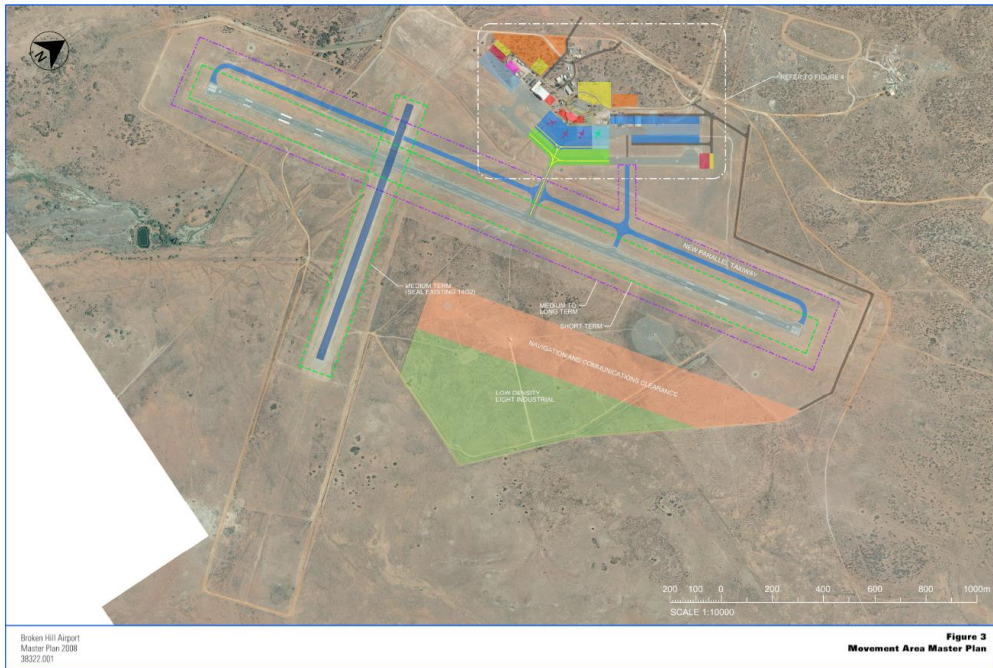
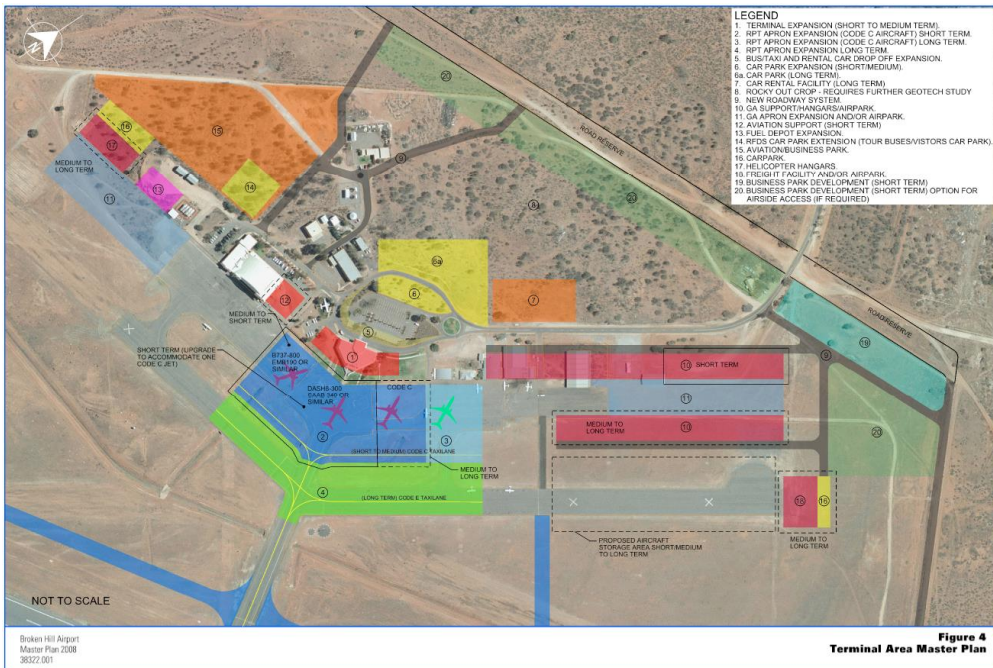


Figure 60: Broken Hill Airport Master Plan 2008: Terminal Area Plan³⁹.



³⁸ Aurecon. Broken Hill Airport Master Plan 2008. Revision 7. 5 May 2010. Appendix A Figure 3

³⁹ Aurecon. Broken Hill Airport Master Plan 2008. Revision 7. 5 May 2010. Appendix A Figure 4

The key elements of the master plan development strategy are outlined in Table 2 below.

Table 2: Broken Hill Airport Master Plan 2008 Development Strategy

Short Term: 2008 - 13	Medium Term: 2013 – 20	Long Term: 2020 - 28
<ul style="list-style-type: none"> • Additional car parking • Possible upgrade of terminal building dependent on security requirements 	<ul style="list-style-type: none"> • Terminal upgrade and expansion • Security upgrade if required • Further car park expansion • Dedicated car rental areas and/ or service centres • Upgrade of RWY 05/23 • Expansion of GA aprons and taxiway upgrade • Parallel taxiway planning (first stage) • Expansion of the RPT apron if required 	<ul style="list-style-type: none"> • Provide finalized parallel taxiway if required • Additional GA Apron and GA connector taxiway • Additional car parking • Terminal building upgrade (if required)

The Landrum and Brown commentary on the key master plan recommendations is outlined in Table 3 below.

Table 3: Commentary on 2008 Master Plan Recommendations

2008 Master Plan Recommendation	Landrum and Brown Commentary
Upgrade of Runway 05/23 to a PCN of 44 to accommodate Code C jets (B737 and A320)	This would provide flexibility for future growth and allow larger aircraft access (even if only as charters and itinerants). However, it is possible that existing airport users would not agree to pay for it when they would receive little or no benefit.
Give consideration to sealing Runway 14/32	Agreed. It is noted that it was not identified in the 2008 development plan. Runway sealing would provide access (especially for the RFDS) during all weather conditions
Provide a full length parallel taxiway to RWY 05/23	It is difficult to see this being justified until traffic levels are substantially higher than today. However, provision for a future taxiway should be provided as a long term future proofing measure
Provide additional connector taxiway to GA apron	Additional taxiway access should be provided to remove the potential single points of taxiway failure that currently exist.
Upgrade taxiways for larger aircraft and match runway capability	Agreed to be undertaken in conjunction with Runway 05/23 upgrade.
RPT apron expansion to four Code C aircraft including a Code C jet.	Agreed, provision for a Code C jet should be provided for future flexibility.

2008 Master Plan Recommendation	Landrum and Brown Commentary
Expand GA facilities and aprons	Agreed
Expand terminal building to accommodate growth, larger aircraft and security screening facilities	Terminal expansion needs to balance with development of apron and other airfield infrastructure. The issue of payment for the development will also apply.
Expand terminal car park	This will be required in line with terminal expansion and overall traffic demand
Provide separate road access for RFDS – this would be separate from terminal access.	This would remove RFDS traffic from the front of terminal. Expanded RFDS facilities such as the Visitor Centre expansion, larger medical centre and aircraft maintenance development would justify the roadway changes.
Upgrades to stormwater, water supply and electrical infrastructure.	Agreed. To be provided in line with terminal and commercial area developments.

4.2 Business Case for Upgrading Broken Hill Airport 2015

This report⁴⁰ by Strategex developed a business case for airport development funding.

This report reviewed potential economic drivers to grow the airport. It focused on mining and tourism as potential drivers of growth.

Figure 61: Business Case for upgrading Broken Hill Airport (cover)



Three options were considered by the report:

1. No development “status quo” – necessary repairs and maintenance to maintain operations
2. Development of the short and medium term options identified by the Master Plan accompanied by active tourism promotion to accelerate growth
3. Innovative airport governance – PPP or leasing – that would aggressively pursue growth.

Key findings were that high airfares, route structure, lack of airline competition and absence of low cost carriers were hindering traffic growth.

A medium case development scenario would require airport upgrades and entry of main line carriers – Jetstar, Virgin and Tiger – the latter airline which is now defunct could now be replaced by recent airline entrant, Bonza.

⁴⁰ Strategex. Business Case for upgrading Broken Hill Airport. March 2015.

Higher case growth and development scenarios would require new routes and service frequency. Air fares to Broken Hill would need to be competitive with coastal leisure destinations such as Coffs Harbour, Ballina, Gold Coast and Sunshine Coast.

Following review of this report, it is agreed that a more diversified passenger base, lower air fares and increased capacity would contribute to airport growth and a more diversified economy in the Far West Region. There is no doubt that the region is an attractive tourist destination.

It is also agreed that lower air fares – either through competition or airlines with lower cost bases than the current BHQ operators will encourage growth.

It is considered that the report took a “build it and they will come” attitude. This can lead to successful outcomes if Council or an external investor was prepared to make the long term investment required.

Three issues that were not satisfactorily addressed in the report and which have become more apparent in the Post Covid era are:

- Tourism development – particularly aviation driven tourist development in remote or comparatively remote areas – requires accommodation beds to be available. It is difficult to achieve a balance between beds and seats and tourist development has a long lead time – car based tourists can help achieve this balance in an overall tourist mix.
- An economy dependent on the twin pillars of mining and tourism has inherent accommodation problems – tourism is a largely discretionary spend and cost is an important driver when choosing a holiday destination. The itinerant nature of the Australian mining industry also requires accommodation beds but the ability to spend and absorb higher accommodation prices is higher and can drive accommodation costs up.
- There is also an inherent disbalance between the sectors in terms of air fare cost and scheduling flexibility. The mining industry can again absorb higher air fare costs but requires business driven scheduling – i.e. Monday mornings that do not necessarily reflect tourism needs.
- Developing Broken Hill as a ‘weekday mining’ and ‘weekend tourism’ destination does address some parts of the conundrum.

4.3 Business Plan and High Level Cost Benefit Analysis for the Future Development of Broken Hill Airport 2019

This report⁴¹ developed by The Airport Group was a business plan that would support the funding application required to achieve the Airport Development Plan formulated by Council.

The aim of the Airport Development Plan was to:

- Ensure infrastructure will meet current and future CASA regulations;
- Cater for growth and employment in the region, including growth in the resource sector;
- Allow for larger aircraft to land, offering airport flexibility;
- Encourage tourism operations and low-cost carrier entry into the market;
- Promote increased tourism usage at BHQ; and
- Support growth of local aviation and non-aviation business.

⁴¹ The Airport Group. Business Plan and High Level Cost Benefit Analysis for the Future Development of Broken Hill Airport. July 2019

Figure 62: Business Plan and High Level Cost Benefit Analysis for the Future Development of Broken Hill Airport (Cover)



Five development options were considered – all assume government grant funding:

1. Minimal capital expenditure, maintenance only, low growth, 100% funded by Council.
2. As per Option 1 plus essential safety works – lighting, fencing
3. Options 1 and 2 above plus runway, taxiway and apron upgrades.
4. As per Option 3 but medium growth scenario
5. As per Option 4 but high growth scenario

Options 3 and 4 assume higher passenger and aircraft numbers and hence higher revenue against similar levels of capital expenditure.

All of the options assume NO capital expenditure on terminal development.

Following review of the report, it is agreed that Option 1 is the least favourable option and that it does present an unacceptable risk to life safety and could lead to possible airport closure. However, in terms of cost benefit analysis, it is reasonable to consider a “do nothing” scenario such as this.

The essential safety work identified such as the kangaroo fencing and the lighting upgrade have been carried out and funded by grants. The taxiway and apron upgrades have also been approved for construction.

The report also assumed that BHQ would remain a single carrier airport. This assumption is now outdated. As there is now competition in the market since QANTAS commenced Sydney flights in 2022. However, the vagaries of the airline market may see a return to a single carrier market.

It was also assumed that there would be no aircraft up-gauge – this seems to lie behind the assumption that there be no capital spend on terminal development.

It is considered that the medium and high growth scenarios would require larger aircraft in the near term and hence require security screening of passengers and bags. Similar sized airports now have security screening. The introduction of security screening and the need for secure lounges would drive the need for a terminal expansion.

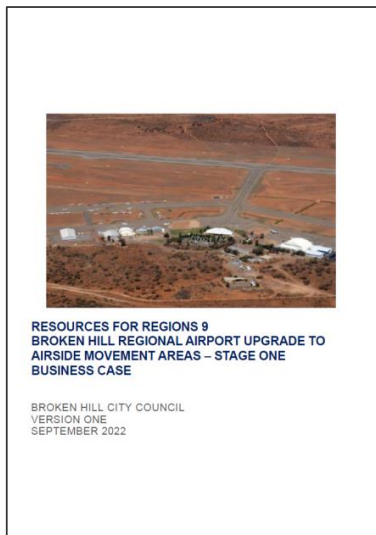
Associated with the above was the Growing Local Economies, Broken Hill Airport Business Case, 2019⁴² developed by BHCC. This document basically summarises the 2019 Business Plan (refer above) and was intended as a government grant document. The content and commentary is similar to that for the Business Plan.

⁴² Broken Hill City Council. Growing Local Economies, Broken Hill Airport Business Case. Version 1 July 2019

4.4 Resources for Regions 9, Broken Hill Regional Airport Upgrade to Airside Movement Areas – Stage One Business Case, 2022

This project application⁴³ was prepared by the BHCC and builds on the Airport Master Plan, 2019 Business Plan and 2019 Business Case (reviewed above).

Figure 63: Resources for Regions 9, Broken Hill Regional Airport Upgrade to Airside Movement Areas – Stage One Business Case, 2022 (Cover)



The aim of the Airport Development Plan was to:

- Ensure infrastructure will meet current and future CASA regulations;
- Cater for growth and employment in the region, including growth in the resource sector;
- Allow for larger aircraft to land, offering airport flexibility;
- Encourage tourism operations and low-cost carrier entry into the market;
- Promote increased tourism usage at BHQ; and
- Support growth of local aviation and non-aviation business.

Additional outcomes would be:

- Keeping the airport open. Maintaining access for passengers.
- Preventing increase in transport disadvantage and geographical isolation
- Protecting direct and indirect employment by having a regional airport.
- Securing the facility to deliver future growth particularly in mining sector.
- Maintain access for FIFO workers.
- Maintain access for current users particularly RFDS

Benefits of the project would be:

- Population growth;
- Accessibility for a wider range of aircraft;
- Regional development in mining and film requiring greater cargo requirements;
- Inbound and outbound accessibility for visitors and residents;
- Removing constraints to future opportunities
- Ensuring CASA safety compliance

Key factors of the proposal are:

- Increasing flights for all sectors
- Lowering costs to passengers and users

⁴³ Broken Hill City Council: Resources for Regions 9, Broken Hill Regional Airport Upgrade to Airside Movement Areas – Stage One Business Case, Version 1, September 2022

- Cheaper fares would enhance Broken Hill liveability
- Increased freight and cargo potential
- Larger aircraft would see baggage limits increased making BHQ more attractive to leisure passengers and sectors needs with heavy baggage such as film crews.
- Reducing potential leakage to Mildura.
- Removing a regional infrastructure bottleneck

After review of the proposal, it is agreed that an upgrade to the airport will safeguard the facility for future operations and at least maintain (or provide some growth potential) for existing scheduled operations and provide a secure base for RFDS operations.

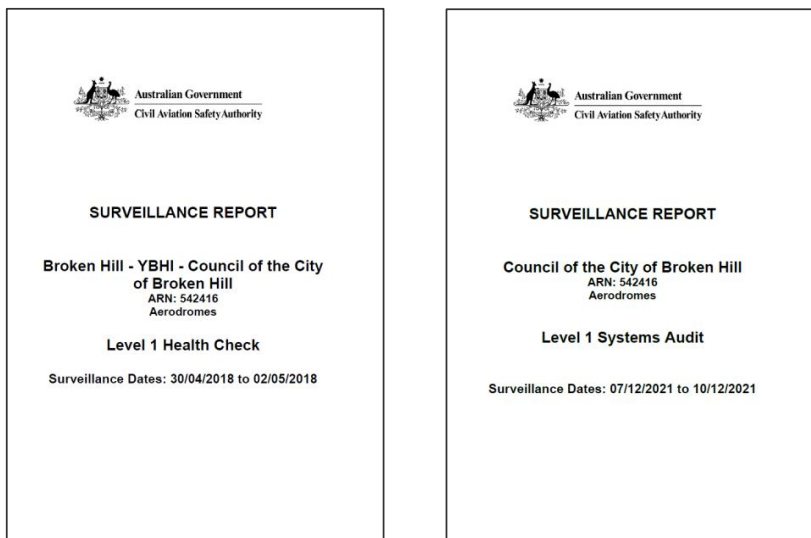
Some issues arising from the project aims outlined in the submission may require further discussion and investigation:

- The runway upgrade may be regarded by CASA as altering “the operational capability of the aerodrome”⁴⁴– this would have knock on effects and more extensive planning and infrastructure works may be required .
- The allowance for larger aircraft and/ or a low cost jet based carrier would require larger aircraft – the terminal requirements for larger traffic numbers have not been addressed by the planning or funding proposals.
- Larger aircraft as a minimum will trigger the need for both passenger and baggage security and possibly other investment to manage the additional capacity.

4.5 CASA Surveillance Reports 2018 and 2021

The 2018 and 2021 CASA Surveillance reports reviewed safety issues at the airport.

Figure 64: 2018 and 2021 CASA Surveillance Reports (Covers)



The major issues identified in 2018 were:

⁴⁴ CASA Advisory Circular AC139.A-03 V1.0: Application of Aerodrome Standards June 2020, p25.

- Issues with the RWY 05/23 surface;
- Loose stones on RWY 14/ 32 due to lack of compaction – rain being required for compaction;
- Apron and taxiway line markings fading;
- Animal incursion through the airport perimeter fence.

The major issues identified in 2021 were:

- GSE storage and lack of demarcation lines on aprons;
- Lighting control issues;
- Runway area rough surface;

With the exception of the RWY 14/ 32 loose stones and the perimeter fence, the issues are of a maintenance nature and outside master planning scope. The runway stone issue would be solved through sealing the runway.

The animal incursion issue has been addressed through construction of the new animal proof fence.

4.6 Annual Technical Inspections – 2019, 2020, 2022

Annual technical inspections for the airport are carried out by Aerodrome Design Services. The technical inspections are carried out by a CASA approved safety inspector.

Figure .: Annual Technical Inspections – 2019, 2020, 2022 (Covers)



Most of the recommendations contained in the Technical Reports were of a strictly operational and technical nature and not strictly relevant to the master planning process.

Recommendations relevant to the master planning process included:

- Prioritise installation of a kangaroo proof fence.
- Seal runway and taxiway cracks and plan for an annual crack sealing program to all aircraft pavements as some apron areas were showing pavement failure.

- Reconstruct Taxiway Bravo to 10.5 metre width
- Plan for expansion of RPT apron.
- Replacement of airport lighting systems – high priority

Some of the issues such as the kangaroo proof fence, airport lighting and apron conditions had been carried over from the 2018 report.

Major infrastructure issues raised were:

- Runway 05/23 was reported to be in a good condition.
- Taxiways Alpha and Charlie were in largely good condition but the condition needed to be monitored
- Taxiway Bravo was considered to be 'beyond maintenance levels'. Crack repair required so that sub-base does not deteriorate.
- Some pavement failure on RFDS apron
- Pavement failure in parts of the GA apron particularly near Aero Club.
- The need for grandfathering of existing infrastructure when new 2020 MoS introduced.

Recommendations in the 2020 report that were relevant to master planning were:

- Complete installation of a kangaroo proof fence.
- Seal runway and taxiway cracks and plan for an annual crack sealing program to all aircraft pavements.
- Reconstruct Taxiway Bravo to 15.0 metre width
- Plan for expansion of RPT apron (repeat from previous).
- Repair GA apron failure areas. Heavy maintenance to GA apron.
- Replacement of airport lighting systems – high priority (repeat from previous)

It was noted that apron expansion works had not been carried out.

There was no 2021 inspection due to the Covid 19 Pandemic. The 2022 Report outlined major projects completed that included:

- Kangaroo proof fence
- Airport lighting system upgrade.

New recommendations in the 2022 report were:

- Monitoring of Taxiway Alpha condition due to introduction of heavier QF Q300 aircraft.
- Bay allocation recommendations – Bay 1 for Q300, Bay 2 for SAAB 340.

Repeat recommendations from previous reports included:

- Seal runway and taxiway cracks and plan for an annual crack sealing program to all aircraft pavements
- Reconstruct Taxiway Bravo to 15.0 metre width.
- Plan for expansion of RPT apron which had not been carried out.
- Repair GA apron failure areas. Heavy maintenance to GA apron.

It was noted that apron works had not been carried out though these were the subject of the grant application described in Section 4.4 above. This grant application has been successful and more detailed planning work undertaken.

5 Strategic Assessment of Service Requirements

5.1 Stakeholder Consultation

A process of external stakeholder consultation has been essential in developing an understanding of:

- How the airport works on a day to day basis;
- Identifying critical issues of operation and capacity;
- Stakeholders needs going into the future.

Stakeholder engagement study actively involves operators and organizations who may have an interest or could be affected by decisions regarding Broken Hill airport. It allows these stakeholders to provide input and influence the decision making and be integral parts of the planning and development process.

Relevant stakeholders were identified in conjunction with Broken Hill airport. Prior to the consultation a preliminary list of questions was circulated. These were to act as a guide only for discussion and some questions may not have been relevant to some of the external stakeholders. These questions were:

- How would you describe the nature of your operation / business at Broken Hill Airport?
- What type of equipment do you use and how many are stationed at Broken Hill Airport?
- Do you see this changing in the next 3 / 5 / 10 years?
- Does your business have any seasonality?
- Do you see this changing in the next 3 / 5 / 10 years?
- Has there been a change to the nature of your operation in recent years?
- Does your business require hangar facilities (in the foreseeable future)? And how large?
- What are your landside access needs?
- Do the existing terminal facilities meet the requirements for your operation? – question targeted at airlines.
- Does your operation ever suffer from airport congestion? And if so, when and where?
- What infrastructure improvements on airport would improve the operation of your business?
- What do you see is the single infrastructure need on the airport?
- Do you have any issues with the current charging regime at the airport?
- What infrastructure improvements would justify an increase in aeronautical fees if they were developed or could be developed sooner?
- What is your preference? Funding your own development for hangars etc. or having the airport or other parties provide the development?
- Do you have any points you would like to address?

Stakeholders consulted are listed in Table 4 below.

Table 4: Stakeholder Engagement – Contacts

Operator	Contact	Date of Discussion
Regional Express	Warrick Lodge	18/11/2022
Qantas	Luke McCabe, John Le, Gaeth Alshamsi, Christopher Mazza	11/11/2022, 22/11/2022
RFDS	Justin Marr, Jackie Hanniver, Malcolm Denning, Paula Ramien	11/11/2022, 8/12/2022
Broken Hill Aero Club	Daniel Timperio	20/12/2022
Martin Aviation	Paul Martin	9/12/2022
Consolidated Aviation Services	Mike Grogan	9/12/2022
H&A Aviation	Hugh Lord	21/12/2022

5.1.1 Aircraft Operators

As a result of stakeholder engagement, the following issues were raised or main themes were identified by aircraft operators:

5.1.1.1 Regional Express (Rex) - ZL

Rex were monopoly airline at BHQ until QANTAS commenced operations in 2022.

- As of late 2022 - three flights / day to Sydney (SYD) and two flights / day to Adelaide (ADL). As of late 2022, one SYD service was via Dubbo (DBO) on weekdays and one ADL service via Mildura (MQL) with connections to Melbourne (MEL).
- All aircraft are SAAB 340 with 34 – 38 seats
- One SYD aircraft parked overnight at BHQ.
- Additional ADL service is foreseen. This would need overnight parking – no facilities at present for additional overnight aircraft.
- There are some Rex operated charters additional to scheduled services.

Traffic patterns:

- Most traffic is government, business and medical.
- Some seasonality – December and January are quiet and some capacity is taken out, usually the overnighting SYD flight.
- The Community fare (lower cost fares available up to 30 days prior to travel) does underpin some percentage of travel.
- No plans for further route expansion from BHQ at this stage
- At some stage in the 5 – 10 year an aircraft upgauge to approx. 70 seats may occur.

Infrastructure issues:

- No issues with infrastructure at present – suits Rex needs
- No apron capacity issues as there is no overlap with QF
- No plans for any infrastructure investment

5.1.1.2 QANTAS - QF

QANTAS commenced Broken Hill operations in 2022 using Q300 (51 seat) aircraft. Initially there were 3 flights / week to Sydney (SYD) which increased to 5 weekly by late 2022.

The major issues identified have been:

- Load factors (approx. 56%) do not warrant upgauging or additional services at this stage.
- Upgauging to Q400 (74 seats) would require security screening at BHQ.
- Flight timings or day of week may change as an ongoing response to traffic and demand. The situation is being monitored.
- No plans for further route expansion at this stage.

Infrastructure issues:

- A baggage reclaim carousel would be preferred over the current cart collection on both safety and passenger convenience grounds.
- Preference for covered walkways to aircraft to provide weather protection.
- Some apron access security issues due to inadequate controls.

5.1.1.3 Royal Flying Doctor Service (RFDS)

The RFDS provide 24 hour medical emergency service from Broken Hill to remote locations in outback NSW, SA and South West Queensland. Three aircraft are based at BHQ – sometimes with aircraft in maintenance up to 5 aircraft may be on the ground.

The maintenance base has two bays. Maintenance is provided for operations from Broken Hill, Dubbo, Launceston and Essendon.

RFDS Aircraft size is limited by the capabilities of the remote air strips flown to.

Operational Issues:

- 24 hour ambulance access required to airfield through the proposed RFDS visitor centre car park

Infrastructure issues:

- The RFDS medical clinic needs expansion space. The RFDS sees an expansion into the car parking area as the logical move
- Additional car parking is required. The old fuel area is seen as ideal.
- Secure car parking is needed for after hours staff.
- There is the need for a fourth aircraft parking position.

- It is considered ideal to have additional hangar space which may also act as a paint shop. This could be an RFDS business enterprise by serving additional customers.
- Current apron and Taxiway Bravo only rated to under 5700kg. It would be preferable for apron to be rated to 10 tonnes.
- Apron lighting needs improvement
- Airside shelters are required for weather protection (sun protection).

5.1.1.4 Broken Hill Aero Club

The Broken Hill Aero Club is a social club located on airport which holds functions and undertakes some flight training. The hangar and clubhouse have recently been upgraded. The hangar has capacity for up to three small aircraft. Only one housed in late 2022. The clubhouse redevelopment was funded by a NSW Government grant.

The Aero Club has 35 – 40 members. The club is optimistic that this will increase in future.

Some members own aircraft that are housed in other hangars on site.

Infrastructure issues:

- Unavailability of 98 Octane fuel on site. Fuel needs to be obtained at local petrol stations and brought in. Availability of 98 fuel would encourage more itinerant visitors to BHQ
- Single runway access point to runway through Taxiway Alpha. Awareness of the situation is required and there is potential for conflicts.
- Aero club members like that there is a separate GA apron – no mixing with scheduled operations and RFDS.
- Aircraft need to be housed in hangars due to harsh climate conditions.
- It is thought that members would prefer to own their own hangars.

5.1.1.5 Martin Aviation

Martin Aviation is largely a charter operator. It charts aircraft to RFDS, local health service, Federal Government, Land Service and Outback tourism. As of late 2022, the business is in the process of being sold to H&A Air.

2 aircraft on site – an Aerocommander and Cherokee 6 parked in hangar.

There is seasonality of charter demand – mining and health all year, tourism only in cooler months.

Infrastructure issues identified:

- Need for bigger hangars for larger aircraft – there is unmet demand at the airport. Demand is for 9/10 seat aircraft – King Air 350 or Cessna Citation jets.
- Hangar investment needed before aircraft purchased as environment is harsh.
- Hangar areas could be three times as large.
- Preference indicated for airport to develop hangars and lease back to operators.
- Single taxiway (TWY Alpha) is a congestion point.
- RWY 14/32 necessary in crosswinds and would be used more if it was sealed. Crosswind risk to aircraft and people if runway not available.
- Preference for an ILS.
- Apron lighting needs improvement on GA and RFDS aprons.
- Taxiway conditions and lighting are poor and loose gravel can damage aircraft.

- Refuelling configuration could be improved as there is not enough space at refuelling bowser.
- Facilities at BHQ don't justify current level of airport charges.

5.1.1.6 Consolidated Aviation Services

Consolidated Aviation Services provides maintenance and repair for light aircraft under 5700kg. They also run the refuelling facility for Air BP.

Consolidated own two aircraft – a Piper 180 and a Beech Bonanza housed in the hangar.

Four full time plus three casual staff on airport

Infrastructure issues:

- Tanker access to the fuel storage tanks can be difficult when ground is muddy, and can cause contamination of underground tank
- Need for a helipad as there is wash from helicopters being located close to hangars. Rotor wash blows dust and wind into hangars.
- Preference for future hangar development land to be freehold.

5.1.1.7 H&A Aviation

H&A Aviation run scenic and charter flights as well as aerial mustering. Charters are for health, government services, mining and flood relief sectors.

H&A is a long term airport user and has recently taken over Martin Aviation. H&A own two aircraft – a four seater and six seater parked in the hangar.

A helicopter will come on line soon which will be housed at Broken Hill airport some of the time.

Seasonality of charter demand – mining and health all year, tourism only in cooler months.

Infrastructure issues:

- Would like to have expanded hangar space ideally another 6m width.
- There is a lack of hangar space at the airport for private owners.
- Demand for 9/ 10 seat aircraft – King Air 350 or Cessna Citation jets.
- There are operational issues when aircraft are parked on taxiways – usually private but occasionally military.
- Need for a full length taxiway so that aircraft – particularly RFDS – can get in and out from the runway.
- Runway 14/ 32 not used unless absolutely necessary because it is unsealed. Would probably be used more if it was sealed.
- Preference for freehold hangars so that they can be suited to the operation.

5.2 Forecasts

The development of robust forecasts is key to the success of the overall strategic planning and development process as the forecasts are a key input to all aspects of future planning provision.

5.2.1 Forecast Methodology

The previous BHQ forecasts were reviewed, and their methodology determined. Research was undertaken to determine the extent to which the existing passenger services are tied to econometric factors and existing aviation business units. Input from airport management was also incorporated into the forecasts. Key forecast development factors were:

- Econometric: a dependent variable (e.g. passenger traffic) is correlated with a set of independent or explanatory variables (e.g. price, population, personal income, etc.). The process consists in determining the model's ability to accurately predict historical values and conduct statistical tests of reasonableness. Results are also evaluated in context of historical traffic patterns and the effect of Covid-19.
- Time series: this methodology consists in projecting historic trends into the future using time (n=2020) as an independent variable. Given the effect of the Covid-19 pandemic on passenger numbers, 2019 will be used as the most recent year of data that best reflects historical trends. Near term traffic is based on a return to existing service levels and input from stakeholders.
- The peak hour methodologies have been determined by using the IATA definition (peak hour on the peak day in the average week in the peak month). Peak hour numbers will drive input into stand demand and terminal planning.

In developing the forecasts, the following were considered:

- Underlying Demand for Air Travel (Socio-economic analysis)'
- Aviation Market Assessment'
- Forecast Impact Factors'
- Forecast Methodology Summary.

These are outlined further in the sections following.

5.2.1.1 Underlying Demand for Air Travel (Socio-economic analysis)

In order to establish causal link between the level of aviation demand and economic activity, the team has researched and compiled source data relative to the business, economic, tourism, employment and population characteristics of Australian air transport market at the local, state and national level. These include trends and forecasts for:

- Gross Domestic Product/Gross Regional Product: this is perhaps the most comprehensive measure of the overall size of an economy;
- Population;
- Income per Capita and Employment.
- Industry Clusters: It is important to understand growth and diversity of industry clusters to identify correlation with air traffic at the airport;
- Tourism: Currently not in Broken Hill a critical component of passenger volumes but increases in the aviation share of tourism will flow on to airport growth.

Figure 65: Demand Drivers



The Gross Domestic Product of Australia, New South Wales and the Broken Hill region were analysed. These found:

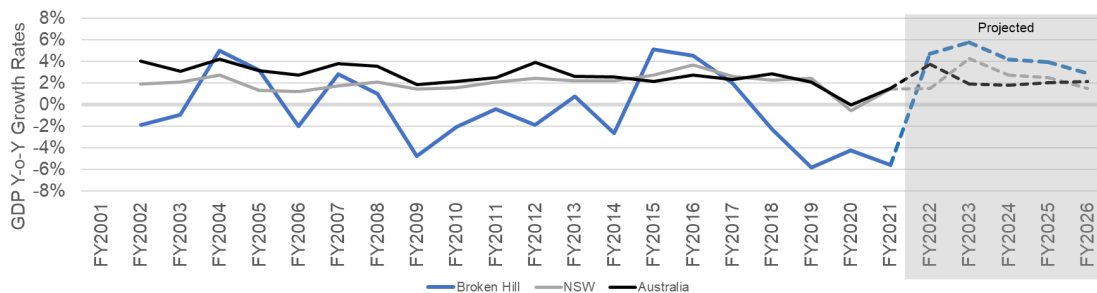
- Australia GDP: Growth rates of 3% per annum pre-COVID
- NSW GDP: Growth rates of 2% per annum pre-COVID
- Broken Hill GDP: Growth rates varied greatly based on local mining industry.

Looking forward post Covid, the analysis showed:

- NSW GDP projected to grow 2-4% per annum in the near term.
- Broken Hill GDP assumed to follow similar trends.

Historical trends and near term forecasts are shown in Figure 66 below.

Figure 66: Broken Hill, NSW, Australia GDP Growth⁴⁵



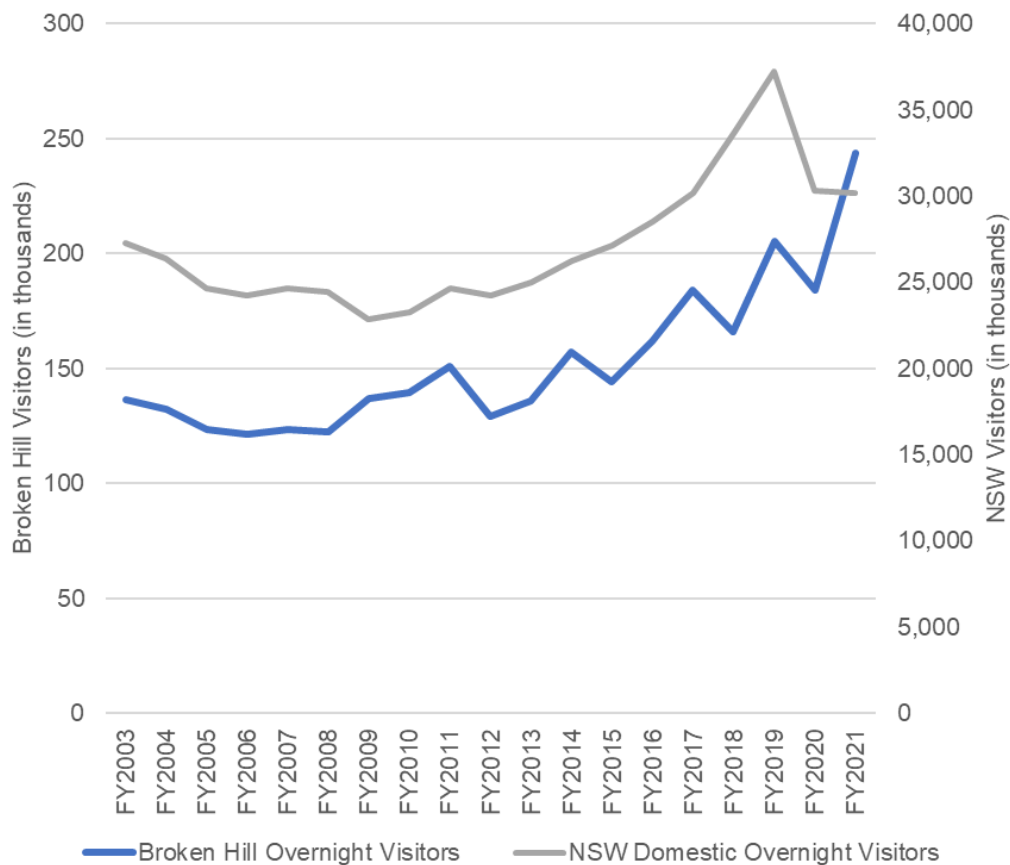
⁴⁵ Sources: Broken Hill City Council; Australian Bureau of Statistics; Government of New South Wales.

The major issues in determining local growth rates were:

- Broken Hill population:
 - Dropped from 19,361⁴⁶ in FY2006 to 17,588⁴⁷ in FY2021.
 - Council advice is that the population is projected to grow to 19,000-26,000 by FY2026.
- NSW Population:
 - 8.07 million at 2021 census.⁴⁸
 - Projected to grow 1% per annum in the future.
- Broken Hill domestic overnight visitors grew 3.3% per annum from FY2003 to FY2021 compared to 0.6% for NSW.
- Broken Hill overnight visitors projected to grow about 3% per annum through FY2042.
- Limited hotel and housing capacities could be an issue over the forecast period.

Historical visitor trends are shown in Figure 67 below.

Figure 67: Broken Hill Historical Visitor Trends⁴⁹

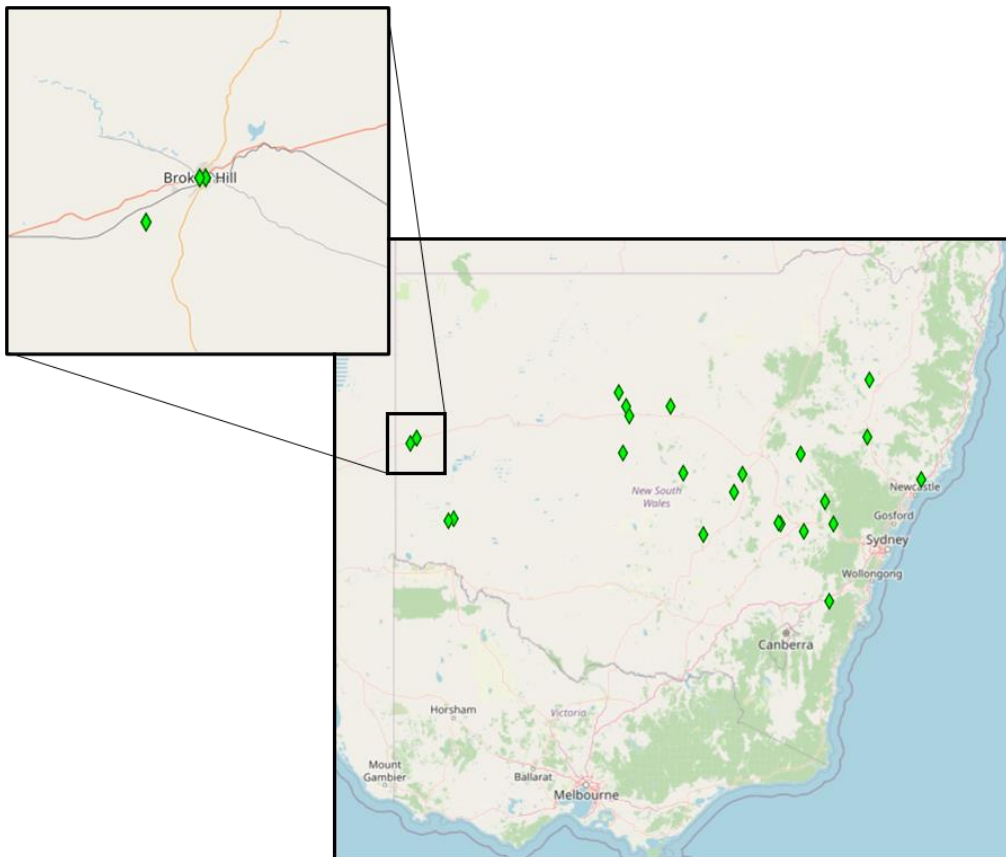


⁴⁶ <https://www.abs.gov.au/census/find-census-data/quickstats/2006/LGA11250>
⁴⁷ <https://www.abs.gov.au/census/find-census-data/quickstats/2021/105021097>
⁴⁸ <https://www.abs.gov.au/census/find-census-data/quickstats/2021/1>
⁴⁹ Sources: Broken Hill City Council; Tourism Research Australia

The impact of actual or potential mining projects were also analysed. These projects have the potential to generate additional charter and/ or FIFO traffic at BHQ. These projects include:

- Main ongoing projects: Cobalt Blue, Hawsons Iron Ore Project
- Upcoming project: Hydrostor (~2024) with an estimated contribution of \$450+ million to the economy

Figure 68: Planned NSW Mining Projects (Broken Hill area shown in inset)



5.2.1.2 Aviation Market Assessment

The objective of this task was to update and compile historical data for passenger movements and aircraft movements at BHQ to better understand historical trends and air service offerings.

The focus was on the following aviation activity components:

- Aircraft Gauge and Range Analysis: Based on the existing runway length, possible maximum aircraft sizes and their potential range or payload were considered. These were then factored into the forecast development.
- Commercial Passenger Service (passenger base, air service): analytic considerations included carrier mix (existing airlines users and possibility of new entrants), importance and effect of the local fare scheme, number of markets served, average airfares, aircraft types deployed at the airport. An

analysis of potential regional air service competition focussed on the amount of market overlap between airlines, airfare competitiveness, uniqueness of services, and determined which airlines are providing competition.

- A major assumption that impacts both annual passenger growth and the fleet mix is that there would not be a substantial upgauging of scheduled services during the reference period of the master plan. Therefore, the largest scheduled aircraft forecast to use the airport would be the 74 seat Q400 (used currently by QF). Larger Code C jet aircraft (F100, B737 or A320) would be limited to itinerant or mining charters.
- The possibility of scheduled service upgauging to Code C jets provides opportunities to open new routes to Broken Hill and would be of major benefit to the tourist industry. However, significant growth in the tourism sector could not occur without a major expansion of hotel beds and associated tourism infrastructure.

5.2.1.3 Forecast Impact Factors

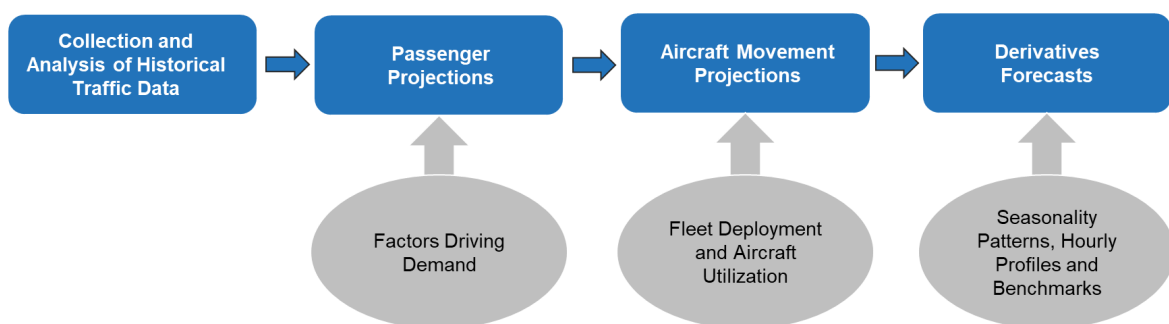
The objective of this task is to develop an overview and discussion of trends and changes occurring at the local, national, and potential future international level that have the potential to influence the activity level, service pattern or type of aviation activity likely to occur in the future at the airport. Factors that could affect the forecasts could include:

- Fuel prices;
- Market competition;
- Airline fare subsidy schemes;
- Future changes in economic indicators;
- Expansion of regional services;
- Aircraft orders and fleet trends;
- Financial stability of airline sector;
- Economic projections.

5.2.1.4 Forecast Methodology Summary

Aviation activity forecast was developed for 20 year design horizon including high and low sensibility scenarios. Passenger activity levels are translated into aircraft movements and fleet mix trends. Annual forecasts are interpreted into busy day and peak hour equivalents for the purpose of facility planning.

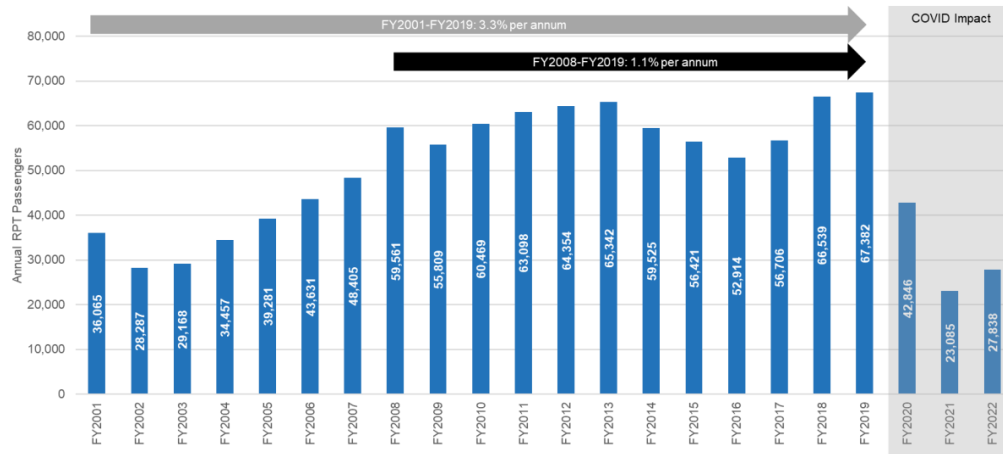
Figure 69: Demand Forecast Process



5.2.2 Historical Passengers

Historical regular passenger traffic (RPT) trends at BHQ are shown in Figure 70 below. These show traffic has been largely stable for periods of time with occasional step ups of activity. During this time, Rex (ZL) has been the major carrier providing scheduled services. QANTAS entered the market in 2022 – the impact of an additional carrier is not clear at this time.

Figure 70: Historical RPT Passengers⁵⁰



Regional Express operate the Community Fare scheme at BHQ. This provides discounts if tickets are booked prior to 30 days prior to travel or with 24 hours of travel if tickets are available. Rex have indicated that the scheme underpins some of the traffic at BHQ though this is hard to quantify without access to data.

Historically there has been some – but not a substantial - charter market operating at BHQ. It is expected that as mining activity increases in the region, there will be a greater demand for mining related charter and Fly In Fly Out (FIFO) services to BHQ.

Airline market share including the recent entry of QF is shown in Figure 71 below.

⁵⁰ Sources: BITRE; Landrum and Brown

Figure 71: Historical Airline Market Share⁵¹

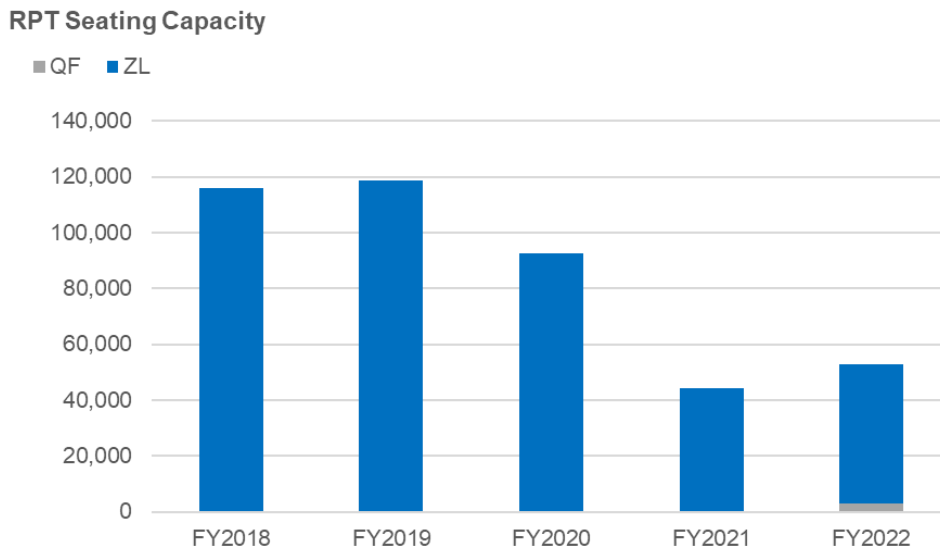
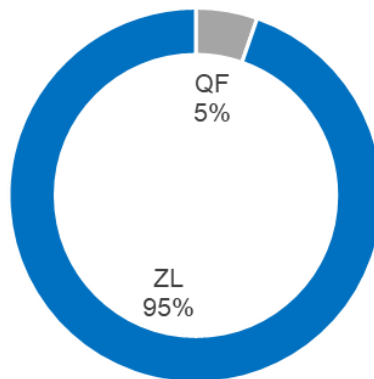


Figure 72: RPT Seating Capacity – FY2022⁵²

RPT Seating Capacity – FY2022



⁵¹ Sources: BITRE; AvData Analysis; Diio Mi by Cirium; Landrum & Brown.

⁵² Sources: Diio Mi by Cirium; Landrum & Brown

5.2.4 Activity Sector Market Share

Broken Hill overall air traffic movements have dropped in recent years from 7,770 in FY2020 to 6,482 in FY2022. This was largely due to the fall in scheduled services. Charters, RFDS and government movements were stable during the pandemic.

Figure 73: BHQ Total Aircraft Movements⁵³

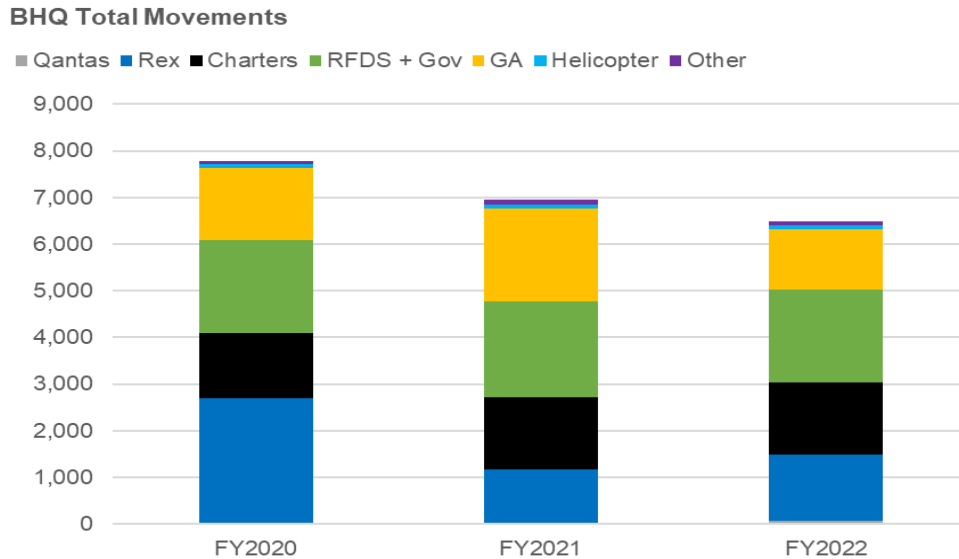
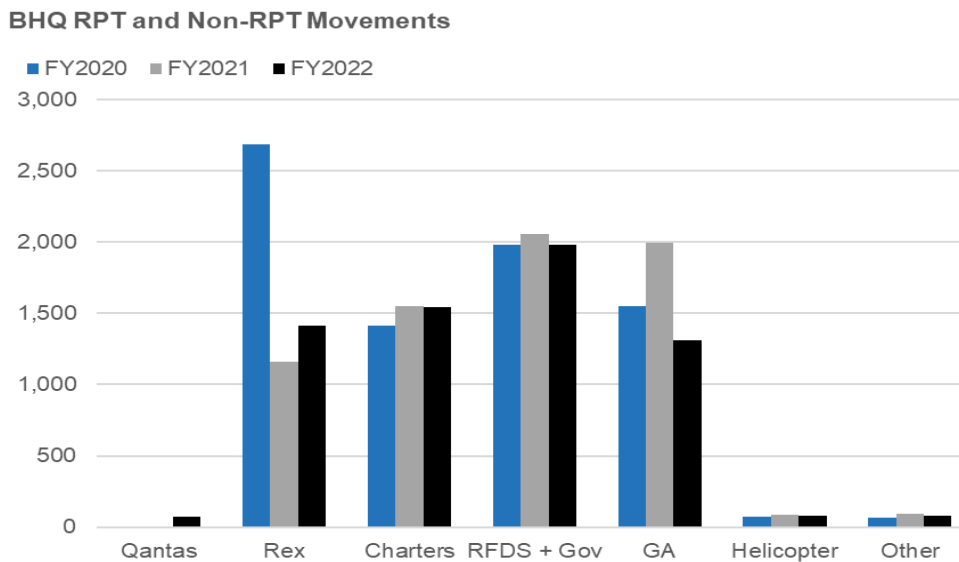


Figure 74: Activity Sector Aircraft Movements



⁵³ Sources: BITRE; AvData Analysis; Dii Mi by Cirium; Landrum & Brown

The outcomes of analysis and stakeholder inputs for scheduled (RPT) operation were:

- Regional Express:
 - Rex accounts for the majority of scheduled traffic.
 - No changes in fleet and market expected in the near term.
 - Additional services will occur if demand dictates
- QANTAS:
 - No changes in fleet and market expected in the near term
 - Upgauging will occur if demand dictates however lack of terminal security will be an issue to be resolved.

5.2.5 FIFO Operations

In recent decades, the development of mining operations in remote areas of Australia has become highly dependent on aviation services. These are referred to as FIFO (Fly In Fly Out) services where mining staff from a metropolitan location (Adelaide, Sydney or Brisbane would be the most likely for Broken Hill) to a mining location for a six, seven or eight day shift. There are three types of FIFO operations:

- Closed charters – aircraft are chartered by a mining company and only the staff from that company or site are allowed to fly. Due to the nature of the traffic, neither passengers nor bags are required to be security screened. Closed charters may or may not operate to fixed schedules.
- Open Charters – these are operated by charters companies aimed primarily at the mining industry but there is some capacity for paying passengers. These services generally operate on fixed schedules. As there are paying passengers, it is necessary to security passengers and baggage if the aircraft is of sufficient size – 40 seats or over.
- Scheduled Services – mining companies will make block bookings on scheduled services. As scheduled services, security screening will occur of required.

With mining industry expansion, there is the potential for additional charter and FIFO service at BHQ. In determining the forecast for Broken Hill Airport, the major mining charter operators, their fleets, and their primary focus of operation was considered.

The locations of the various charter airlines and the mining markets they serve is shown in Table 5..

Table 5: Charter operators bases and markets served

Airline Operator	Parent Company	Main Base	Markets Served (States)
Air Link	Aviation Logistics	DBO	NSW
Airnorth	Bristow Helicopters	DRW	NT, QLD, VIC, WA
Alliance	Alliance Aviation	BNE	All states
National Jet/ Cobham Aviation	REX	ADL	SA, WA
FlyPelican		NTL	ACT, NSW

Airline Operator	Parent Company	Main Base	Markets Served (States)
Hinterland		CNS	QLD
Link Airways	Corporate Air	BNE	ACT, NSW , QLD, TAS, VIC
Maroomba Airlines	Nantay Pty Ltd	PER	WA
Pel-Air	REX	BNE	NSW , QLD, SA
Sharp	Sharp Aviation	MEB	TAS, VIC
Skippers Aviation		PER	WA
Skytrans	Collings Aircraft	CNS	QLD

It is considered that FIFO operations to Broken Hill would focus on turboprops (Q100s, Q300s, EMB120) or small jets (up to ERJ-170 or F70).

As there is little current charter/ FIFO activity at BHQ, forecasts of future activities have to rely on a range of assumptions. It should be noted that it is difficult to quantify the actual number of charter/FIFO operations to be expected at BHQ over the forecast period. As a result, high level assumptions were adopted based on projected mining operations as well as socio-economic trends projected for the local region.

The first investigation was what aircraft types are operated by the various airlines offering charter and FIFO services. These are shown in Table 6 below.

Broken Hill Airport
Master Plan



Table 6: Regional / Charter Operators Fleet

Aircraft Type	MTOW (tonnes)	Air Link	Airnorth	Alliance	National Jet / Cobham Aviation	FlyPelican	Hinterland	Link Airways	Marooomba Airlines	Pel-Air	Sharp	Skippers Aviation	Skytrans
Bae 146-300	44.2				4								
Beech Baron	2.3	1											
Cessna 208	3.9						10						6
Cessna 310	2.5	2					4						
Cessna 441	4.5							4				3	
Cessna 510	3.9	5											
EMB-120	11.5		6									6	
ERJ-170	38.6		4										
ERJ-190	51.8		2	25	6								
Fokker 70	39.9			14									
Fokker 100	45.8			25								2	
Jetstream 32	7.0					5							
King Air	4.6	1					2			9			
Metro III	7.3							3			23	5	
PA-31	2.9	3											
Q100	15.6								3			4	4
Q300	19.5								2			6	
Q400	30.5				8								
Saab 340	13.2							11		3			
Westwind	10.7									4			

Those MTOW weights shown in red would exceed proposed runway upgrades.

5.2.6 Annual Forecasts

When considering scheduled traffic, the near-term growth schedule fillings show that seating capacity at BHQ will be back to pre-COVID levels in Q4 2022. For medium/ long-term growth the BHQ RPT passengers projections use a combination of linear regressions and trend analyses against the following variables:

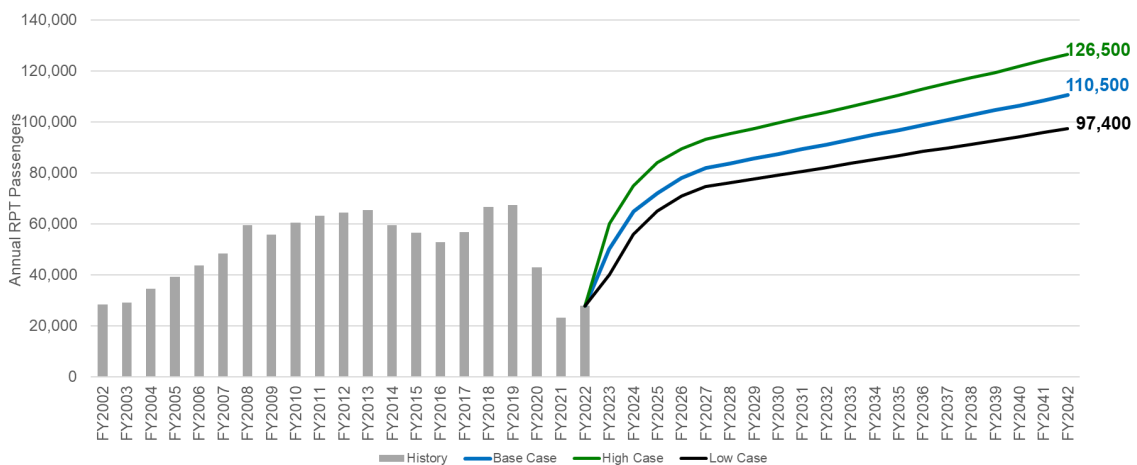
- Australia: GDP and population
- NSW: GDP and population
- Broken Hill: GDP and population
- NSW domestic overnight visitors
- Broken Hill domestic overnight visitors
- Since non-RPT data was only available for FY2020 to FY2022, the forecast focused a ratio analysis

For non RPT and charter traffic It is assumed that this traffic is likely to be driven by local socio-economic and tourism trends. The forecast looked at relationships between non-RPT traffic and:

- Broken Hill GDP
- Broken Hill population
- Broken Hill domestic overnight visitors

Low, medium and high range annual passenger forecasts are shown in Figure 75 below. Growth projections are based on 2022 returning to a level similar to a Pre Covid 'normal'. On the medium range projection, passenger traffic is forecast to grow to 157,100 passengers by 2036 with a CAGR (Combined Annual Growth Rate) of 1.5%. The medium range projection has been adopted for this study.

Figure 75: Scheduled Passenger Demand Projection to 2042⁵⁴



⁵⁴ Sources: BITRE; AvData Analysis; Diio Mi by Cirium; Landrum & Brown.

The key RPT load factor assumptions are based on the equation:

$$\text{Passenger ATMs} = \frac{\text{Total Passengers}}{\text{Average Load Factor} * \text{Average Aircraft Size}}$$

The key assumptions are:

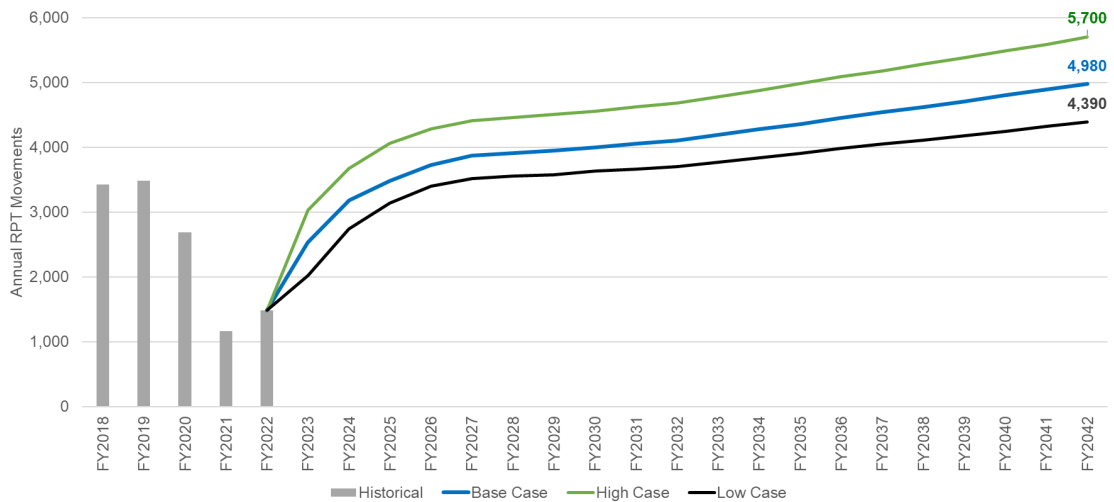
- RPT airlines to continue operating turboprops over forecast period.
- Slight increase in gauge expected over time but most growth to be realised through increases in load factors.

Table 7: Forecast Load Factor and Gauge (Aircraft Seats)⁵⁵

	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023 – FY2042
Load Factors	57%	57%	47%	59%	55%	55-60%
Gauge (Seats)	34	34	34	34		35-37

Annual aircraft movements are forecast at a slightly slower rate than passenger movements as it is anticipated that there will be a higher number of passengers per aircraft. This will be driven by some degree of aircraft upgauging and increased load factors.

Figure 76: RPT Annual Movements Projection⁵⁶

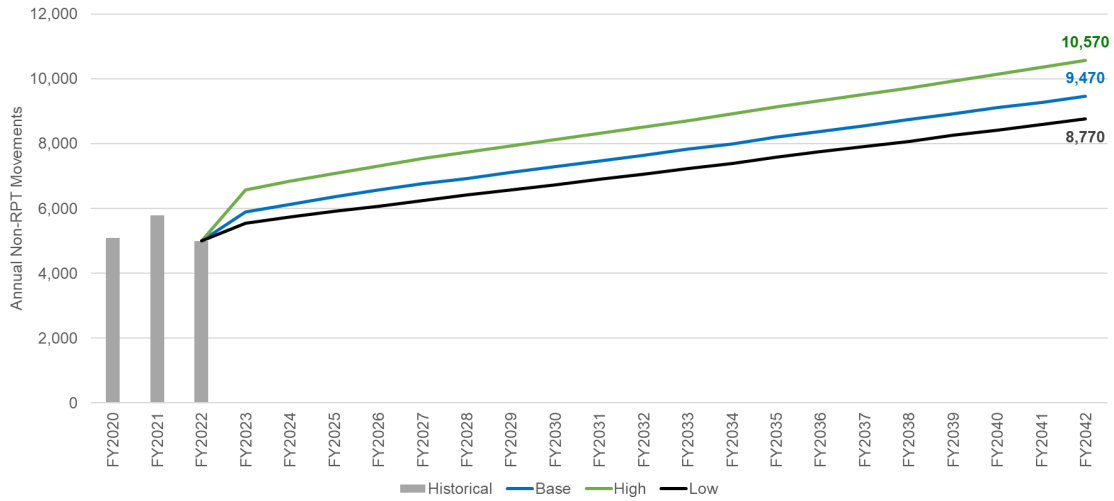


Non RPT annual movements are shown in Figure 79.

⁵⁵ Sources: BITRE; AvData Analysis; Diio Mi by Cirium; Landrum & Brown.

⁵⁶ Sources: BITRE; AvData Analysis; Diio Mi by Cirium; Landrum & Brown

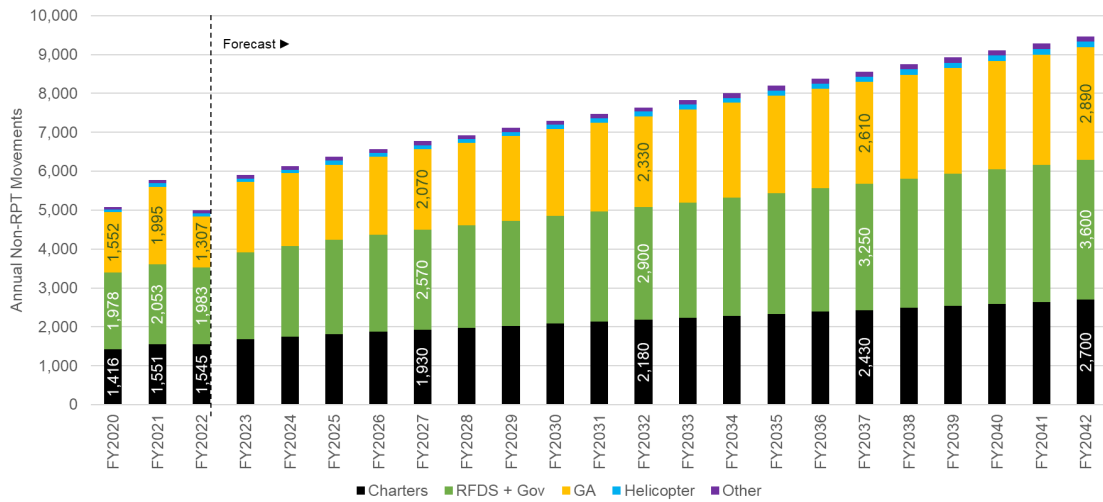
Figure 77: Non RPT Annual Movements Projection



The Non RPT ATM forecast by sector is shown in Figure 78 below. The proportion of the sectors is forecast to be reasonably constant.

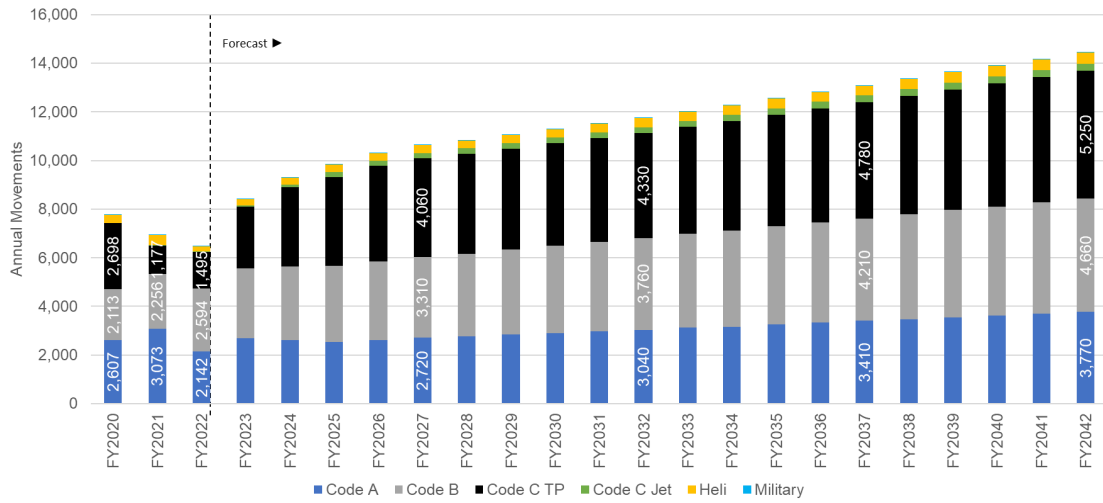
The fleet mix across the RPT and Non RPT sectors is also forecast to be reasonably constant though Code C jets will become important with the increase in mining charters. This is shown in Figure 79.

Figure 78: Non RPT Forecast by Sector⁵⁷



⁵⁷ Sources: BITRE; AvData Analysis; Diio Mi by Cirium; Landrum & Brown

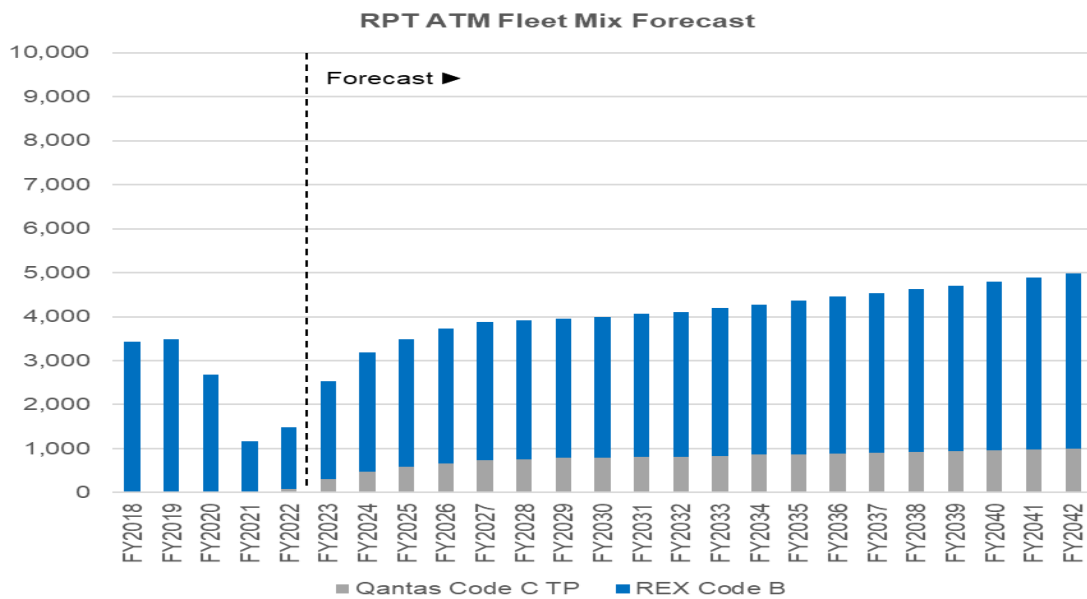
Figure 79: Fleet Mix Projection⁵⁸



The RPT fleet mix and gauge is forecast to remain similar to what is occurring today. Rex is not seen to make a change to its fleet for some time. The QF forecast allows for upgrading to 74 seat Q400 aircraft at a future stage. This is shown in Figure 80.

The Non RPT fleet mix will see the biggest forecast growth in the Code B aircraft range. This is shown in Figure 81 below.

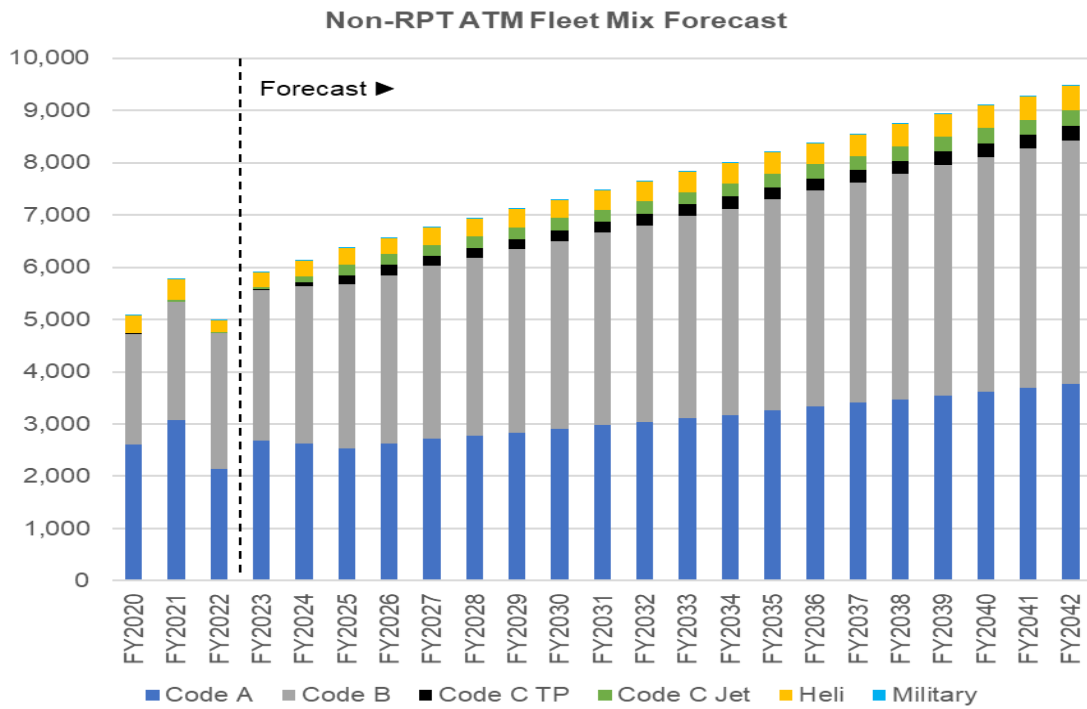
Figure 80: RPT Fleet Mix Forecast⁵⁹



⁵⁸ Sources: BITRE; AvData Analysis; Diio Mi by Cirium; Landrum & Brown

⁵⁹ Sources: BITRE; AvData Analysis; Diio Mi by Cirium; Landrum & Brown

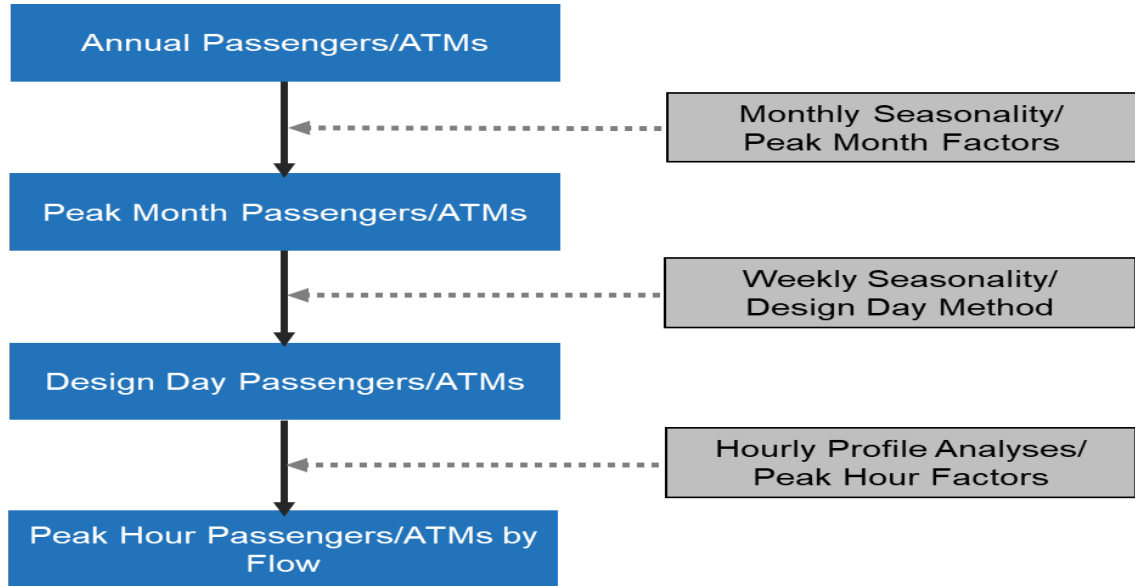
Figure 81: Non RPT Fleet Mix Forecast



5.2.8 Derivative forecasts

Derivative forecasts include peak hours (passenger and aircraft movements) and aircraft stand demand. The approach to developing the derivative forecasts from the annual forecasts is shown in Figure 82.

Figure 82: Derivatives Forecasts Approach



5.2.8.1 Monthly Seasonality

As discussed above, 2019 is considered the base year for forecasting as there was no Covid disruption. Figure 83 below shows the monthly passenger traffic profile from July 2019 through to June 2023 – the latter based on schedule analysis. In this case, the scheduled seat numbers have been taken as a proxy for passenger trends. The numbers are relatively stable for most of the year with a distinct drop in traffic in December, January and to some extent in February. Figure 84 shows similar patterns for ATM aircraft movements.

Figure 83: Monthly Seasonality – Passengers⁶⁰

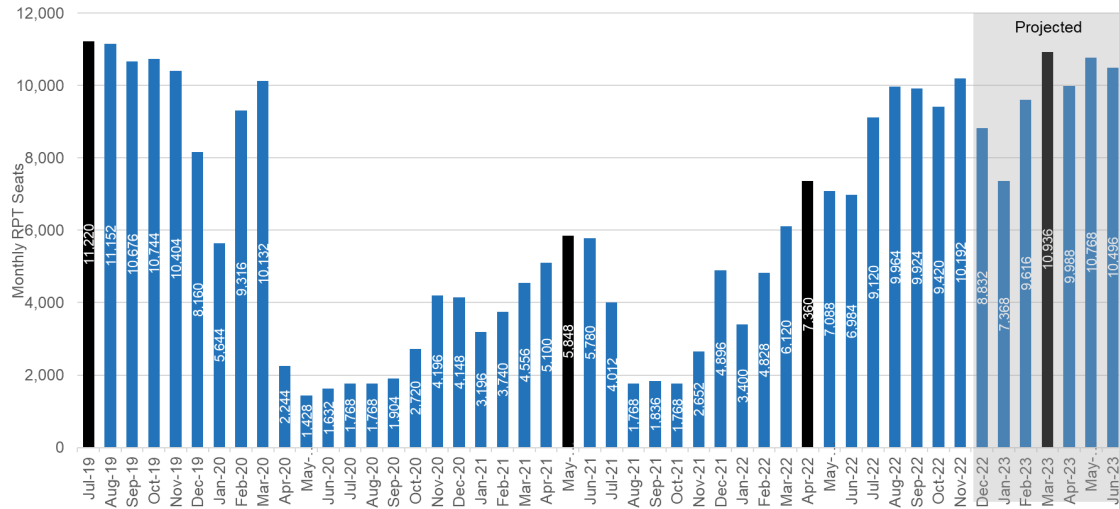


Figure 84: Monthly Seasonality – RPT ATMs

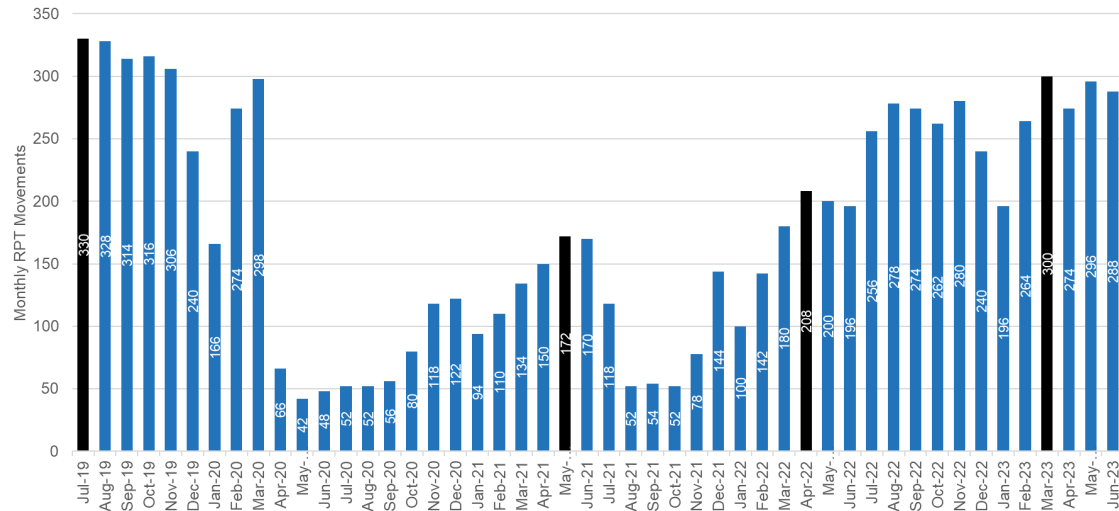
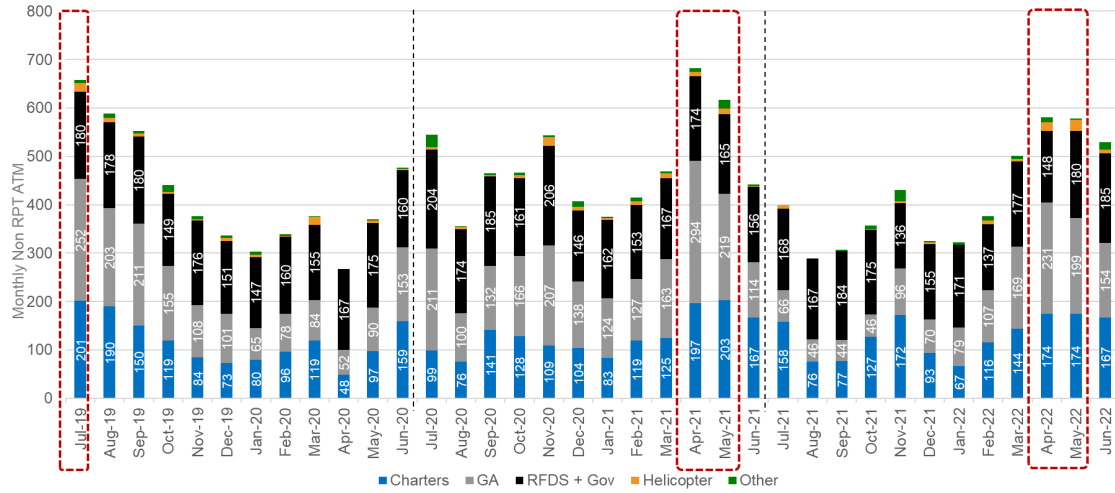


Figure 85 shows the monthly seasonality for Non RPT movements over the July 2019 to June 2022 period. It is notable that the overall traffic did not noticeably decline over the COVID period. As with RPT traffic, there is a distinct decline in traffic over the summer months but unlike RPT traffic, there is a distinct peak mid year.

⁶⁰ Sources: BITRE; AvData Analysis; Diio Mi by Cirium; Landrum & Brown

Figure 85: Monthly Seasonality – Non RPT Movements

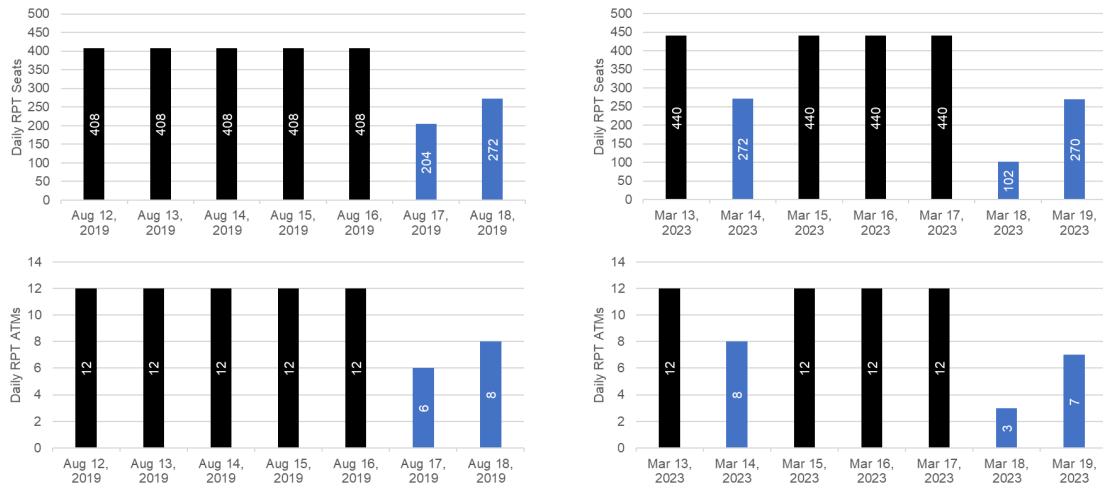


5.2.8.2 Weekly Seasonality

The design day has been identified using the IATA definition of second busiest day of average week of peak month. As for peak month, a design day representative of all activity sectors was selected. Wednesday fits these criteria though there is little difference over other days of the week. This lack of difference between days has facility benefits as there will be a high level of utilization of assets over the week and future facility provision will not be driven by one day or a poor level of service on one day of the week.

Figure 86 below shows a comparison of weekly RPT traffic patterns between 2019 and 2023. The number of weekly seats is slightly higher partly due to the introduction of QF services. However, there has been a distinct decline in weekend services and capacity.

Figure 86: 2019 – 2023 Weekly Comparison



Daily non-RPT ATM levels vary greatly from day to day. Analysis shows busy days would fall somewhere around 29-37 daily ATMs.

Several days in FY2020, FY2021, and FY2022 were analysed in order to find a busy representative of all non-RPT operations (charters, RFDS, GA, helicopter and other). These are shown below.

Figure 87: Daily Non RPT ATM July 2019⁶¹

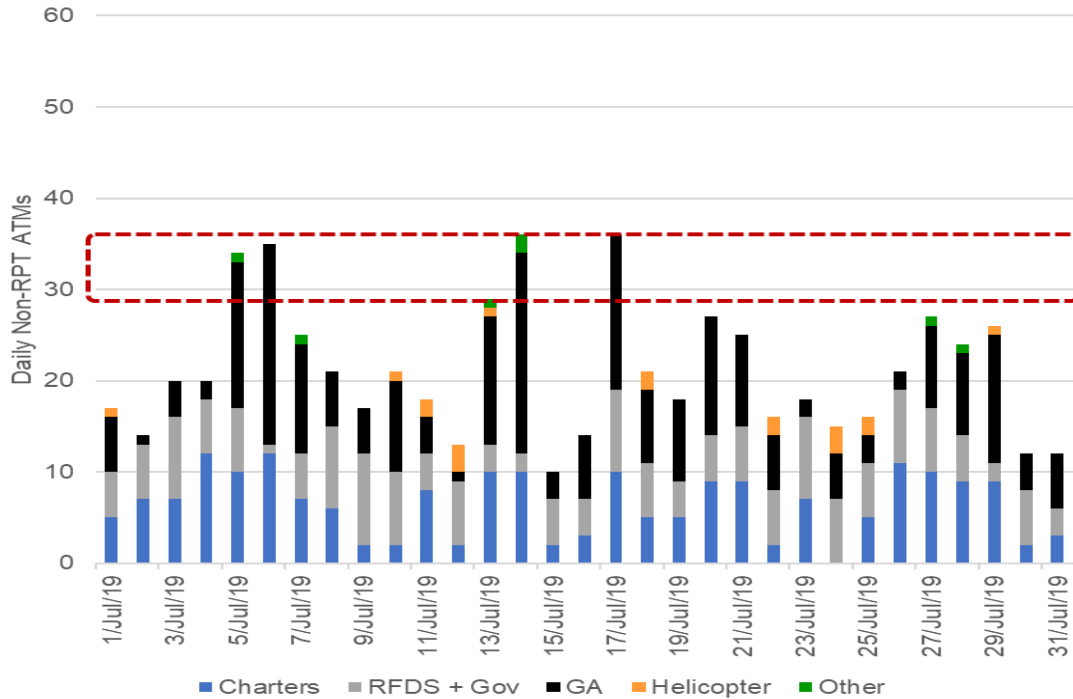
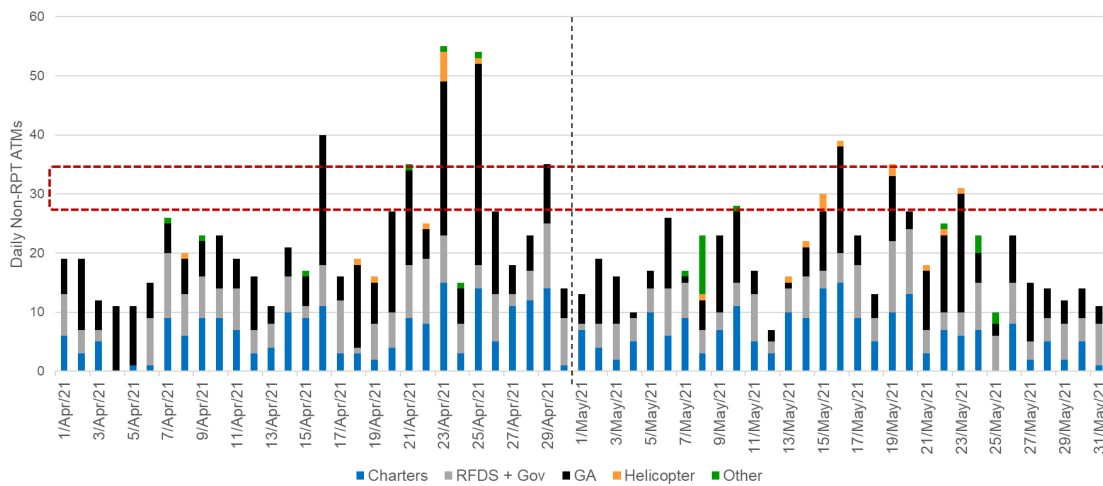


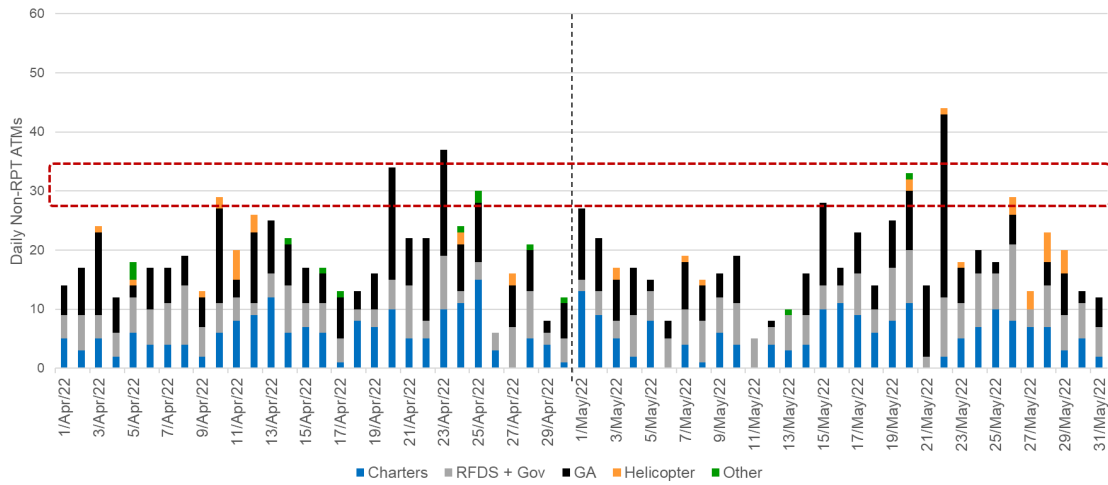
Figure 88: Daily Non RPT ATM April – May 2021⁶²



⁶¹ Sources: BITRE; AvData Analysis; Diio Mi by Cirium; Landrum & Brown

⁶² Sources: BITRE; AvData Analysis; Diio Mi by Cirium; Landrum & Brown

Figure 89: Daily Non RPT ATM April – May 2022⁶³

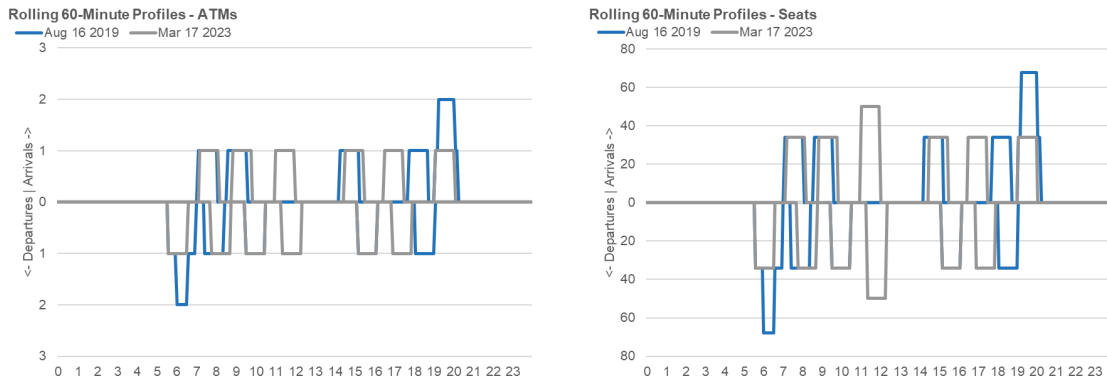


5.2.8.3 Hourly trends

In the post COVID period, there have been changes in the hourly seat and ATM profiles. These are shown in Figure 90 below. The pre-COVID peaks showed arrivals in the evening and departures in the early morning (for both ATMs and seats) with the overlap of 2 REX flights. At the time there were two Rex aircraft overnighing at Broken Hill.

The post-COVID peaks have largely flattened though is now a midday peak for seats that is driven by larger 51 seat QF Q300 aircraft.

Figure 90: Rolling 60 minute ATM / Seats Comparison⁶⁴



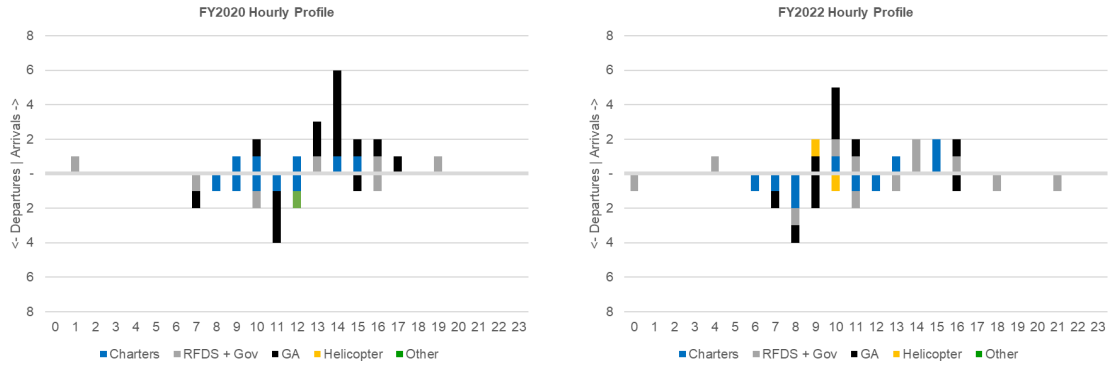
The non-RPT hourly profile (and activity sector mix in the peaks) also varies from day to day. The peaking patterns show non-RPT arrivals peaking at about 4-6 ATMs per hour while departures peak at about 4-5

⁶³ Sources: BITRE; AvData Analysis; Diio Mi by Cirium; Landrum & Brown

⁶⁴ BITRE; AvData Analysis; Diio Mi by Cirium; Landrum & Brown

ATMs per hour. Hourly movements in 2022 were slightly down in 2020 as there was still reduced GA activity post COVID. These are shown in Figure 91 below.

Figure 91: Non RPT ATM Hourly Trends 2020 and 2022



5.2.8.4 Derivatives Summary

Table 8: Derivatives Summary – Passengers

		FY2019	FY2020	FY2021	FY2022	Forecast ▶				
						FY2027	FY2032	FY2037	FY2042	
RPT Passengers	Annual	67,382	42,846	23,085	27,838	81,900	91,200	100,700	110,500	
	Peak Month	7,530	6,287	3,535	4,603	9,000	10,000	11,000	12,100	
	Design Day	272	231	170	224	360	400	440	480	
	Peak Hour	Arr	45	39	23	22	70	76	84	92
	Dep	45	39	23	22	70	76	84	92	
	2-Way	45	39	47	44	111	122	134	147	
RPT ATMs	Annual	3,489	2,684	1,161	1,486	3,870	4,110	4,540	4,980	
	Peak Month	332	325	152	203	360	380	420	470	
	Design Day	12	12	7	10	14	15	17	19	
	Peak Hour	Arr	2	2	1	1	2	2	3	3
	Dep	2	2	1	1	2	2	3	3	
	2-Way	2	2	2	2	3	3	3	4	

Table 9: Derivatives Summary – Non RPT Movements

			Forecast ▶						
			FY2020	FY2021	FY2022	FY2027	FY2032	FY2037	FY2042
Charters	Design Day		12	11	12	14	16	18	19
	Peak Hour	Arr	2	2	2	2	3	3	3
		Dep	2	3	3	3	3	4	4
		2-Way	3	4	4	4	4	5	5
RFDS + Gov	Design Day		7	10	9	11	12	14	15
	Peak Hour	Arr	1	2	1	2	2	3	3
		Dep	1	2	2	2	2	3	3
		2-Way	2	3	3	3	3	4	4
GA	Design Day		16	15	16	20	23	26	28
	Peak Hour	Arr	4	4	3	5	5	6	7
		Dep	5	2	4	5	5	6	7
		2-Way	7	5	6	7	7	8	9
Helicopters	Design Day		1	1	1	1	1	1	1
	Peak Hour	Arr	0	0	0	0	0	0	0
		Dep	1	1	1	1	1	1	1
		2-Way	1	1	1	1	1	1	1
Other	Design Day		1	1	1	1	1	1	1
	Peak Hour	Arr	0	0	0	0	0	0	0
		Dep	1	1	1	1	1	1	1
		2-Way	1	1	1	1	1	1	1

Table 10: RPT AND Non RPT Movements

			Forecast ▶						
			FY2020	FY2021	FY2022	FY2027	FY2032	FY2037	FY2042
Non-RPT ATMs	Annual		5,086	5,781	4,996	6,770	7,640	8,550	9,470
	Peak Month		658	660	570	771	871	973	1,078
	Design Day		37	38	39	47	53	61	66
	Peak Hour	Arr	5	4	4	6	7	8	8
		Dep	5	5	5	6	7	8	8
	2-Way	8	7	7	9	11	12	12	
RPT + Non-RPT ATMs	Annual		7,770	6,942	6,482	10,640	11,750	13,090	14,450
	Peak Month		983	812	773	1,131	1,251	1,393	1,548
	Design Day		49	45	49	61	68	78	85
	Peak Hour	Arr	6	5	5	7	9	10	10
		Dep	6	6	6	7	9	10	10
	2-Way	9	8	8	10	13	14	14	

The forecast demand in FY2042 of up to 14 two way movements per hour would not drive sufficient demand for long lengths of parallel taxiway to Runway 05/23.

6 Future Demand Assessment

6.1 Aircraft Apron

There are currently two stands on the RPT apron and this will rise to four when the committed works have been completed. It is generally acknowledged that the current two stands are inadequate.

REX used to have two aircraft remain overnight at BHQ pre-COVID but this has been reduced to one. As of Q4 2022, REX and QF do not have overlapping stand demand needs but this could change as the QF scheduling is regarded as fluid.

Based on projected RPT traffic growth, RPT stand needs will grow to 3 stands by FY2027 and 4 stands by FY2037 onwards. The stand demand includes a contingency factor of the stand requirement plus one. The contingency factor provides an operational buffer should there be disruption.

The forecast assumption is that aircraft will be turboprops similar to current operations.

Table 11: RPT Aircraft on Ground Forecast

	FY2019	FY2020	FY2021	FY2022	Forecast ▶			
					FY2027	FY2032	FY2037	FY2042
Design Day ATMs	12	12	7	10	14	15	17	19
Turns per Stand	3.0	3.0	3.5	5.0	3.5	3.5	3.5	3.5
RPT Stand Needs	2	2	1	1	2	2	3	3
Code B	2	2	1	0	1	1	2	2
Code C	0	0	0	1	1	1	1	1
RPT Stand Needs (including +1 contingency)	3	3	2	2	3	3	4	4

Aircraft parking requirements for Charter and FIFO (Fly In Fly Out) sectors are difficult to define as this segment has been traditionally irregular at BHQ. Unlike other airports with significant mining sector traffic, there is not a base to build a forecast from. The sector, in other ports, has been historically erratic and dependent on the vicissitudes of the mining industry. Therefore, the Charter/ FIFO forecasts have a low degree of certainty.

The forecasts were based on the following assumptions:

- RFDS and GA will have their own aprons for aircraft parking.
- Charters/FIFO are assumed to use the RPT apron resulting in overlapping stand needs for RPT and Charters traffic.
- Charters/FIFO stand needs for FY2020-FY2022 were estimated at 3-5 stands on a typical design day (mostly Code A and some Code B).
- Based on projected Charters/FIFO traffic growth, stand needs will grow to 7 stands in the long term with an overall increase in aircraft gauge.

Table 12: Charter/ FIFO Aircraft on Ground Forecast

	FY2020	FY2021	FY2022	Forecast ▶			
	FY2020	FY2021	FY2022	FY2027	FY2032	FY2037	FY2042
Design Day ATMs	12	11	12	14	16	18	19
Turns per Stand	1.5	1.1	1.2	1.3	1.4	1.4	1.5
Charters/FIFO Stand Needs	3	5	4	5	6	6	7
Code A	3	4	3	2	3	3	4
Code B	0	1	1	2	2	2	2
Code C	0	0	0	1	1	1	1

Historical combined RPT and charter activity shows that there is an overlap of activity particularly during overnight hours pre-COVID. The overlap in stand needs still occurred post-COVID during daytime hours. This is shown in Figure 92 and Figure 92 below.

Figure 92: RPT vs Charter Needs – FY2020

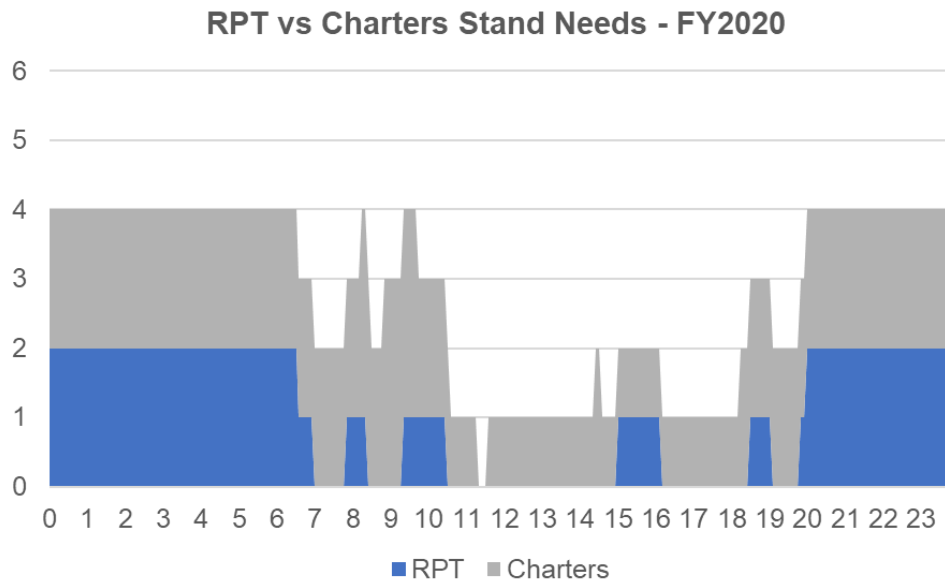
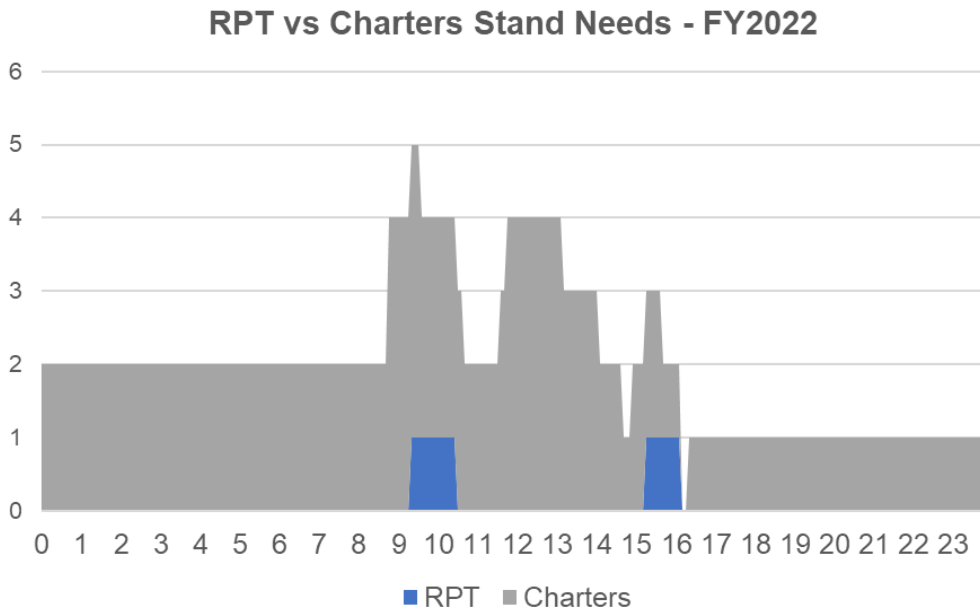


Figure 93: RPT vs Charter Needs – FY2022



While it is difficult to assess at what time the new Charters/FIFO flights will take place, it is reasonable to assume that some overlap in RPT and Charters/FIFO stand needs will propagate over the forecast period.

Overall RPT + Charters/FIFO stand needs are expected to grow to 6 stands by FY2027 and 9 stands long term.

Table 13: Overall Stand Demand

	FY2020	FY2021	FY2022	Forecast ▶			
				FY2027	FY2032	FY2037	FY2042
RPT Stand Needs (Code B + C)	2	1	1	2	2	3	3
Charters/FIFO Stand Needs	3	5	4	5	6	6	7
Code A	3	4	3	2	3	3	4
Code B	0	1	1	2	2	2	2
Code C	0	0	0	1	1	1	1
RPT + Charters/FIFO Stand Needs	4	5	5	6	7	8	9
Code A	2	3	3	2	3	3	4
Code B	2	2	1	2	2	3	3
Code C	0	0	1	2	2	2	2

For the purposes of 2042 planning it was agreed that aircraft parking planning would be based on requirements of 3 x Code A, 3 x Code B and 3 x Code C aircraft. This includes the following assumptions:

- At least one of the Code C stands would be a B737 or A320 to full 36 metre wingspan.

- No provision has been made for longer Code C jets such as the A321 or B737 – 900 range.
- The uncertainty around Charter provision provides the overall contingency. No additional contingency has been applied.
- Code A includes provision for small Code B aircraft such as the Cessna Caravan which are just marginally inside the Code B range i.e have wingspans just over 15 metres.

In addition to aircraft parking stands, a need for additional rotary wing (helicopter) landing and operational areas has been identified. This would be ideally located in a dedicated rotary wing area close to associated GA hangar facilities.

6.2 Terminal Building

Future terminal requirements have been defined through the use of a Terminal Space program. This defines requirements at five yearly intervals from 2022 through to the 2042 planning horizon. This has been developed and takes into account:

- Annual and peak hour passenger numbers.
- Peak hour aircraft movements and stand demand.
- Agreed passenger processing rates.
- Agreed level of service criteria.

Terminal footprint requirements have been determined for both Scheduled RPT services only and taking into account Charter / FIFO operations.

The terminal space program has acted as a guide to the high level terminal plans that have been developed. The outputs include both facilities to be provided and spatial requirements.

Table 14: Terminal Footprint Outputs – Scheduled Services

Scheduled Services Only					
	2027 (no security)	2027 (security)	2032	2037	2042
Dep Peak Hour	70	76	76	84	92
Arr Peak Hour	70	76	76	84	92
Terminal Area (m ²)	1,125	1,575*	1,575*	1,575	1,625

If current traffic patterns continue and the terminal only serviced scheduled RPT services, then the current terminal building would suffice for the master plan period. It is likely that in the next few years, there will be a mandated requirement for security screening of passengers and checked baggage.

As the peak hour forecasts are only forecast to rise by a small amount, there is not a need to increase the terminal significantly after the initial security requirements have been met. An expanded terminal is likely to have a long asset life.

The terminal footprint requirements for a significantly expanded Charter and FIFO market have also been formulated.

The charter and FIFO assumption is that 1 x Code B and 1 x Code C are added to the peak hour. Code B aircraft are assumed to have 34 seats (equivalent to SAAB 340 or Q200), Code C to have 74 seats (Q400)

rising to 100 seats (F100/ E190) from 2032 onwards. A 75% load factor for charters and FIFO has been assumed.

The increase in the overall peak hour will require a larger terminal footprint particularly in check in, baggage make up and passenger hold area. These footprint requirements are shown in **Error! Reference source not found.** below.

Table 15: Terminal Footprint Outputs – Scheduled plus FIFO / Charter

Scheduled Services + FIFO Charter				
	2027	2032	2037	2042
Dep Peak Hour	155	181	189	197
Arr Peak Hour	155	181	189	197
Terminal Area (m ²)	2,400	2,450	2,650	2,650

A substantial FIFO charter operation as forecast would require approximately an additional 1,000 sq m terminal space over a terminal for scheduled services only.

6.3 Carparking

Car parking requirements for Broken Hill airport have been based on an assessment of BHQ current usage and then benchmarked against public car parking provided at Dubbo, Orange, Albury, Mildura, Mount Isa and Kalgoorlie Airports. The airports chosen for benchmarking represent a range of inland NSW and Victorian regional airports as well as airports serving mining centres that have a substantial inbound traffic profile.

The metric used was annual RPT pax per car parking space. The 2018 – 2019 financial year was used as benchmark. A similar ratio method was used for assessing rental car space requirements.

The benchmarked findings are shown in

Table 16: Car Parking Benchmarks

Annual Pax per Space (2018-19)			
	Public Car Parking	Rental Cars	Notes
Broken Hill (BHQ)	732	4813	Rental car parking based on dedicated 14 spaces only – rental cars also parked in public car park
Dubbo (DBO)	460	1660	
Orange (OAG)	314	unknown	
Albury (ABX)	596	6275	
Mildura (MQL)	811	5250	
Mount Isa (ISA)	1052	3470	
Kalgoorlie (KGI)	1471	3270	

Based on the current usage and the benchmark the assumptions made for Broken Hill are:

- 700 pax / car space in public car park – similar but slightly better than existing. No rental cars to be parked in the public car park.
- 3250 pax / car space for rental cars – this is similar to Mount Isa and Kalgoorlie which have high levels of inbound traffic.

The forecast car parking requirements are shown in Table 17 below.

Table 17: Car Parking Requirements

	Scheduled Services Only				
	Existing	2027	2032	2037	2042
Public Car Park	92	120	135	145	160
Rental Cars	14	26	29	32	35

The public car parking figures shown above does not take into account any product differentiation such as covered parking, long term parking, etc.

Rental car parking does not include any parking provided if rental car companies have their base for storage and washing at the airport.

6.4 Roads

Pro Hart Way links the airport to the Broken Hill CBD. There are also internal roads within the airport that access the terminal and ancillary facilities. The roads are maintained by Broken Hill City Council.

Expansion of the airport road system will be required as part of the airport expansion. Road volumes will be comparatively low so only two lane roads will be required and no complicated intersections will need to be provided.

6.5 Support Facilities

The role of support facilities at Broken Hill Airport is limited by the airport size and remote location. Support facilities are limited to:

- Fuel
- Hangars and Commercial facilities
- Nav aids.

Due to the present and projected airport size, there is no provision at present of ARFF (Aviation Rescue Fire Fighting) services or Air Traffic Control (ATC) tower, and it is considered that these services will not be provided during the life of the master plan through to 2042.

There are two fuel suppliers on site – BP and Viva. The BP facility has been in operation for a long period of time. The Viva facility is newly built and has come into operation in 2023. It is considered that with the second operator on site there will be sufficient fuel capacity going forward.

6.6 RFDS Facilities

The future requirements of the RFDS will be significant to future airport planning as they are a significant airport user and stakeholder. As the RFDS facilities are largely located on freehold land, the role of the airport in future development is limited except as a possible provider of additional land.

Future RFDS requirements identified in the stakeholder consultations (refer Section 5.1.1.3) are:

- Expanded medical centre,
- Expanded visitor car park,
- Additional apron space,
- Additional hangar space which could be used for either maintenance or maintenance related commercial activities.

6.7 Commercial Development

Commercial activities on the airport are currently limited to the GA hangars located north of the terminal.

Future commercial activities will fall into two categories:

- Aviation related – directly related activities such as hangars, base facilities, aircraft repair and maintenance. This will include additional hangars for aircraft housing as a response to the harsh environmental conditions. These facilities would require direct connection to both landside and airfield.
- Non aviation related. – It has been identified that there is a shortage of industrial land in Broken Hill. Areas of the airport estate have been identified as suitable for industrial and commercial development. The precise type of development, land requirements and development timings will be determined by future market soundings. These market sounding are beyond the scope this Master Plan. The land areas identified as suitable are those with ease of access to roads and where ground conditions may be suitable.

Even though areas may be identified as suitable for either aviation or non-aviation commercial development, there is a degree of flexibility available depending on which use wishes to utilize the resource first and at the highest possible return to Council.

The underlying rocky geological formations on the airport – particularly those to the west of the terminal – limit potential large scale commercial development due to the difficulty of excavation and construction. There are possible land resources available to the south east of the airport beyond the navais. Development will be limited by the navais clearance radii and height surfaces. This area is also difficult to access as there no easily available road infrastructure.

7 Airport Development Proposal

7.1 Key Issues

The summary of key development issues has been based on:

- Review of existing facilities and their operation.
- Stakeholder consultation – Council and airport users.
- Forecasting and facilities analysis.

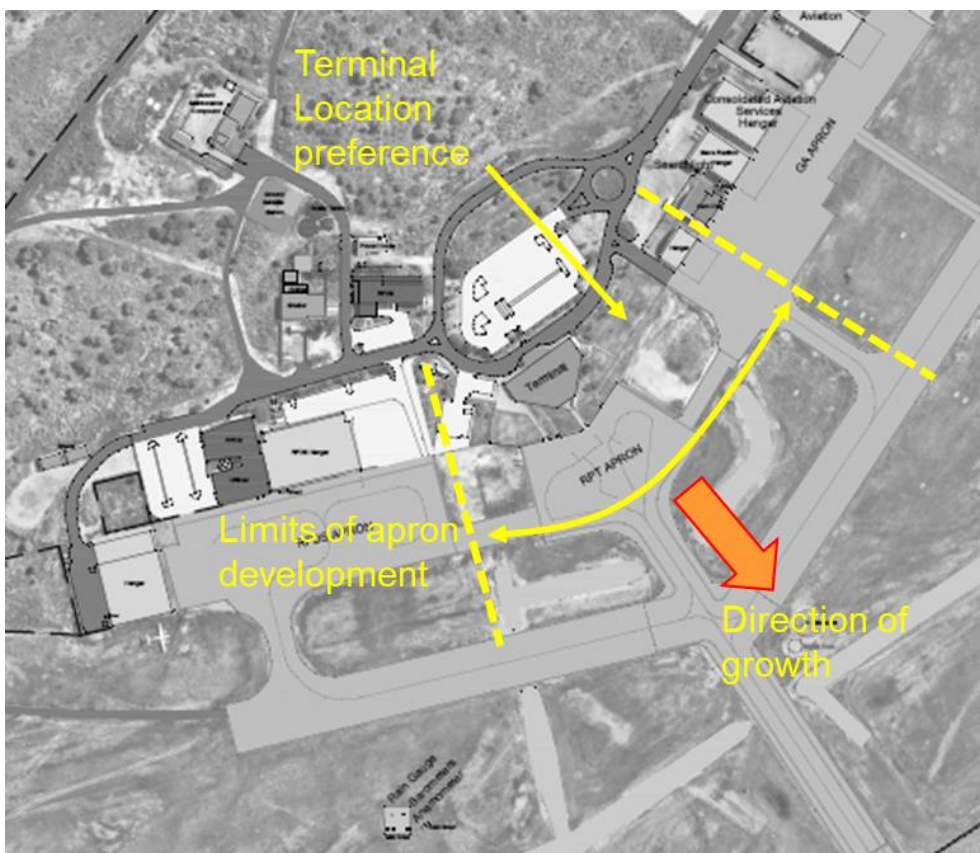
The major developments issues are laid out in Table 18.

Table 18: Key Development Issues

Key Issues	Issue Details
Future Growth	Strengthening of Runway 05/23 to provide capability and capacity for Code C jets up to B737 and A320
	Future proofing – making provision for full length parallel taxiway to Runway 05/ 23 and 280 metre wide runway strip.
Congestion	One taxiway only – Taxiway Alpha – as access to all aprons is a major operational risk should there be aircraft breakdown or major taxiway repairs required. Alternative access to runways required.
	Provision of some parallel taxiway will provide overall airport capacity benefits.
Capacity Issues	RPT apron requires expansion – undersized at current traffic levels. Funds are committed to expansion.
	Terminal will require capacity increase when passenger and baggage screening required and to cater for possible FIFO operations.
	Additional car parking capacity required.
Asset Replacement	End of life asset replacement required for RFDS Apron, Taxiways Bravo and Charlie.
Constrained Development Location	Terminal and Apron expansion is constrained due to the RFDS to the west and GA assets to the east. The development direction of the RPT apron and terminal is limited to an outward direction as shown in Figure 94 below.

Key Issues	Issue Details
RFDS Precinct	Expansion space is needed for core aviation operations and future business opportunities. Additional car parking space also required.
Non Aviation Commercial Development	There are opportunities for significant non aviation commercial on the airport site. Suitable sites have been identified.

Figure 94: Development Constraints⁶⁵



Key development opportunities are shown in Figure 95 below.

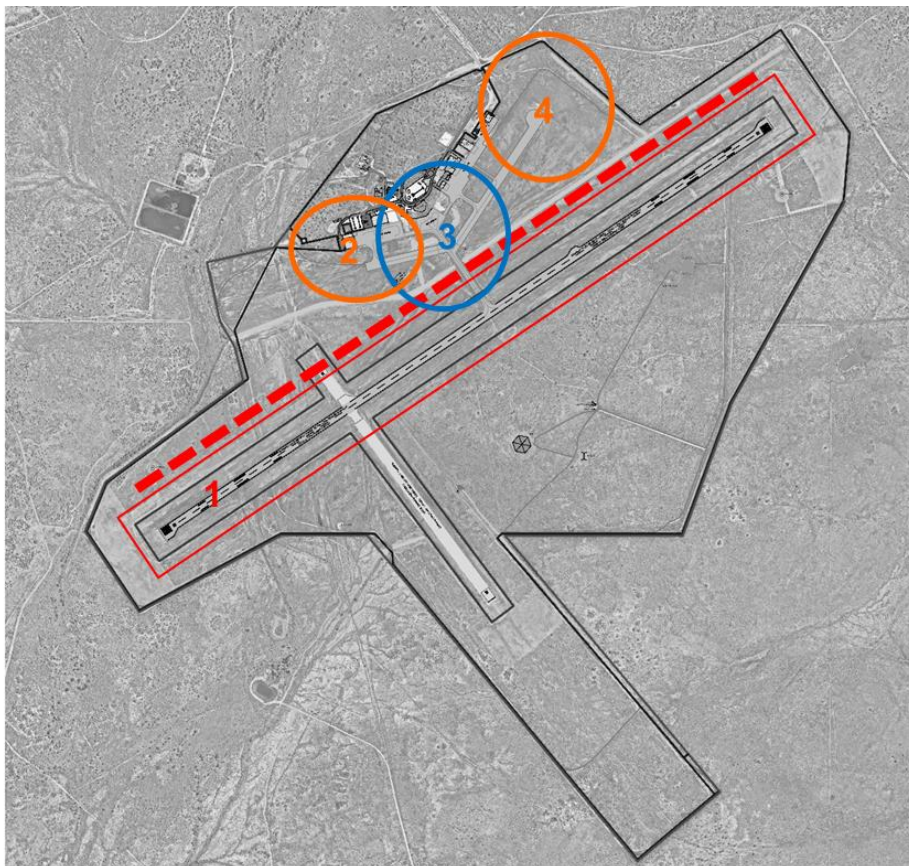
These include:

1. Safeguarding and future proofing for:
 - 280m wide runway strip – should runway improvements require it.
 - Future Code C parallel taxiway – unlikely to be required for many decades.

⁶⁵ Aerial Photo Base: Nearmap

- Runway future proofing unlikely to affect other planning decisions.
2. Commercial and/ or RFDS land development
 - Provide additional taxiway and apron to facilitate RFDS expansion and commercial development.
 - Provide additional RFDS car parking
 3. Terminal Precinct development
 - Apron and car park expansion to be first priority
 - Terminal expansion required should security requirements and operation of larger aircraft.
 4. Commercial land development
 - Reconfigure Taxiway Charlie, an end of life asset, to open up land resources suitable for aviation and non aviation commercial development
 - This area has flat available land and is close to town access and airport entry.

Figure 95: Key Development Opportunities⁶⁶



⁶⁶ Aerial Photo Base: Nearmap

7.2 Option Development

A range of master planning options were explored and developed before refinement and a decision was made with Broken Hill City Council on a preferred option that will be taken forward. The options developed can be found in Appendixes

Common to all options were:

- Safeguarding for a 280 metre wide runway strip.
- Safeguarding for a full length parallel Code C taxiway based on a 280 metre runway strip. This would be 158 metres north of Runway 05/23.
- Provision of some of the parallel taxiway during the twenty year development period – it is considered that beyond the 20 year master plan period that the full length taxiway will be required.
- Greater alignment of the taxiway system and development planning with the existing Runway 05/23 alignment. This would include removing some of the historical taxiway geometry and allowing for more efficient land use.
- Flexible development pathways for aviation related and non aviation commercial development.
- Terminal expansion – this would allow for future RPT and larger charter security requirements.
- Terminal expansion is based on retention and refurbishment of the existing terminal building.
- Expansion of RPT apron to include provision for future growth of both Scheduled and Charter/ FIFO services – all 20 year apron layouts in the options show a layout of – 3 x Code A+ (small Code B), 3 x Code B, 3 x Code C with at least one stand capable of B737 or A320 operations.
- All operations on RPT Apron to be power in / power out.
- Separate roadway access to the RFDS and major commercial precincts.
- Existing weather station to remain in situ.
- Some of the existing open drains will need to be piped to facilitate development.

The options not taken forward explored:

- Different aircraft parking configurations
- Differing locations of taxiways and airfield items
- Terminal location options
- Differing configurations for the non aviation commercial area.

7.3 Preferred Development Option

A preferred development option was identified after consultation with Broken City Council stakeholders. The preferred option is shown in Figure 97 below.

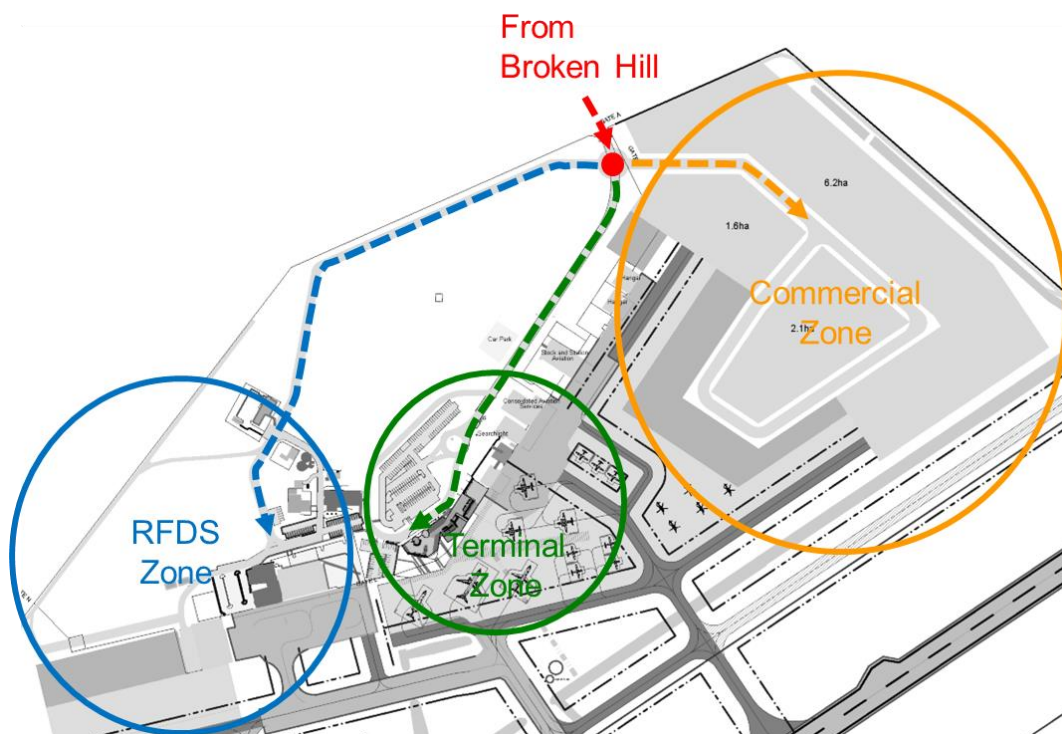
The key features of this option are:

- Flexible development pathways for RPT apron and commercial development – both aviation related and no aviation.
- Expansion is based on retention of existing assets and committed projects.
- Provides more aircraft parking capacity than forecast for 2042 with flexible aircraft parking outcomes.
- Multiple runway entry / exit points are provided.
- Provides distinct GA parking apron.
- Provides rotary apron.
- Dual access is provided to RFDS Apron.
- Makes greater use of easily accessible land resource.
- Optimal non aviation commercial land resource development.

The proposed Master Plan divides the focal north parts of the airport into three zones (from east to west) shown in Figure 96 below:

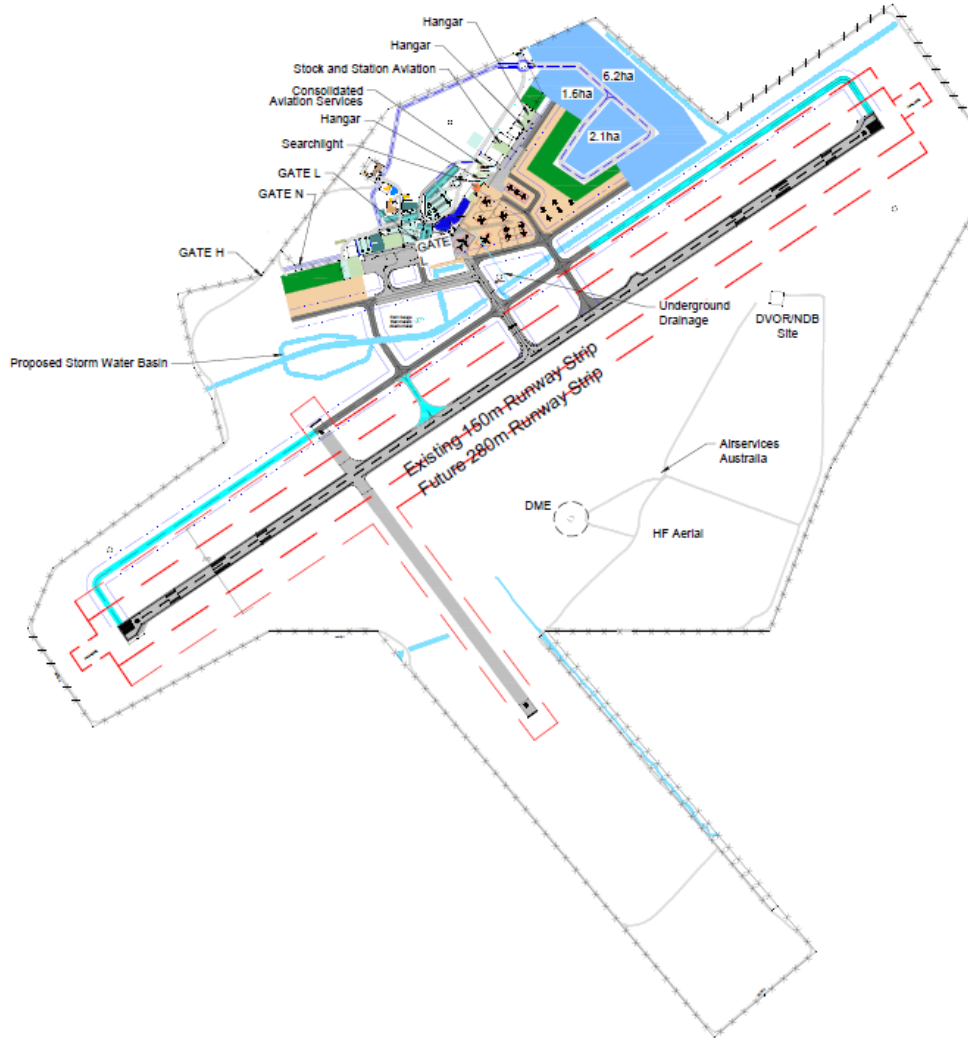
- Commercial Development Zone – both Aviation and Non Aviation
- Terminal
- RFDS Zone.

Figure 96: Proposed Development Zones



Broken Hill Airport
Master Plan

Figure 97: Overall Airport Development Plan – 2042



DRAFT



LEGEND

- Terminal
- Hangar
- Aero Club
- Fuel Area
- RFDS Area
- Council Building
- Services
- Shed
- Drainage
- Non Aviation Development
- New Aviation Development
- Existing Aircraft Facilities
- Aircraft Apron
- New Taxiway
- Post 2042 Taxiway
- Existing Road
- New Road
- Existing Car Park
- New Car Park
- New Drainage
- Taxiway/ Taxilane Clearance Line

7.3.1 Airfield

The key airfield development aspects of the preferred option at 2042 are:

- The existing runway length and width are proposed to be maintained. Safety cases will be required to operate foreshadowed larger aircraft on a 30 metre wide runway.
- Strengthening of Runway 05/23 to a PCN of 44. This will allow the regular operation of Code C jet aircraft up to the equivalent of B737-800 or A320.
- Enlarged runway turning pads at each end of the runway to allow for larger jet operations.
- Safeguarding for a 280 metre wide runway strip should this be required at any during or beyond the master plan period.
- Provision for a future 90 metre long x 60 metre wide Runway End Safety Area (RESA) at both the Runway 05 and Runway 23 end of the runway.
- Safeguarding for a full length parallel taxiway (15 metres wide) to Runway 05/23. This would be 158 metres north of the runway. During the Master Plan period to 2042, it is only envisaged that a 860 metre part between the new apron access taxiway and Runway 14/ 32 will be provided.
- Sealing of Runway 14/ 32 to allow for all weather usage by aircraft under 5700kg. Current emergency lighting only would be retained.
- Upgrading of existing Taxiway Alpha to allow for B737 and A320 operations.
- All new taxiways serving the RPT aircraft parking apron will be Code C and have Code C clearances (26 metres from taxiway centreline) to accommodate full sized Code C (36 metre wingspan) aircraft.
- All Code B taxiways are sized for full sized Code B (24 metre wingspan) aircraft . It may be decided during an implementation phase that these taxiways could be reduced as a cost saving measure to accommodate local aircraft size conditions.
- Second runway access taxiway to be provided east of the existing taxiway. A minimum of 15 metre wide taxiway to be provided. This shall be constructed to serve B737 and A320 aircraft.
- Link taxiway between RFDS Apron and Parallel taxiway.

The intermediate development requirements are outlined in Section 7.4.

Works above will include required and CASA compliant taxiway lighting, apron signage and line marking.

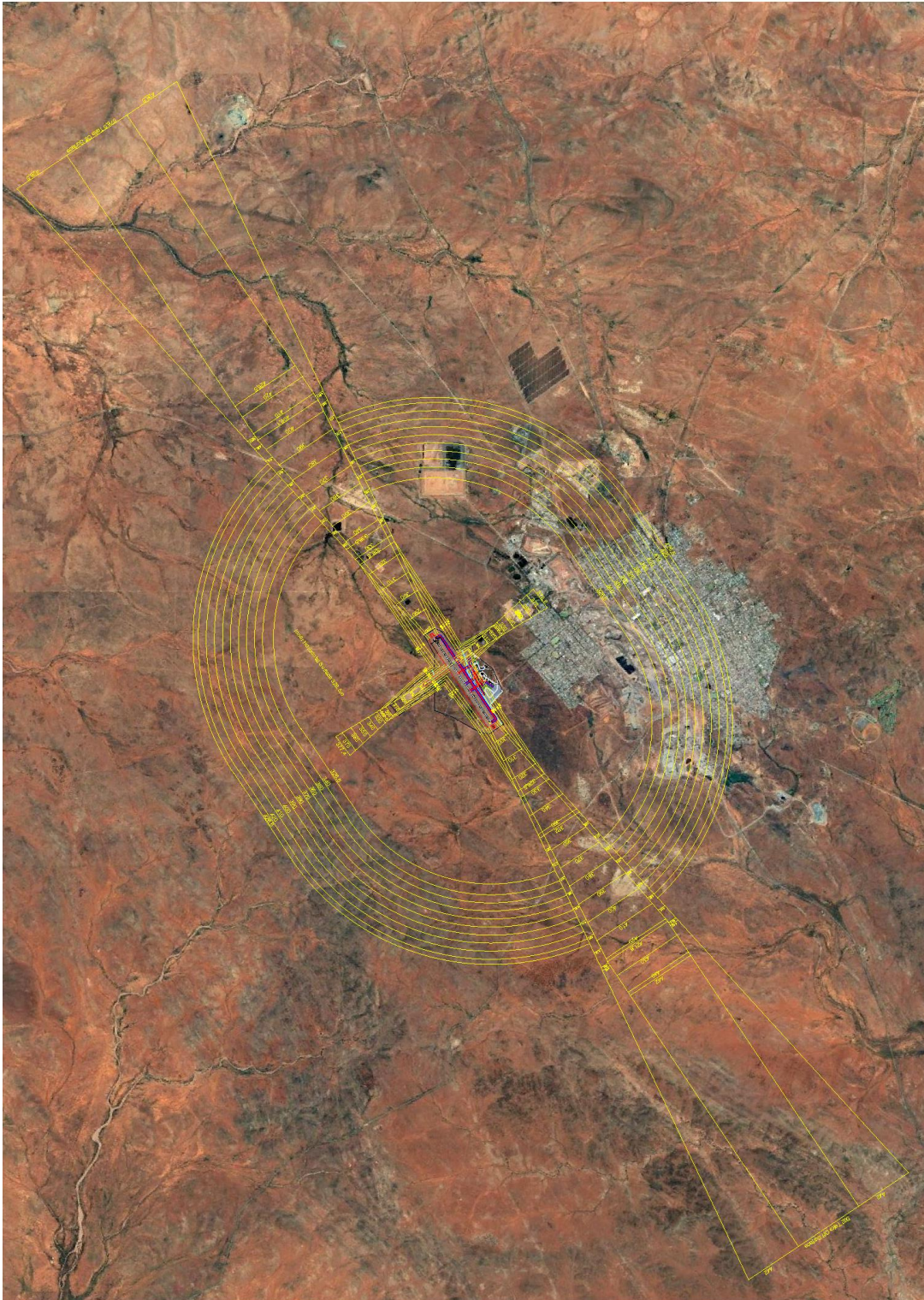
Drainage culverts will be required to existing open air stormwater drains where they are to be crossed by taxiways.

Maintenance will also be required to Taxiway Bravo to ensure continued safe operations through the planning period. Maintenance will also be required to Taxiway Charlie to extend its life until its forecast replacement.

The safeguarding for a 280 metre wide runway strip for Runway 05/23 will require new OLS surfaces to be defined. An indicative OLS diagram for the 280 metre wide runway strip is shown in Figure 98 below.

Broken Hill Airport
Master Plan

Figure 98: Indicative OLS diagram for Runway 05/23 280 metre runway strips²



Aerial Photo Base: Neamap



Landrum and Brown | 107

7.3.2 Aircraft Parking Aprons

There are three major areas of apron development to be provided by 2042:

- The RPT Apron will be upgraded and expanded to support charter and FIFO services as well as scheduled services.
- An expanded GA apron has been planned to the north east of the terminal.
- An expanded RDFS or GA apron has been proposed to the west of the existing RDFS facility.

The progressive development of the aircraft parking aprons can be seen in Section 6.4.

The RPT apron has been planned to meet the requirements of 4 x Code A, 3 x Code B and 3 x Code C aircraft. As discussed in 6.1, small Code B aircraft have been allowed but relate to Code A in the forecasts. At least one of the Code C stands would be a B737 or A320 to full 36 metre wingspan. The aim of the apron planning is that there be flexible operations so that changes in forecast and aircraft type can be accommodated in the future. It is assumed that smaller aircraft can be accommodated on larger stands.

All stands will be power in / power out.

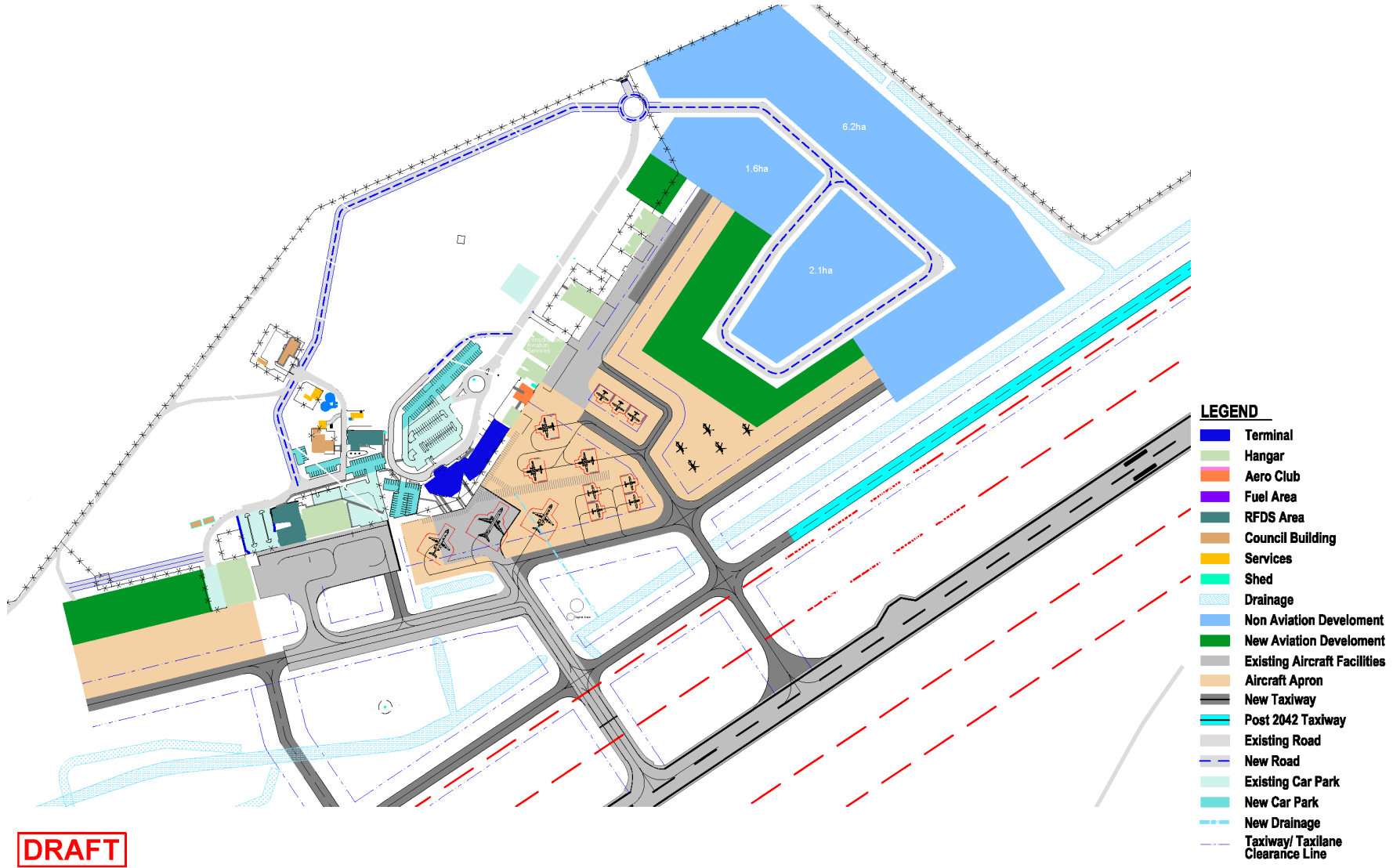
The RPT apron will include walkways for aircraft access, GSE storage areas, high mast apron lighting to appropriate CASA lux levels, provision for power reticulation and line marking.

The expanded GA apron will provide greater opportunities for aviation related commercial development at the airport. The apron will be focused on access to hangars for smaller and rotary wing aircraft. There will be minimal open air aircraft parking as stakeholder feedback has indicated a preference for aircraft to be parked in hangars due to the harsh environmental conditions. Apron taxilanes in the GA area have been provided to Code B standard with a 16.5 metre clearance from taxilane centreline.

Aircraft parking aprons and terminal area taxiways are shown in Figure 99 below.

Broken Hill Airport
Master Plan

Figure 99. Aircraft Parking Aprons and Development Plan – 2042



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7.3.3 Terminal Development

There is the assumption that the terminal will require expansion to accommodate foreseen passenger and baggage security screening as well as providing facilities for high numbers of passengers particularly driven by growth in the FIFO and charter markets.

The area for terminal expansion is limited by constraints of GA hangars, rental car parking and a desire for no expansion onto the aircraft parking apron. The existing terminal is considered to be in good condition and it will form the basis of the terminal expansion.

Indicative terminal plans have been developed that align with the overall airport development plan. These terminal plans have been developed as a guide to future design development. The terminal plans that have been developed reflect the discussions that were held with airport, Council and external stakeholders. The areas shown are based on the terminal space program that was developed and acts as the footprint determinant.

The planning approach has been based on:

- Once the initial terminal expansion has been undertaken the terminal does not need to substantially grow over the 20 year master plan period as there is only minimal growth forecast for the peak hours over the period.
- Addressing the issues and limitations that exist or have arisen over time in the existing terminal building.
- Continuation of two distinct flows – secure (security screened) for most flights and non secure for smaller charters. Closed charters may not be security screened.
- The building being 'low tech' – minimal technological inclusions. This is seen as necessary in a remote location as skilled technicians and spare parts may not be readily accessible.

The proposed terminal has a footprint area of 2,470m². The expansion component of this is approximately 1,300m². This does not include covered walkways or roofed canopies except to the baggage makeup and breakdown areas.

The overall enclosed area of the proposed terminal building is 2,050m². The roofed area covers baggage make up areas that are proposed to be open sided. The assumption for costing has been that all of the of the enclosed terminal would be air conditioned space.

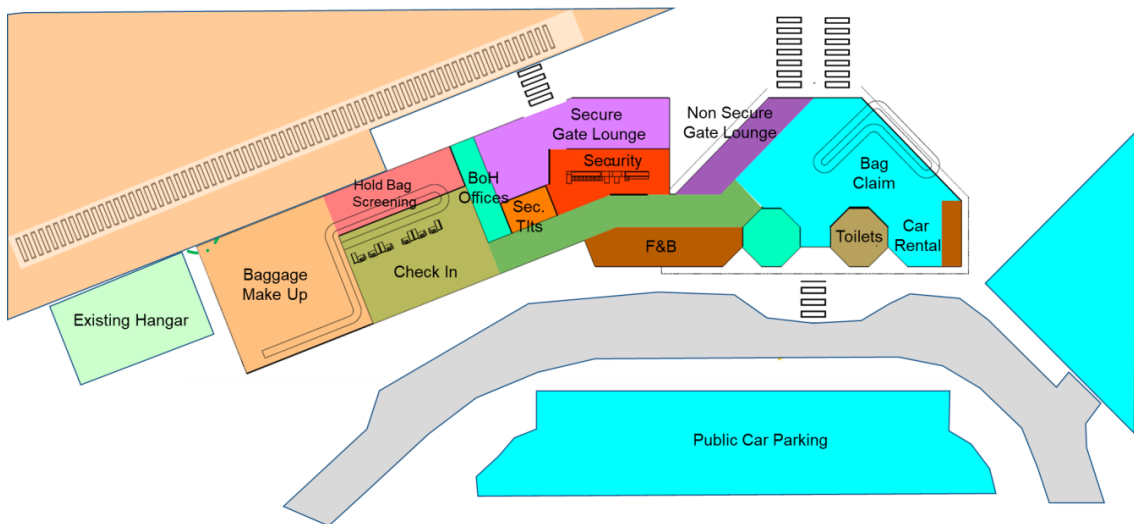
The key features of the overall plan are:

- An enlarged check in area. There may be separate facilities for secure and non secure operations. At this stage it is assumed that there will only be secure baggage make up areas.
- Provision has been made for additional check in facilities to be provided.
- Covered baggage make up areas. This includes providing weather protection to all baggage operations.
- Additional office space within the terminal to support airport management and airline users.
- A larger food and beverage facility including seating.
- Separate secure and non secure waiting areas. These will include separate toilets.

- The existing terminal building is proposed to be reconfigured for baggage reclaim including a bag claim carousel. The baggage reclaim area would include car rental counters.
- Toilets and office areas in the existing terminal would be retained.
- Passengers would access aircraft or inbound passengers the terminal by controlled walkways.

Indicative terminal plans are shown in Figure 100 below.

Figure 100: Indicative Terminal Development Plan



7.3.4 Car Park Development

The existing terminal car park is proposed to be extended as part of the 2042 development. It is proposed that the car park be expanded to provided 170 spaces by 2042. This is slightly beyond the requirement for 160 spaces defined. There is scope for future provision of different parking products such as long term or covered but this has not been included at this stage.

Car park expansion is considered to be constrained by the high rocky ground north of the existing car park.

To achieve the full proposed car park expansion it will be necessary to reconfigure the existing terminal exit road.

It is proposed that the existing rental car park (to the west of the terminal) be expanded to 35 spaces. It is also proposed that this currently unsealed car park be sealed to allow for all weather use. The numbers are for short term pick up and drop off only. Rental car storage may be located elsewhere on the airport as part of the non-aviation commercial development.

The expansion of the rental car park will require relocation of the RFDS Nomad aircraft. Further expansion of the rental car park is constrained by the RFDS land holding to the west.

RFDS parking needs will be discussed in the RFDS section of this report.

7.3.5 Roads

As part of the overall development, an upgrade of airport roads is proposed.

The key feature of the future road plan is that separate road systems will serve each of the key airport zones:

- Commercial Development Zone – both Aviation and Non Aviation
- Terminal
- RFDS Zone.

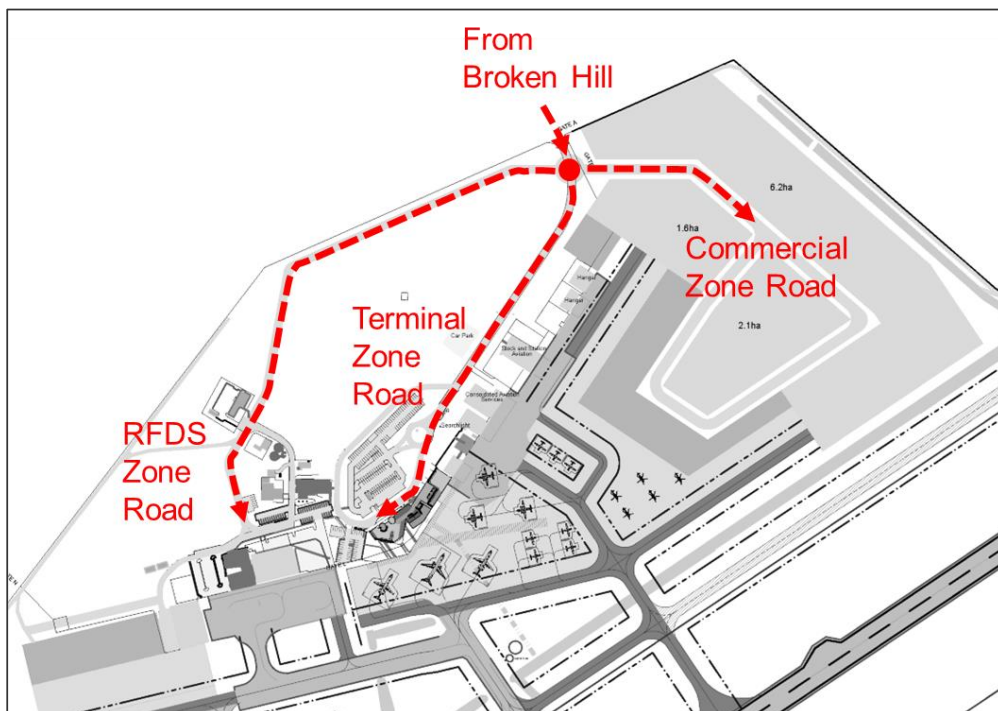
It is proposed that a new roundabout be constructed just inside the airport boundary. At the roundabout, airport users will make a decision on which road to take to reach their designated road. The proposed road structure is shown in Figure 101 below.

The proposed road structure will separate heavy vehicles entering the commercial zone from other vehicles going to either the terminal or RFDS. The provision of a separate RFDS access road removes non terminal users from the direct terminal face.

Airport growth will see increased traffic volumes but these are considered not to require substantial road capacity increases such as extra traffic lanes.

New roads to be provided will be 8 metres wide. 25 metre wide road reservations have been allowed for in the new Commercial Zone. These road reservations will also include provision for electricity, water, stormwater and sewage removal.

Figure 101: Proposed Road Structure



7.3.6 Support Facilities

The major aviation support facilities provided on the airport are fuel and navigation aids.

It is considered that there will be sufficient capacity on site for future needs through to 2042. Tank capacity has been increased with the recent opening of the Viva facility. More regular deliveries of aviation fuel will provide the increase in capacity.

At this stage, there is no indication that there will be any change to existing navigation aids through to 2042. New technologies may be introduced but these will be the responsibility of AirServices Australia should they be required. Similarly, the Bureau of Meteorology weather station would be upgraded by that organisation if required.

The airport is not forecast to reach traffic levels during the master plan period that would require either an Air Traffic Control tower or Airport Fire and Rescue station.

7.3.7 Commercial Development

The proposed Broken Hill Airport Master Plan unlocks a significant commercial land development resource. The land areas identified as suitable are those with ease of access to roads and where ground conditions may be suitable. This commercial land development will fall into two categories:

- Aviation related – directly related activities such as hangars, base facilities, flight schools, aircraft repair and maintenance. This will include additional hangars for aircraft housing as a response to the harsh environmental conditions. These facilities would require direct connection to both landside and airfield.
- Non aviation related. – Areas of the airport estate have been identified as suitable for industrial and commercial development. Foreshadowed uses are warehousing, light fabrication and/ or repair and companies providing services to the mining industry.

The master plan provides flexibility so that commercial development could fall into either one of those two categories.

The primary commercial zone will be located in the North East corner of the airport site adjacent to the airport entry. The location is shown in Figure 102 below.

The areas allocated for aviation and non – aviation commercial development are indicative only as further market sounding studies will need to be undertaken to determine the highest and best use for the land. These further market sounding studies will identify more precisely the needs of prospective commercial occupiers.

The indicative areas shown are:

- Non aviation commercial – 9.9 hectares across three land parcels
- Aviation commercial – 2.05 hectares across two land parcels.

Figure 102: Primary Commercial Zone Location



The indicative block depths are:

- Non aviation commercial – 90 metres.
- Aviation commercial – 25 – 50 metres. A 20 metre deep aircraft parking apron is additional to this depth.

These block depths are based on what is found at other airports or in similar type industrial estates.

A second aviation commercial zone has been designated west of the RFDS area. This will be discussed further below.

The future landholding status (freehold, leasehold, etc.) of the commercial zone is yet to be determined and will require decisions to be made by BHCC at the appropriate time.

7.3.8 RFDS Development

The RFDS indicated through the consultation process that they foresaw further expansion of their facility at the western end of the airport.

It was indicated that:

- The medical facility and GP clinic would be expanded.
- Visitor Centre patronage is expected to increase following the opening of the expanded Visitor Centre in 2023.
- Additional aircraft parking apron and aircraft housing. This may include additional maintenance hangars.

These additional facilities will require additional car parking facilities. The proposed planning identifies a distinctive RFDS zone on the airport where all activities would be focused. This zone would be accessed by a separate road with the choice made at the airport entry. The RFDS zone is shown in Figure 103 below.

Figure 103: RFDS Zone Location



Developments proposed in the RFDS zone are:

- Additional car parking (35 spaces) for RFDS facilities users. This will be enabled by the closure of the road linking the terminal and current RFDS area. The area currently occupied by the Council Animal Shelter car park will also be allocated to RFDS use. It is proposed that a new Animal Shelter car park and entry be constructed.
- Second taxiway link to RFDS apron. This will provide redundancy should the current single entry be unavailable.
- RFDS / Commercial Zone Development. This area is to be located to the west of current RFDS facilities and is proposed to include:
 - Access road.
 - Hangar space – 8, 375m².
 - Aircraft parking apron – 14,000m².
 - Code B taxiway.

This commercial zone would facilitate RFDS plans for possible additional maintenance facilities and/or an aircraft paint shop. Should the RFDS not require the land, it could be made available to other airport commercial operators.

Additional aviation development in the RFDS zone will act as the incentive to construct that part of the Runway 05/23 parallel taxiway west of Taxiway Alpha to Runway 14/ 32. It is also proposed that a taxiway link be constructed between the Parallel Taxiway and the enlarged RFDS apron.

Beyond the Animal Shelter car park relocation mentioned above, there are no changes proposed to the Council facilities located north of the existing RFDS facilities.

-

7.4 Implementation Plans

The implementation of the Broken Hill Master Plan will be a staged process. Development Stages have been identified for five year periods through to 2042. These staging plans form the basis of the costing plans prepared.

The staging plans are based on the airport requirements that respond to the various forecasts that have been formulated.

If growth and/ or traffic patterns are either greater or less than the forecasts then the implementation plans will either be accelerated or delayed so that airport capacity and capital expenditure are balanced with demand.

7.4.1 Stage 1 – Committed Works

The Stage 1 – Committed Works is the Apron expansion project that was funded by the NSW Government in 2022. The expansion of the apron will allow an additional two aircraft to be parked. Aircraft up to Code C jet will be accommodated, however, this is future proofing as additional works such as taxiway and runway upgrades will be required for larger aircraft operation.

Works to refurbish and upgrade the RFDS Apron and Taxiway Bravo have been included in this package.

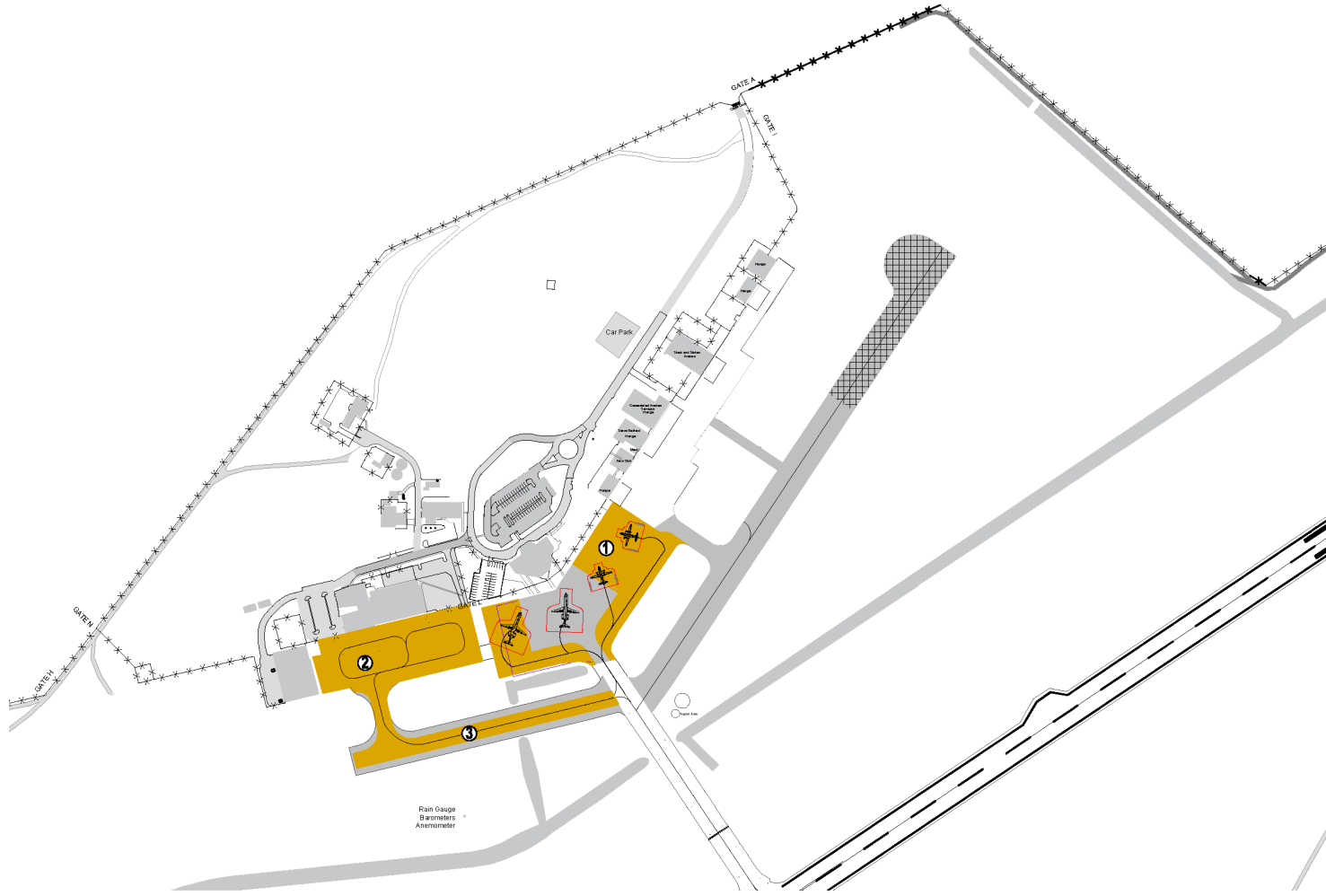
Table 19: Proposed Stage 1 Works

Stage 1 Item Number	Development Item	Extent of Works	Notes
1	RPT Apron Expansion to accommodate additional and larger aircraft	10,400m ²	Not included in Master Plan costing as works are already funded by NSW Government Grant.
2	RFDS Apron resheet	9,700m ²	Not included in Master Plan costing as works are already funded by NSW Government Grant.
3	Taxiway Bravo resheet and refurbishment	3,580m ²	Not included in Master Plan costing as works are already funded by NSW Government Grant.

The extent of Stage 1 is shown in Figure 104 below.

Broken Hill Airport
Master Plan

Figure 104: Stage 1 - Committed Works



7.4.2 Stage 2 – to 2027

Stage 2 works are proposed to cover the first five years of the Master Plan period.

The works are extensive and cover both direct aviation related works as well as non – aviation commercial works.

Table 20: Proposed Stage 2 Works

Stage 2 Item Number	Development Item	Extent of Works	Notes
1	Runway Strengthening – strengthening of runway to PCN of 44 for Code C jet use.	92,830m ²	
2	Taxiway Alpha refurbishment and strengthening.	5,700m ²	Will include signage and lighting
3	Partial Taxiway Charlie Decommissioning	6,000m ²	Part of the new road serving the commercial zone follows the taxiway alignment.
4	Aircraft Parking Apron	6,800m ²	New aircraft parking apron and strengthening and refurbishment of existing apron.
5	Terminal expansion and refurbishment – primary purpose is to provide security screening and additional capacity	2,680m ²	Refurbishment of existing terminal building and extension to provide additional terminal facilities.
6	Rental car parking improvement	1,100m ²	Partial extension and asphalt sealing of existing rental car parking area.
7	Terminal car park extension	1,240m ²	Asphalt sealing, line marking and lighting
8	New airport entry roundabout	560m ²	Will include signage and lighting
9	Non aviation commercial zone – land development	9.93 hectares	Enabling of commercial land development. Development of buildings etc. to be undertaken by others. Land will be developed on an 'as required' basis as market conditions dictate.

Stage 2 Item Number	Development Item	Extent of Works	Notes
	Non aviation commercial zone – roads	970 linear metres of roads	Roads to 8 metres wide, sealed. Water, sewage, stormwater and power are associated with road construction.
10	Taxiway Charlie Resheet	2,670m ²	Repairs to apron surface. Taxiways to be 15.0 metres wide only. Taxiway Charlie to have short asset life only.
11	GA Apron Resheet	8,940m ²	Resheet and repairs to GA Apron.
12	Enlarged Runway 05/23 turn pads	524m ² x 2	Turn pads for large aircraft to be constructed at each of runway as part of runway strengthening works.
13	Runway 14/ 32 Weather Sealing	29,700m ²	Works to enable runway to be used in all weather conditions
14	Stormwater Detention Pond	3,000m ²	Stormwater detention required to handle additional run off from commercial and aviation developments on the east side of the airport.

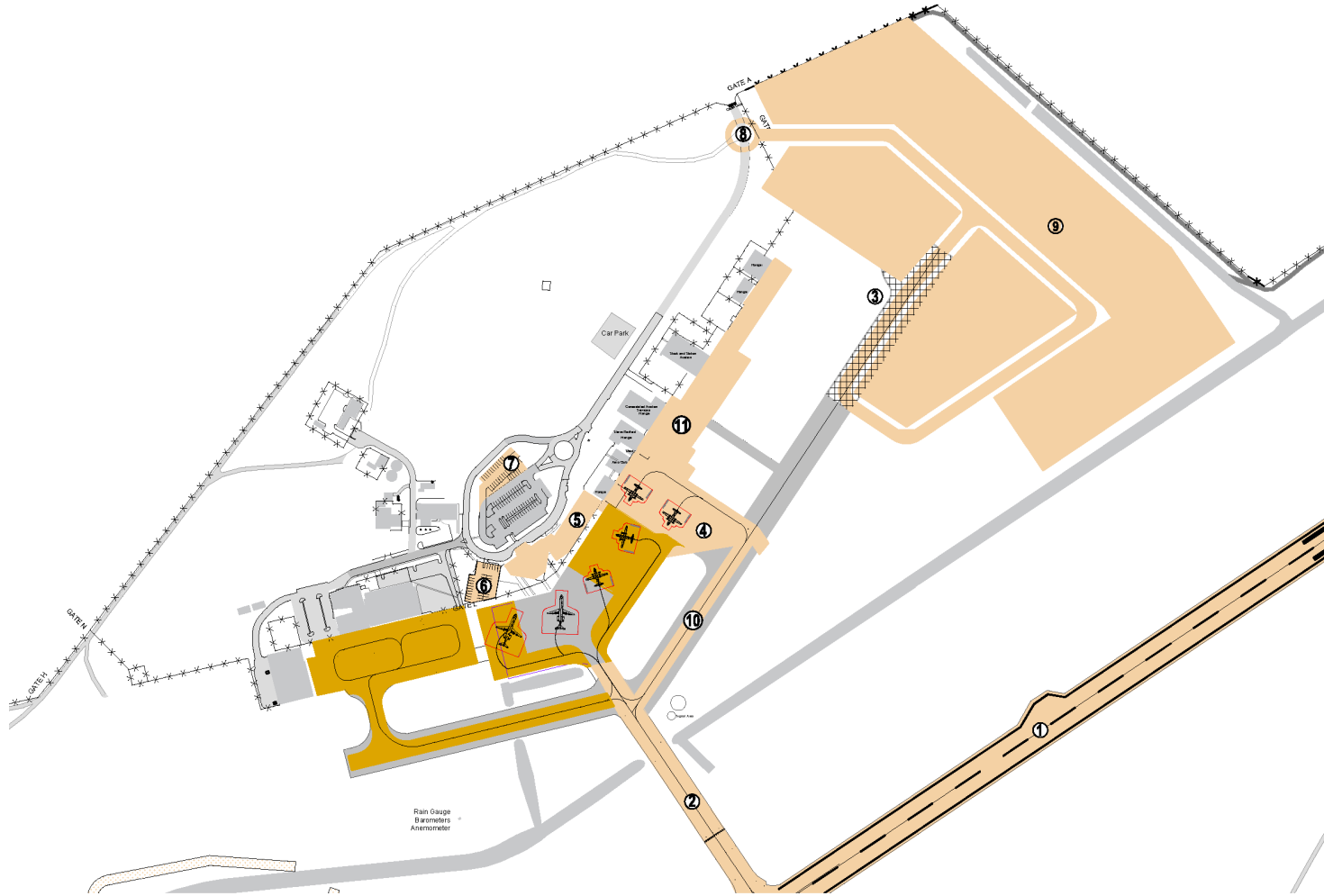
The extent of Stage 2 is shown in Figure 105 below. Stage 2 airfield developments are shown in Figure 109 below.

Parts of the Stage 2 works are enabling works that are necessary for Stage 3 and 4 works to occur. These enabling works include:

- Non Aviation Commercial zone development is partly necessary to access and open up aviation commercial land for development.
- The weather sealing of Runway 14/ 32 justifies the westward extension of the proposed parallel taxiway in Stage 4.

Broken Hill Airport
Master Plan

Figure 105: Stage 2 Development



Stage 2 - To 2027

- ① Runway Strengthening
- ② Taxiway Alpha Strengthening
- ③ Existing Taxiway Decommissioned
- ④ Additional Apron And Apron Replacement
- ⑤ Terminal Expansion
- ⑥ Rental Car Park Expansion
- ⑦ Terminal Car Park Expansion
- ⑧ New Airport Entry Roundabout
- ⑨ Non Aviation Commercial Development - Extent Determined By Market Demand
- ⑩ Taxiway Charlie Refurbishment
- ⑪ GA Apron Upgrade

LEGEND

- Existing Facilities
- Stage 1
- Stage 2
- Stage 3
- Stage 4
- Stage 5
- Post 2042

7.4.3 Stage 3 – to 2032

Stage 3 works are proposed to cover the second five years of the Master Plan period.

The works are extensive and cover both direct aviation related works as well as non – aviation commercial works.

Table 21: Proposed Stage 3 Works

Stage 3 Item Number	Development Item	Extent of Works	Notes
1	RFDS second taxiway access – this provides an alternative entry to the RFDS apron	580m ²	Works may be undertaken separately by the RFDS and not be included in the overall airport development plan
2	Further rental car park expansion	240m ²	Additional sealed car parking for rental cars. These works will require relocation of the RFDS Nomad aircraft.
3	Reconfiguration of existing roads and car parks to provide additional car parking for RFDS.	6,000m ²	Conversion of existing roads and RFDS office car parking for public car parking. Item 6 is the enabling work for this task.
4	New animal shelter car park	250m ²	New car park and entry for Council animal shelter. This enables additional RFDS parking.
5	RFDS Precinct entry road. Road to be constructed from entry roundabout across northern boundary to RFDS precinct.	700 linear metres	Road to be sealed.
6	Terminal car park expansion and exit road reconfiguration.	1,290m ² car park area	
		Road: 120 linear metres	Road reconfiguration required to accommodate forecast car parking numbers
7	Aviation Commercial Development	Taxilane: 5,730m ²	Including line marking
		Apron: 12,130m ²	Apron to be constructed in response to market demand.
		Land development: 14,300m ²	Enabling of aviation related commercial land development (hangars, etc.). Development of

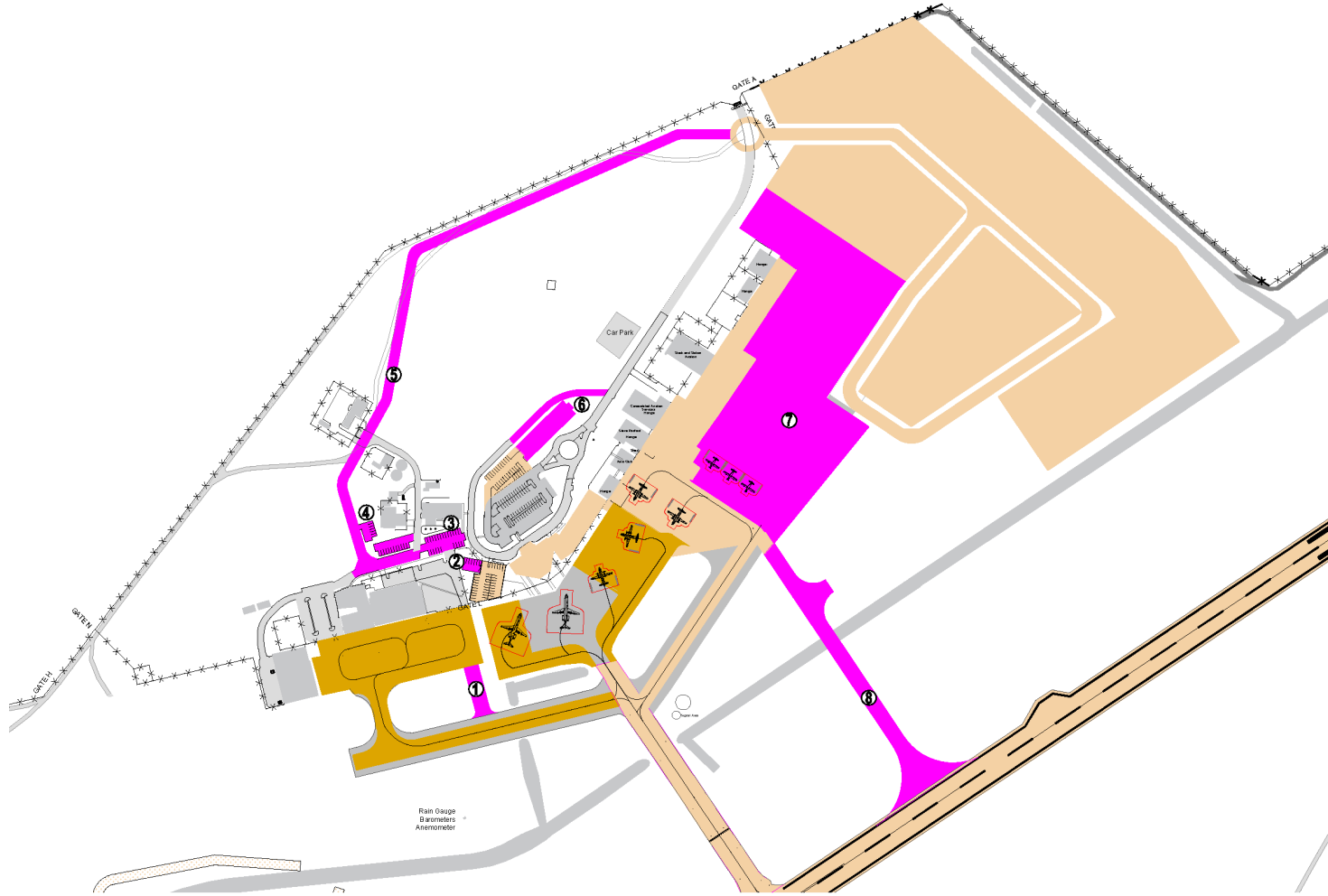
Stage 3 Item Number	Development Item	Extent of Works	Notes
			buildings etc. to be undertaken by others. Land will be developed on an 'as required' basis as market conditions dictate.
8	New Taxiway – parallel to existing Taxiway Alpha.	9,440m ²	Construction will include lighting and line marking.

The extent of Stage 3 works is shown in Figure 106 below.

Construction of the new taxiway parallel to Taxiway Alpha will act as the enabling works for the second stage of aviation related commercial development to be constructed in Stage 4..

Broken Hill Airport
Master Plan

Figure 106: Stage 3 Development



Stage 3 - To 2032

- ① RFDS Second Taxiway Access
- ② Rental Car Park Expansion
- ③ Reconfiguration of Roads Car Park for RFDS
- ④ New Animal Shelter Car Park
- ⑤ New RFDS Precinct Entry Road
- ⑥ Terminal Car Park and Exit Road Reconfiguration
- ⑦ Aviation Commercial Development - Extent Determined By Market Demand - Stage 2 Taxiways Are Enabling Works
- ⑧ New Taxiway

LEGEND

- Existing Facilities
- Stage 1
- Stage 2
- Stage 3
- Stage 4
- Stage 5
- Post 2042

7.4.4 Stage 4 – to 2037

Stage 4 works are proposed to cover the period from 2032 to 2037.

The works cover direct aviation related works only.

Table 22: Proposed Stage 4 Works

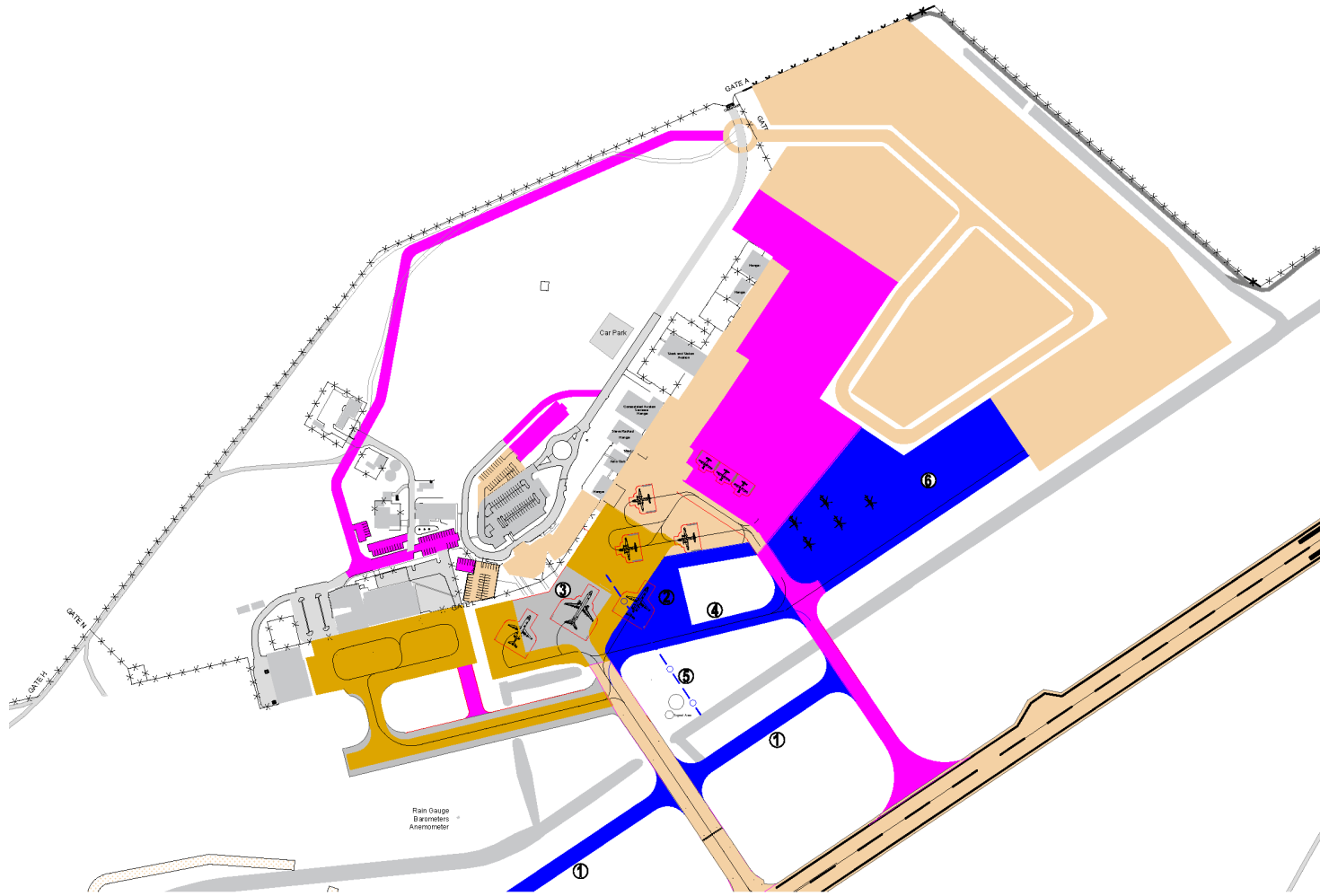
Stage 4 Item Number	Development Item	Extent of Works	Notes
1	Partial parallel taxiway	11,765m ²	The weather sealing of Runway 14/ 32 and large scale development of the aviation commercial zone justifies the construction of the parallel taxiway.
2	Additional RPT apron	4,810m ²	Additional apron to provide additional aircraft parking capacity. These works include in ground power, high bay lighting, and walkways to outer stands
3	Aircraft parking reconfiguration.		Expansion of the RPT apron requires aircraft parking reconfiguration. New line marking will be the major works.
4	Partial Taxiway	3,135m ²	This taxiway provides access to the expanded RPT apron. Works include provision of taxiway lighting and decommissioning of what remains of Taxiway Charlie..
5	Enclosed stormwater drainage.	130 linear metres	Open stormwater drains to be replaced by pipework and culverts as taxiway and apron to be built over.
6	Aviation Commercial Development	Taxilane: 3,775m ²	Including line marking
		Apron: 12,715m ²	Apron to be constructed in response to market demand.
		Land development: 6,610m ²	Enabling of aviation related commercial land development (hangars, etc.). Development of buildings etc. to be undertaken by others. Land will be developed on an 'as required' basis as market conditions dictate.

The extent of Stage 4 works is shown in Figure 107 below.

The construction of the partial parallel taxiway (Item 1) are required if the taxiway connection to the expanded RFDS apron are constructed in Stage 5.

Broken Hill Airport
Master Plan

Figure 107: Stage 4 Development



Stage 4 - To 2037

- ① Partial Parallel Taxiway
 - ② Additional Aircraft Parking Apron
 - ③ Aircraft Parking Reconfiguration
 - ④ Partial Taxiway
 - ⑤ Enclose Stormwater Drainage
 - ⑥ Aviation Commercial Development
- Stage 4 Taxiway are Enabling Works

LEGEND

- Existing Facilities
- Stage 1
- Stage 2
- Stage 3
- Stage 4
- Stage 5
- Post 2042

7.4.5 Stage 5 – to 2042

Stage 5 works are proposed to cover the period from 2037 through to the end of the twenty year master plan period in 2042.

The works cover direct aviation related works only.

Table 23: Proposed Stage 5 Works

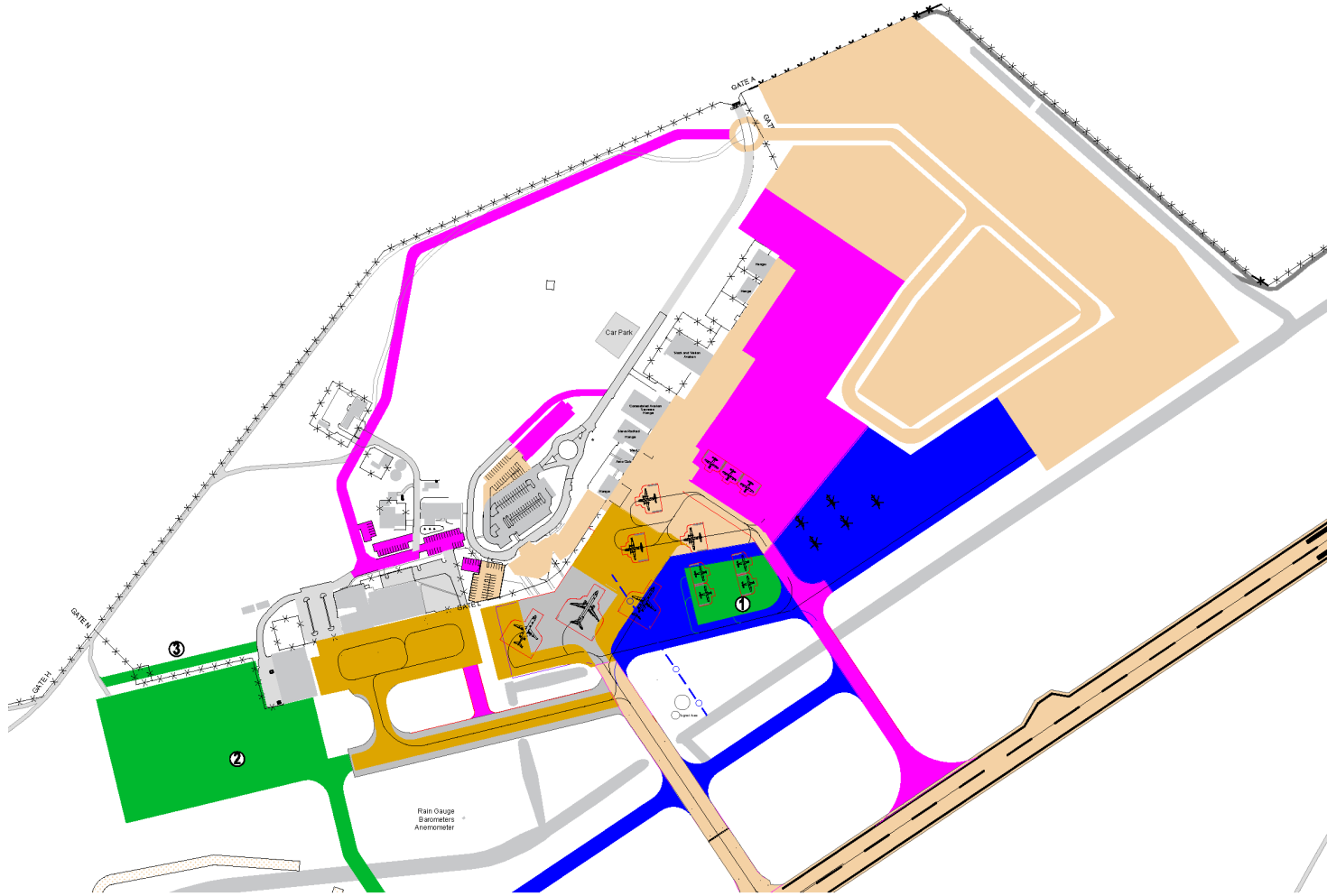
Stage 5 Item Number	Development Item	Extent of Works	Notes
1	Additional RPT apron	5,070m ²	Completion of the RPT apron to the forecast levels.
2	Aviation Commercial Development - Additional development at the western (RFDS) end of the development precinct.	Taxiways: 2,505m ²	Including lighting
		GA Apron: 14,000m ²	This may be developed by the RFDS separate to airport development.
		Land development: 8,375m ²	Enabling of aviation related commercial land development (hangars, etc.). Development of buildings etc. to be undertaken by others. Land will be developed on an 'as required' basis as market conditions dictate.
3	Access Road	Access Road: 160 linear metres	To be developed in conjunction with development of Item 2

Stage 5 item numbers 2 and 3 are intended primarily for future RFDS use. Should the RFDS wish or have access to funding for these works, they could be brought forward to an earlier stage.

The extent of Stage 5 works is shown in Figure 109 below.

Broken Hill Airport
Master Plan

Figure 108: Stage 5 Development



Stage 5 - To 2042

- ① Additional Aircraft Parking Apron
- ② Additional Aviation Commercial Development To Be Determined By Market Demand - Completion Of Parallel Taxiway To Runway 14/32 Is Enabling Work
- ③ Partial New Road

LEGEND

- Existing Facilities
- Stage 1
- Stage 2
- Stage 3
- Stage 4
- Stage 5
- Post 2042

7.4.6 Post 2042 Development

Development items have been identified for the timescale beyond 2042. These are items that should be considered in any future planning and safeguarded for. Timescales for when these items may be required have not been determined.

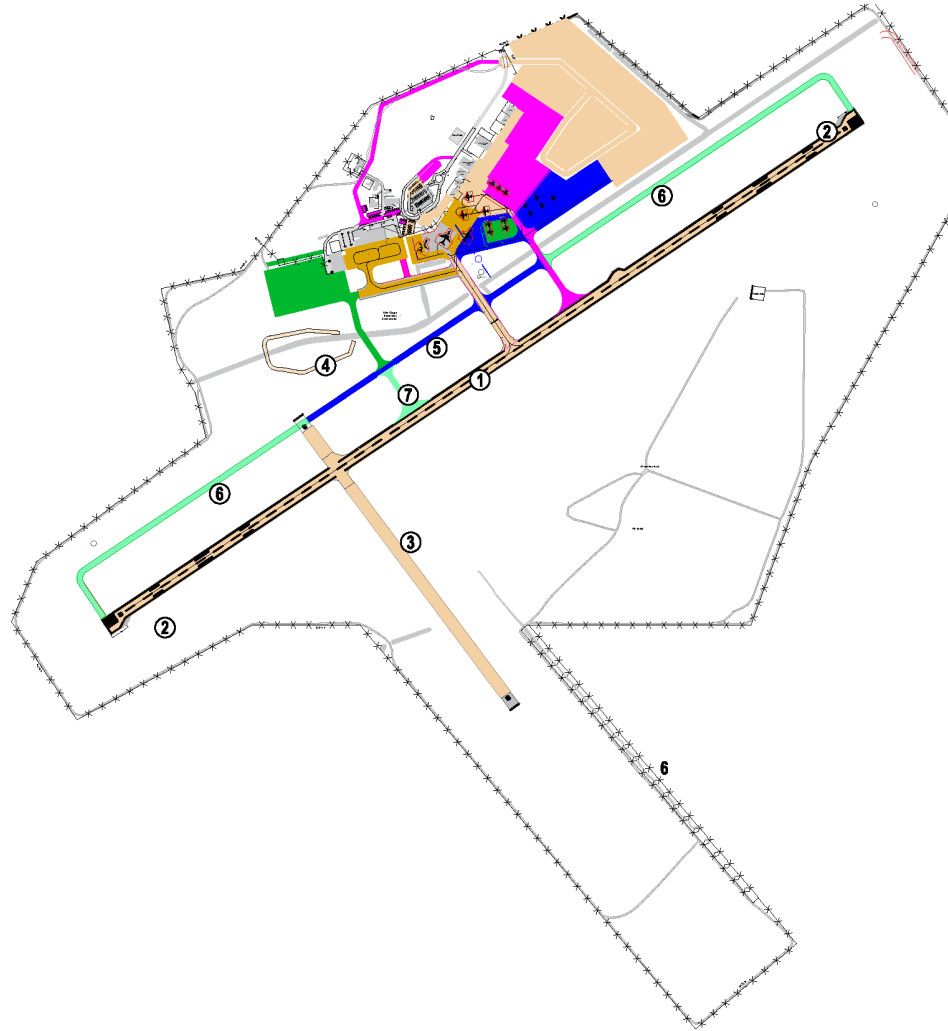
Table 24: Beyond 2042 Works

Beyond 2042 Item Number	Development Item	Notes
1	Completion of full length taxiway	Remainder of full length taxiway at Code C clearance (158 metres from runway).
2	Connector taxiway	Connector taxiway between Runway 05/23 and the proposed parallel taxiway. To be provided for additional RFDS apron access.

Post 2042 and overall staging development works are shown in Figure 109 below.

Broken Hill Airport
Master Plan

Figure 109: Post 2042 and Overall Airport Development



Stage 2

- ① Runway Strengthening
- ② Runway Turn Pads For Code C Jets
- ③ Runway Sealing
- ④ Stormwater Detention Basin

Stage 4

- ⑤ Partial Parallel Taxiway

Post 2042

- ⑥ Full Length Parallel Taxiway
- ⑦ Connection Taxiway

LEGEND

- Existing Facilities
- Stage 1
- Stage 2
- Stage 3
- Stage 4
- Stage 5
- Post 2042

8 Engineering Plans

Preliminary engineering plans for landside areas – roads, car parks and the commercial development lands have been developed by Price Merrett Consulting.

The aims of the engineering plans was to develop high level preliminary design guidelines for the proposed industrial subdivision complete with appropriate road design and identifying and sizing a typical road reserve layout. Other work included access roads, carpark design and retardation basin design.

All CAD base information was provided by Landrum & Brown and based on datums provided.

The tasks included and outlined in the drawings to be found in Appendix E include:

- Confirmation of road widths and road reservations.
- Turning circles / court bowl sizing.
- High level specification for road design.
- Confirmation on water supply and sewage connections.
- Stormwater.
- Carpark Design.

The planning of the proposed industrial subdivision was based on successful past projects and the IDM (infra-Structure Design Manual)⁶⁸ which sets standards for local government development. Allotment sizing was not part of the brief and will be investigated further when market conditions are more defined.

Road design has been developed based on Austroads standards⁶⁹. The location of Broken Hill was taken into account and has included turning path checking of B-Double semi-trailers and slow-moving road trains.

Typical road cross-sections indicate standard locations of services and road furniture.

At this early preliminary design stage, water supply and sewage are indicative only in the standard cross-sections. Later detail design will highlight existing system tie in and relevance to each allotment.

Stormwater calculations are also very preliminary as the nature and components of the industrial development are not known at this stage. The addition of multiple allotments in the industrial subdivision and additional areas of aircraft parking apron would require balanced outflows therefore a retardation basin is recommended to delay water entering the local system too quickly. This is proposed to be located to the west of the terminal precinct.

For the expansion of the existing terminal carpark and additional RFDS car park, a typical car park design has been suggested with edge strip and guttering. A typical cross-section has also been provided indicating pavement layers.

⁶⁸ <https://www.designmanual.com.au/>

⁶⁹ <https://austrroads.com.au/safety-and-design/road-design/guide-to-road-design>

9 Geotechnical Testing

Geotechnical and soil tests were commissioned by Broken Hill City Council independently of the Airport master planning process. These were undertaken by Civil Test Pty Ltd. The soil tests were undertaken in the areas on the northern part of the airport identified for development by the master plan. The purpose of the soil testing was to provide a feasibility background to the next stage of development post the master plan.

The geotechnical and soil tests can be found in Appendix F to this report.

10 Costing Plan

A costing plan for the master plan development has been prepared by WT Partnership. The costing considers the development areas identified as well the development stages outlined in Section 7 of this report.

The costing plan is confidential to Council.

11 Appendix A: CASA 'Grandfathering' Provisions⁷⁰

APPLICATION OF AERODROME STANDARDS

8 Grandfathering provision

8.1 What is grandfathering?

- 8.1.1 Grandfathering allows the operator of an existing certified, or an existing registered aerodrome, to maintain their aerodrome facility and the OLS of an existing runway, to the standard that applied:
- at the time the facility was constructed, or
 - if the facility had been replaced or upgraded since it was constructed, to the standard that applied to the facility at the time it was replaced or upgraded.
- 8.1.2 Grandfathering may be against any previous aerodrome standard such as:
- previous revisions of the Manual of Standards Part 139 - Aerodromes (MOS Part 139)
 - Rules and Practices for Aerodromes (RPA)
 - Airways Engineering Instructions (AEI)
 - Airport Instructions (API)
 - Airport Engineering Instructions (APEI)
- 8.1.3 Provided the grandfathering provision has been correctly applied and the required information is documented in the aerodrome manual, CASA will continue to recognise the standard that was in place at the time the facility was first built, or the standard which otherwise applied at the time it was last replaced or upgraded.
- 8.1.4 Grandfathered facilities will continue to have grandfathered status until they are next upgraded or replaced by the aerodrome operator.

8.2 Applying the grandfathering provision

- 8.2.1 To apply the grandfathering provision an aerodrome operator must be able to demonstrate that at the time the facility was constructed, replaced, or upgraded, the facility complied with, and continues to comply with, the standards that were in effect at that time.
- 8.2.2 A facility that has been replaced or upgraded after it was originally built, cannot be retrospectively grandfathered to the initial standard that applied when the facility was first built.
- 8.2.3 For a facility to be recognised as being grandfathered, the operator's aerodrome manual must:
- identify the facility/OLS, and
 - detail how the facility/OLS does not comply.
- 8.2.4 In addition to, and for evidentiary purposes, the following information should also be recorded in the aerodrome manual:
- the date the facility was constructed, last replaced or upgraded, and
 - the previous standard to which the facility complied with and continues to comply with.

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APPLICATION OF AERODROME STANDARDS

- 8.2.5 Subject to appropriate documentation in the aerodrome manual, grandfathering does not require a safety case.
- 8.2.6 Facilities that are not accurately documented cannot be grandfathered retrospectively.
- 8.2.7 A flow chart summarising the grandfathering provision is provided in Appendix B to this advisory circular.

8.3 Circumstances in which grandfathering does not apply

- 8.3.1 The grandfathering provision can only be applied to actual physical facilities and the OLS applicable to an existing runway, and therefore does not extend to include:
 - systems and processes, or
 - matters of non-compliance.
- 8.3.2 Subject to transitional provisions, on the commencement of the revised Part 139 MOS, an aerodrome operator is expected to comply with all applicable systems and processes.
- 8.3.3 Whilst maintaining ground markings is considered maintenance, the grandfathering provision will no longer apply from the nominated date in which a marking (i.e. runway holding position markings) is required to be updated. As the enhancement of these markings provides a superior safety outcome, CASA recommends that the aerodrome operator establishes a program to ensure existing markings are brought into compliance with the revised standard as soon as practicable.
- 8.3.4 CASA may direct an aerodrome operator to upgrade their facility to comply with the standards in the revised Part 139 MOS.
- 8.3.5 Grandfathering provisions will not apply to new aerodromes.
- 8.3.6 If an existing regulated aerodrome does not transition upon commencement of the new rules, or if the aerodrome ceases to be certified at any point after the commencement of the new rules, they will be considered a new aerodrome and grandfathering provisions will not apply.
- 8.3.7 Facilities that don't comply with the revised Part 139 MOS, and are not able to be grandfathered, are non-compliances against the Part 139 MOS.

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⁷⁰ CASA Advisory Circular AC 139.A-03 v1.0: Application of Aerodrome Standards, November 2019

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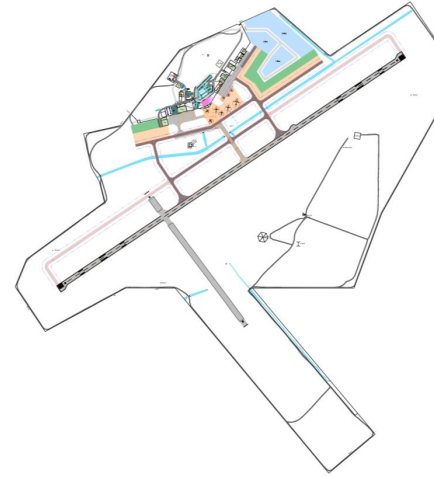
12 Appendix B: Preliminary Planning Options Developed

12.1 Option 1

Table 25: Option 1 Features / Pros / Cons

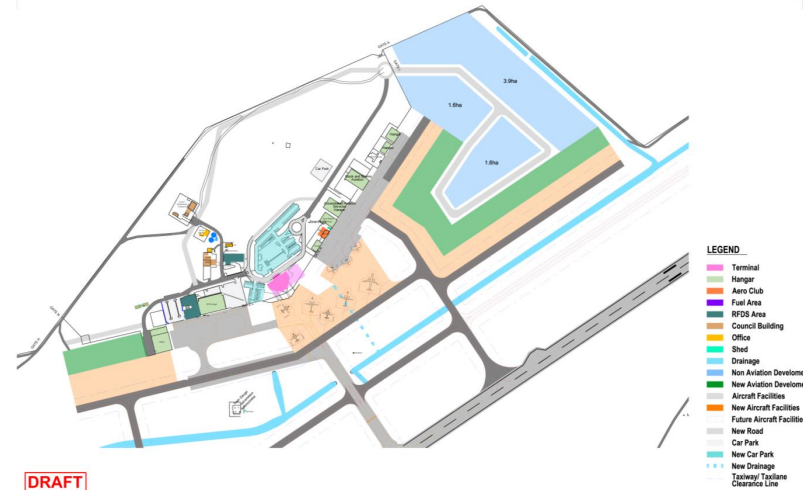
Option 1 Key Features	Option 1 Pros	Option 1 Cons
<ul style="list-style-type: none"> Safeguards for full length parallel taxiway Builds part of parallel taxiway Additional taxiway access to aprons Aviation commercial development and apron New road link to RFDS precinct – separate from terminal access road Terminal road realignment and car park expansion Terminal Expansion Enlarged RPT apron Non aviation commercial development 	<ul style="list-style-type: none"> Flexible development pathways for RPT apron and commercial development. Multiple runway entry / exit points Largely maintains separation of RPT / RFDS / GA aprons and operations. Further aircraft parking potential 	<ul style="list-style-type: none"> Some duplication of taxiways to maintain operations Loss of TWY Charlie – though at end of life and used as commercial area road alignment. Doesn't maximise use of land resource Some aviation land at eastern end will be expensive to develop – long lengths of single loaded taxiway length – depending on demand may be better suited to non aviation No distinct GA parking apron

Figure 110: Option 1 – Overall Airport Layout



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Figure 111: Option 1 – Northern Airport Development



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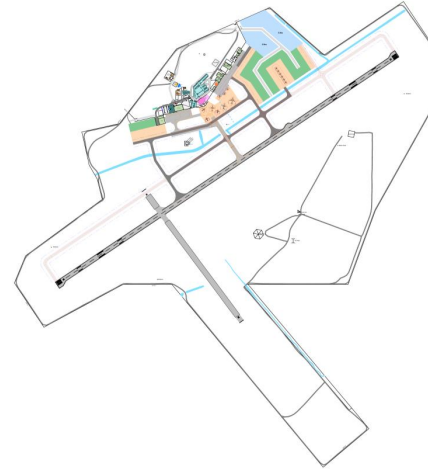
12.2 Option 2

Table 26: Option 2 Features / Pros / Cons

Option 2 Key Features	Option 2 Pros	Option 2 Cons
<ul style="list-style-type: none"> Safeguard for full length parallel taxiway Build part of parallel taxiway Additional taxiway access to aprons Aviation commercial development and apron New road link to RFDS precinct – separate from terminal access road Terminal road realignment and car park expansion Terminal Expansion Enlarged RPT apron Non aviation commercial development Flexible land use – aviation or non aviation 	<ul style="list-style-type: none"> Flexible development pathways for RPT apron and commercial development. Multiple runway entry / exit points Largely maintains separation of RPT / RFDS / GA aprons and operations. Provides distinct GA parking apron Addition aircraft parking potential 	<ul style="list-style-type: none"> Some duplication of taxiways to maintain operations Loss of TWY Charlie – though at end of life and used partly as commercial area road alignment. Doesn't maximise use of land resource Some aviation land will be expensive to develop – long lengths of single loaded taxiway length



Figure 112: Option 2 – Overall Airport Layout



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Figure 113: Option 2 – Northern Airport Development



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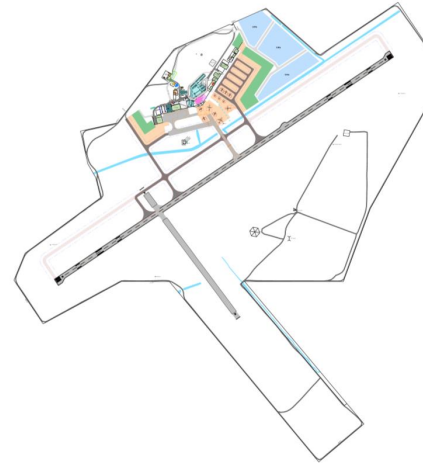
12.3 Option 3

Table 27: Option 3 Features / Pros / Cons

Option 3 Key Features	Option 3 Pros	Option 3 Cons
<ul style="list-style-type: none"> Safeguards for full length parallel taxiway Builds part of parallel taxiway Additional taxiway access to aprons Aviation commercial development and apron New road link to RFDS precinct – separate from terminal access road Terminal road realignment and car park expansion Terminal Expansion Enlarged RPT apron Non aviation commercial development GA parking apron 	<ul style="list-style-type: none"> Flexible development pathways for RPT apron and commercial development. Multiple runway entry / exit points Provides distinct GA parking apron Shorter lengths of taxiway and higher utilization compared to Options 1 and 2 Makes greater use of easily accessible land resource Larger non aviation commercial land resource TWY Charlie maintained 	<ul style="list-style-type: none"> Greater degree of mixing GA and RPT operations Terminal expansion space more constrained More expensive RPT apron expansion.

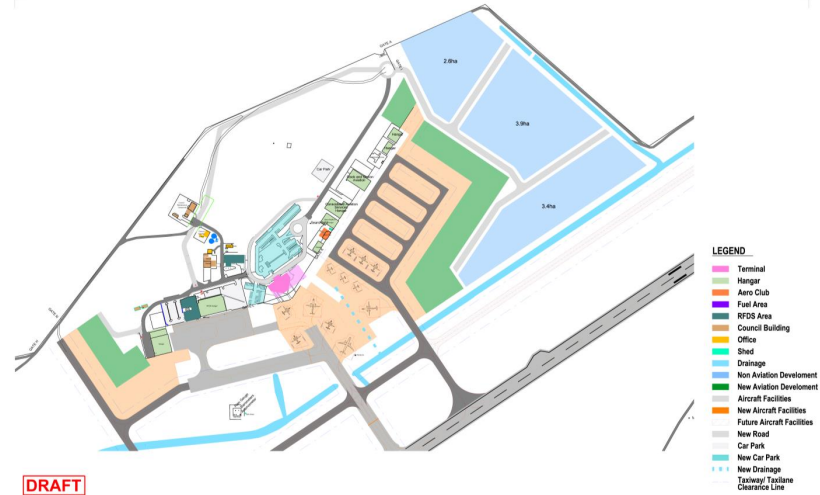


Figure 114: Option 3 – Overall Airport Layout



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Figure 115: Option 3 – Northern Airport Development



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12.4 Option 4

Table 28: Option 4 Features / Pros / Cons

Option 4 Key Features	Option 4 Pros	Option 4 Cons
<ul style="list-style-type: none"> Safeguards for full length parallel taxiway Build part of parallel taxiway Additional taxiway access to aprons Aviation commercial development and apron New road link to RFDS precinct – separate from terminal access road Terminal road realignment and car park expansion Terminal Expansion Enlarged RPT apron Non aviation commercial development GA parking apron 	<ul style="list-style-type: none"> Flexible development pathways for RPT apron and commercial development. Multiple runway entry / exit points Provides distinct GA parking apron Dual access to RFDS Apron Makes greater use of easily accessible land resource Larger non aviation commercial land resource 	<ul style="list-style-type: none"> Lack of further development pathways for RPT apron expansion

Of the first round of options – Options 1 through 4 – the concept Option 4 was preferred. It formed the basis of subsequent option development.



Figure 116: Option 4 – Overall Airport Layout

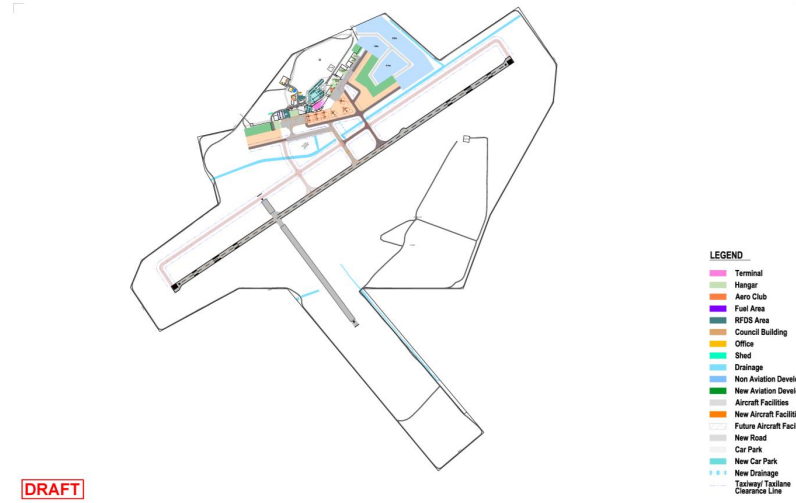


Figure 117: Option 4 – Northern Airport Development



- LEGEND**
- Terminal
 - Hangar
 - Aero Club
 - Fuel Area
 - RFDS Area
 - Council Building
 - Office
 - Shed
 - Drainage
 - Non Aviation Development
 - New Aviation Development
 - Aircraft Facilities
 - New Aircraft Facilities
 - Future Aircraft Facilities
 - New Road
 - Car Park
 - New Car Park
 - New Drainage
 - Taxiway/Taxiway Clearance Line

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Master Plan

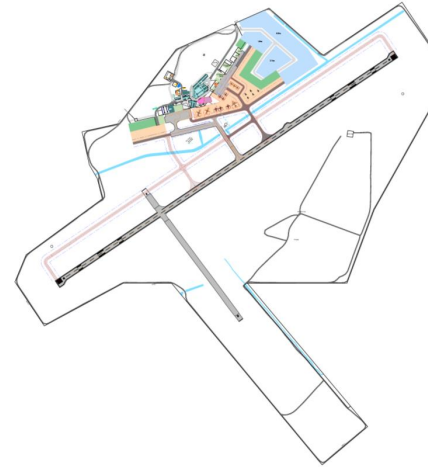
12.5 Option 5

Table 29: Option 5 Features / Pros / Cons

Option 5 Key Features	Option 5 Pros	Option 5 Cons
<ul style="list-style-type: none"> Safeguards for full length parallel taxiway Build part of parallel taxiway Additional taxiway access to aprons Aviation commercial development and apron New road link to RFDS precinct – separate from terminal access road Terminal road realignment and car park expansion Terminal Expansion Enlarged RPT apron Non aviation commercial development GA parking apron 	<ul style="list-style-type: none"> Flexible development pathways for RPT apron and commercial development. Multiple runway entry / exit points Provides distinct GA parking apron Dual access to RFDS Apron Makes greater use of easily accessible land resource Larger non aviation commercial land resource 	<ul style="list-style-type: none"> Development of terminal toward airside over foreshadowed apron works.



Figure 118: Option 5 – Overall Airport Layout



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Figure 119: Option 5 – Northern Airport Development



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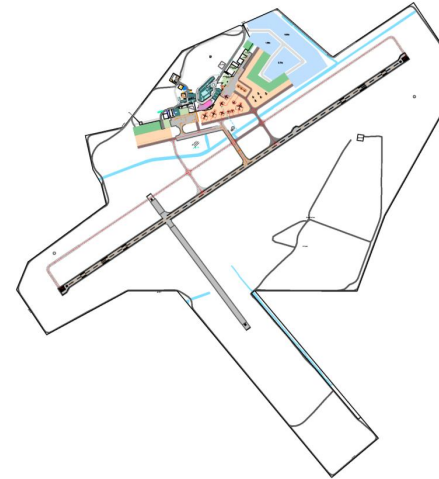
12.6 Option 6

Table 30: Option 6 Features / Pros / Cons

Option 6 Key Features	Option 6 Pros	Option 6 Cons
<ul style="list-style-type: none"> Safeguards for full length parallel taxiway Build part of parallel taxiway Additional taxiway access to aprons Aviation commercial development and apron New road link to RFDS precinct – separate from terminal access road Terminal road realignment and car park expansion Terminal Expansion Enlarged RPT apron Non aviation commercial development GA parking apron All of the above similar to Option 5 	<ul style="list-style-type: none"> Flexible development pathways for RPT apron and commercial development. Multiple runway entry / exit points Provides distinct GA parking apron Dual access to RFDS Apron Makes greater use of easily accessible land resource Larger non aviation commercial land resource No terminal development over foreshadowed apron developments. 	<ul style="list-style-type: none"> Development of terminal to west and location of rental car parking to east of terminal seen as a potential staging issue..



Figure 120: Option 6 – Overall Airport Layout



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Figure 121: Option 6 – Northern Airport Development



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12.7 Option 7

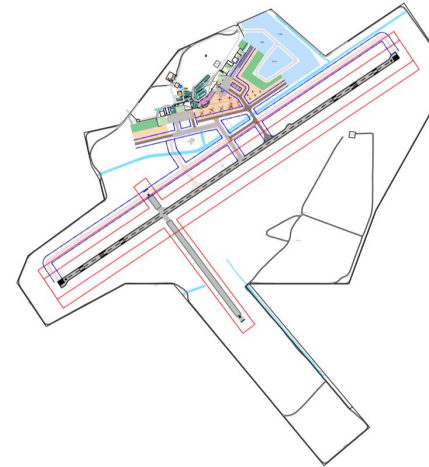
Table 31: Option 7 Features / Pros / Cons

Option 7 Key Features	Option 7 Pros	Option 7 Cons
<ul style="list-style-type: none"> Safeguards for full length parallel taxiway Build part of parallel taxiway Additional taxiway access to aprons Aviation commercial development and apron New road link to RFDS precinct – separate from terminal access road Terminal road realignment and car park expansion Terminal Expansion Enlarged RPT apron Non aviation commercial development GA parking apron All of the above similar to Option 5 	<ul style="list-style-type: none"> Flexible development pathways for RPT apron and commercial development. Multiple runway entry / exit points Provides distinct GA parking apron Dual access to RFDS Apron Makes greater use of easily accessible land resource Larger non aviation commercial land resource No terminal development over foreshadowed apron developments. Terminal development to east of terminal and rental car park retained. 	<ul style="list-style-type: none"> None..

Option 7 was identified as the preferred option to be taken forward for final master plan development.



Figure 122: Option 7 – Overall Airport Layout



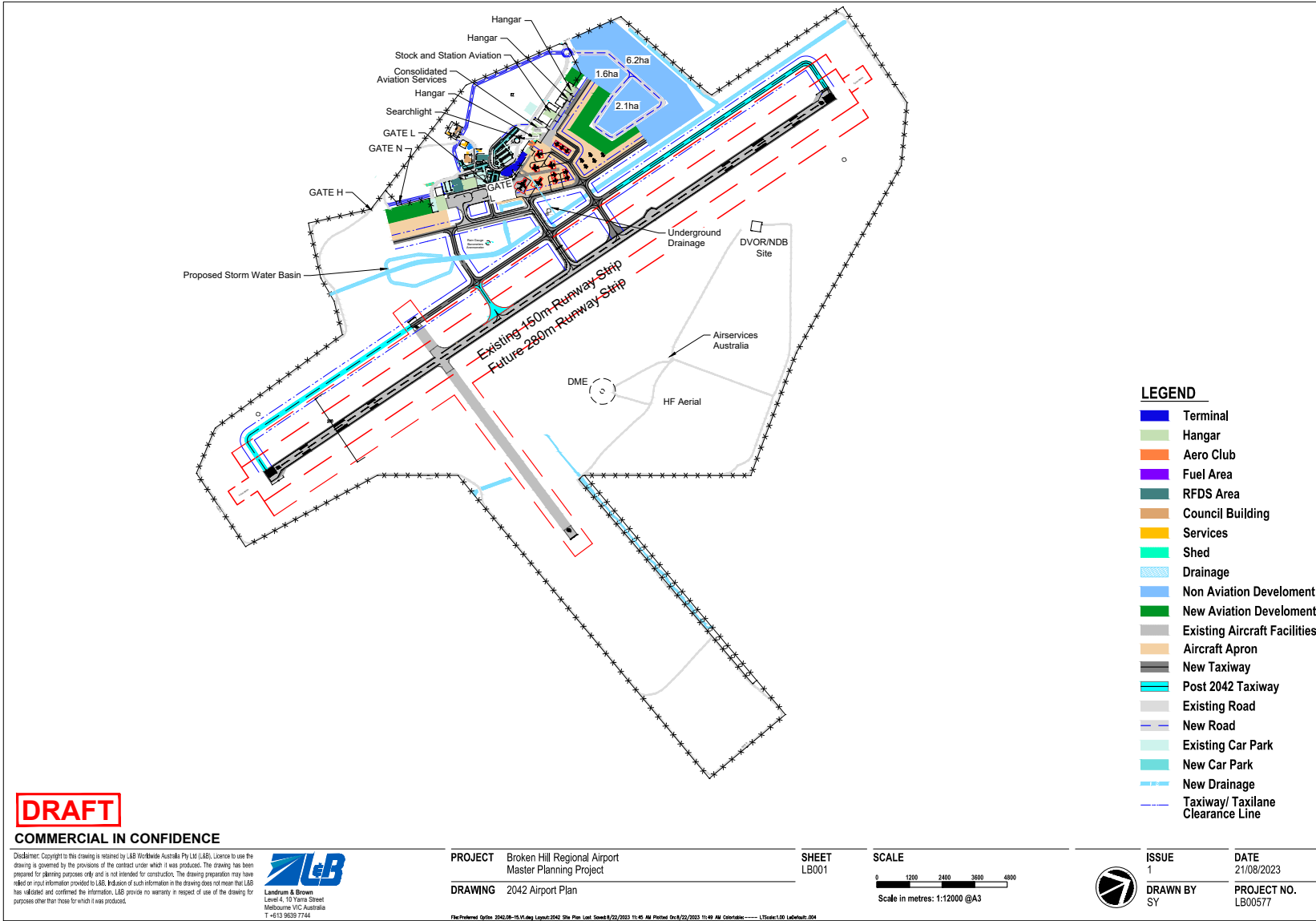
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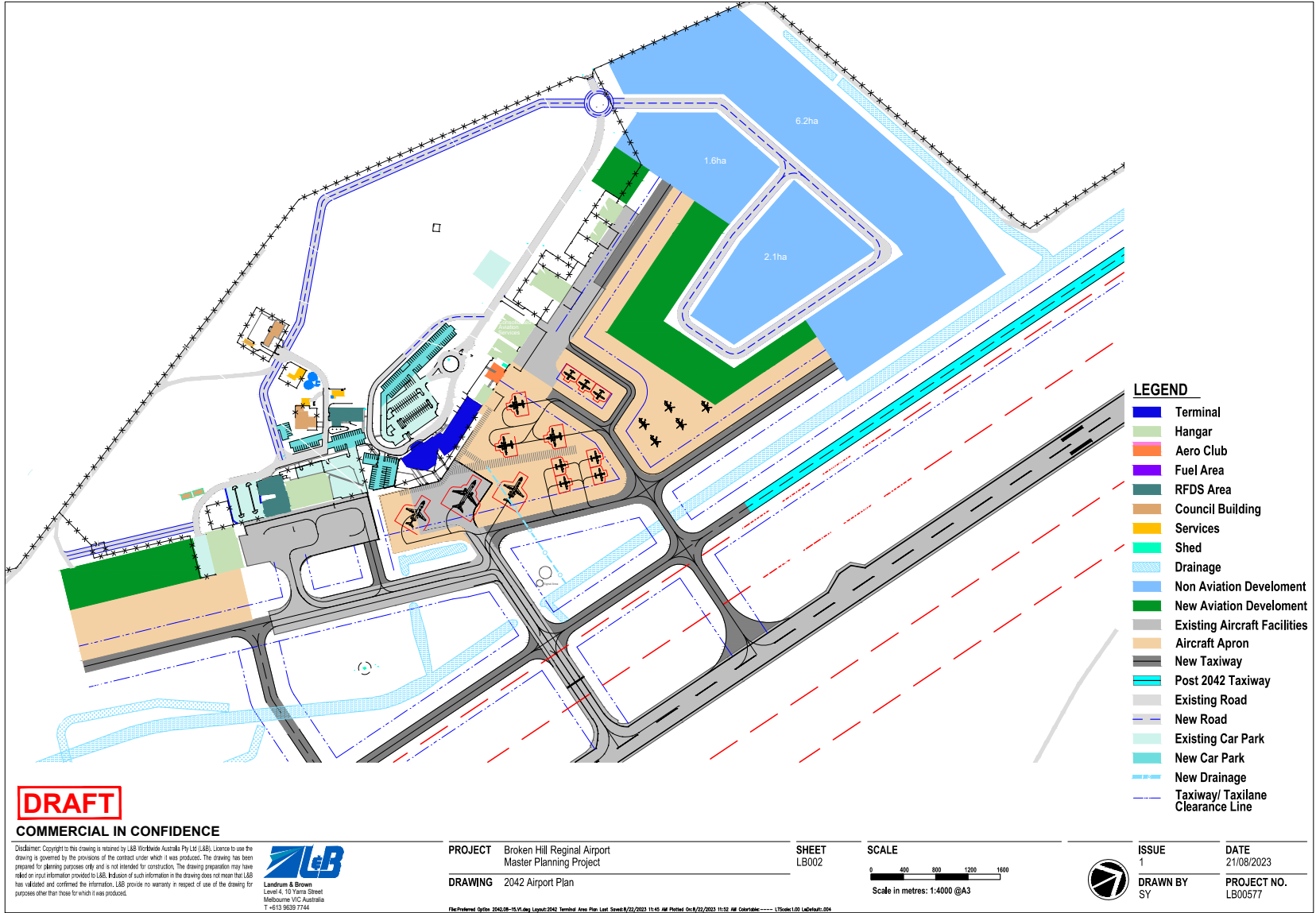
Figure 123: Option 7 – Northern Airport Development

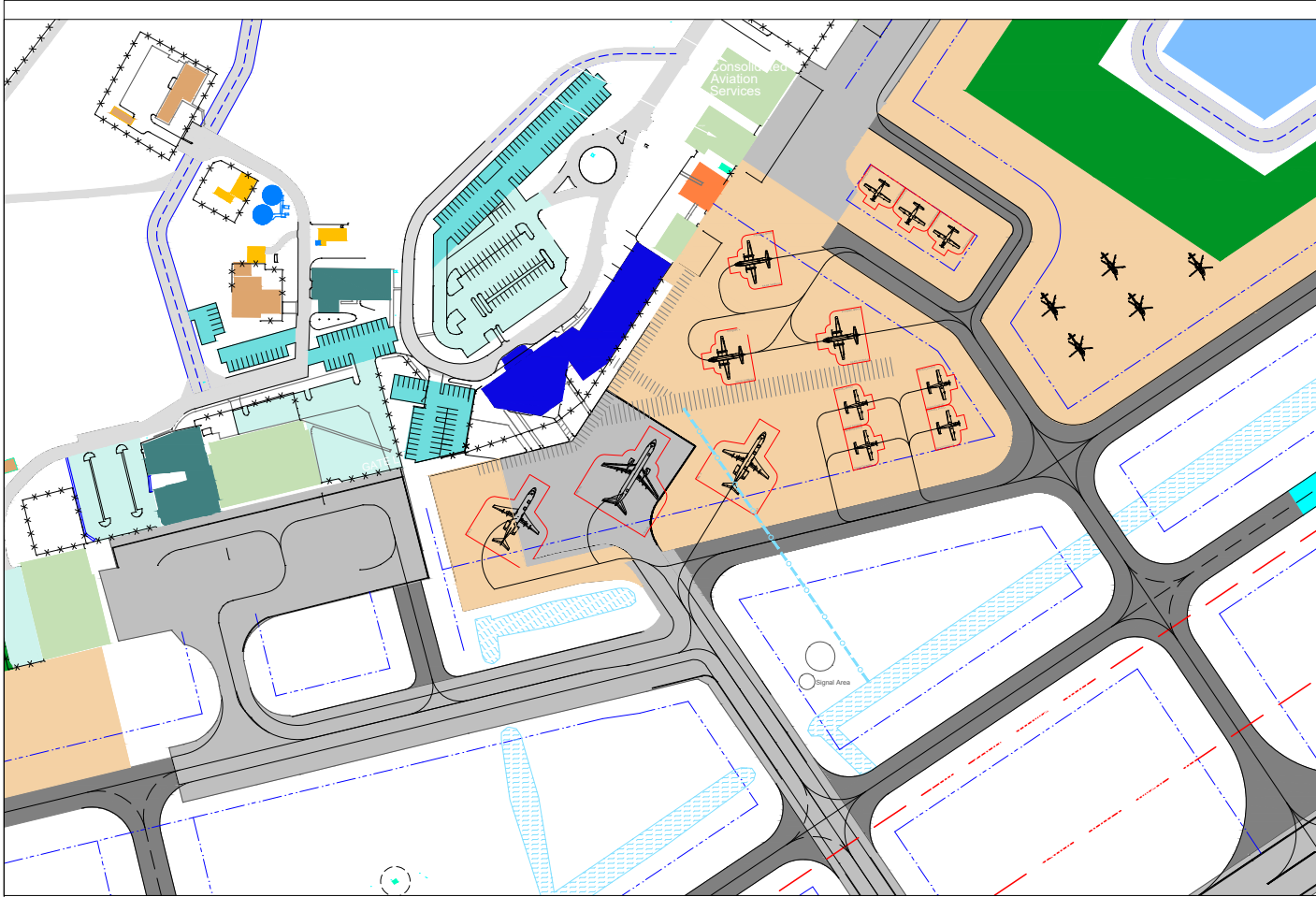


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13 Appendix C: 2042 Airport Plans







LEGEND

- Terminal
- Hangar
- Aero Club
- Fuel Area
- RFDS Area
- Council Building
- Services
- Shed
- Drainage
- Non Aviation Development
- New Aviation Development
- Existing Aircraft Facilities
- Aircraft Apron
- New Taxiway
- Post 2042 Taxiway
- Existing Road
- New Road
- Existing Car Park
- New Car Park
- New Drainage
- Taxiway/ Taxilane Clearance Line

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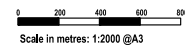
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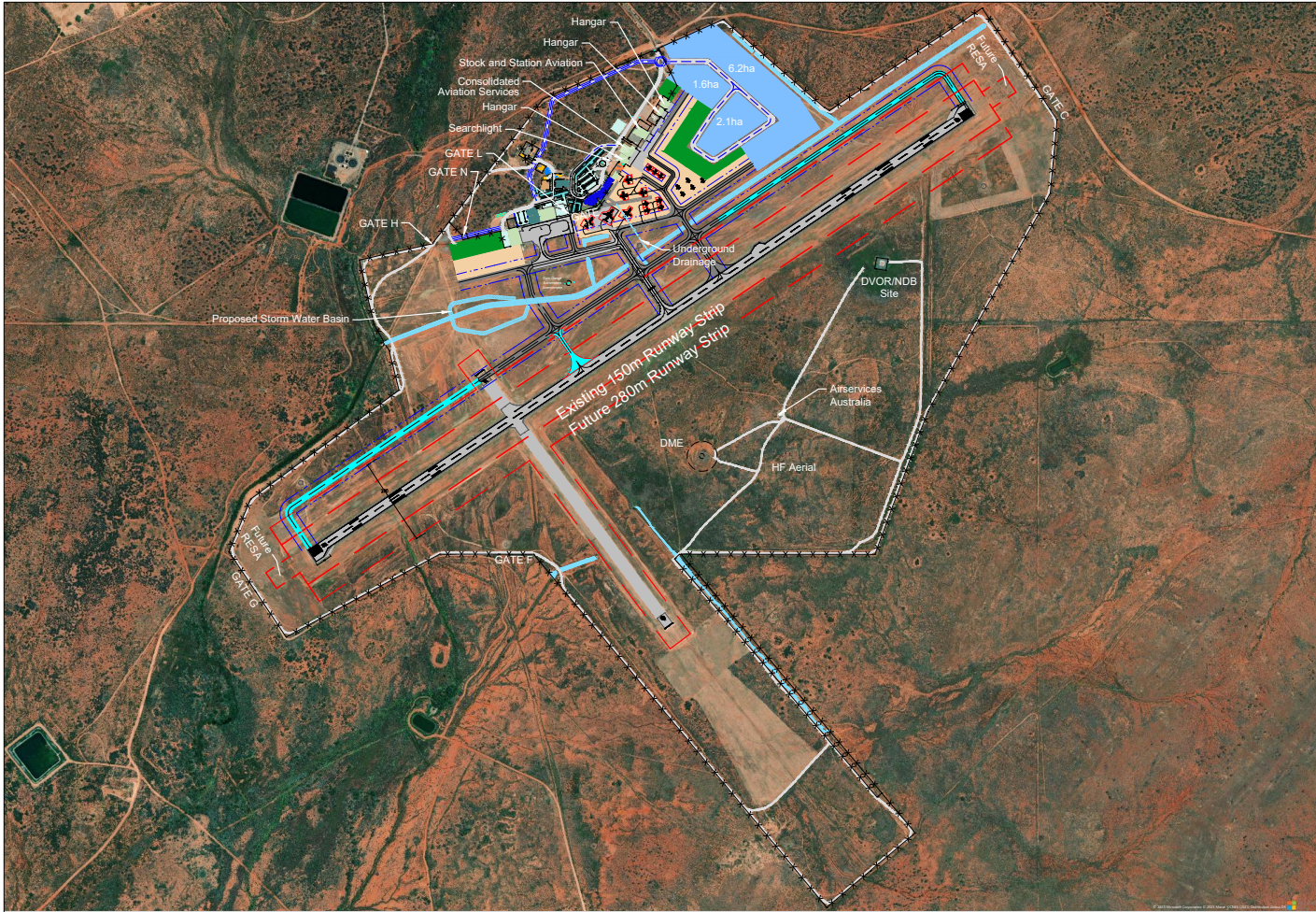


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LEGEND

- Terminal
- Hangar
- Aero Club
- Fuel Area
- RFDS Area
- Council Building
- Services
- Shed
- Drainage
- Non Aviation Development
- New Aviation Development
- Existing Aircraft Facilities
- Aircraft Apron
- New Taxiway
- Post 2042 Taxiway
- Existing Road
- New Road
- Existing Car Park
- New Car Park
- New Drainage
- Taxiway/ Taxilane Clearance Line

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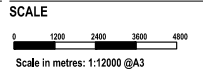
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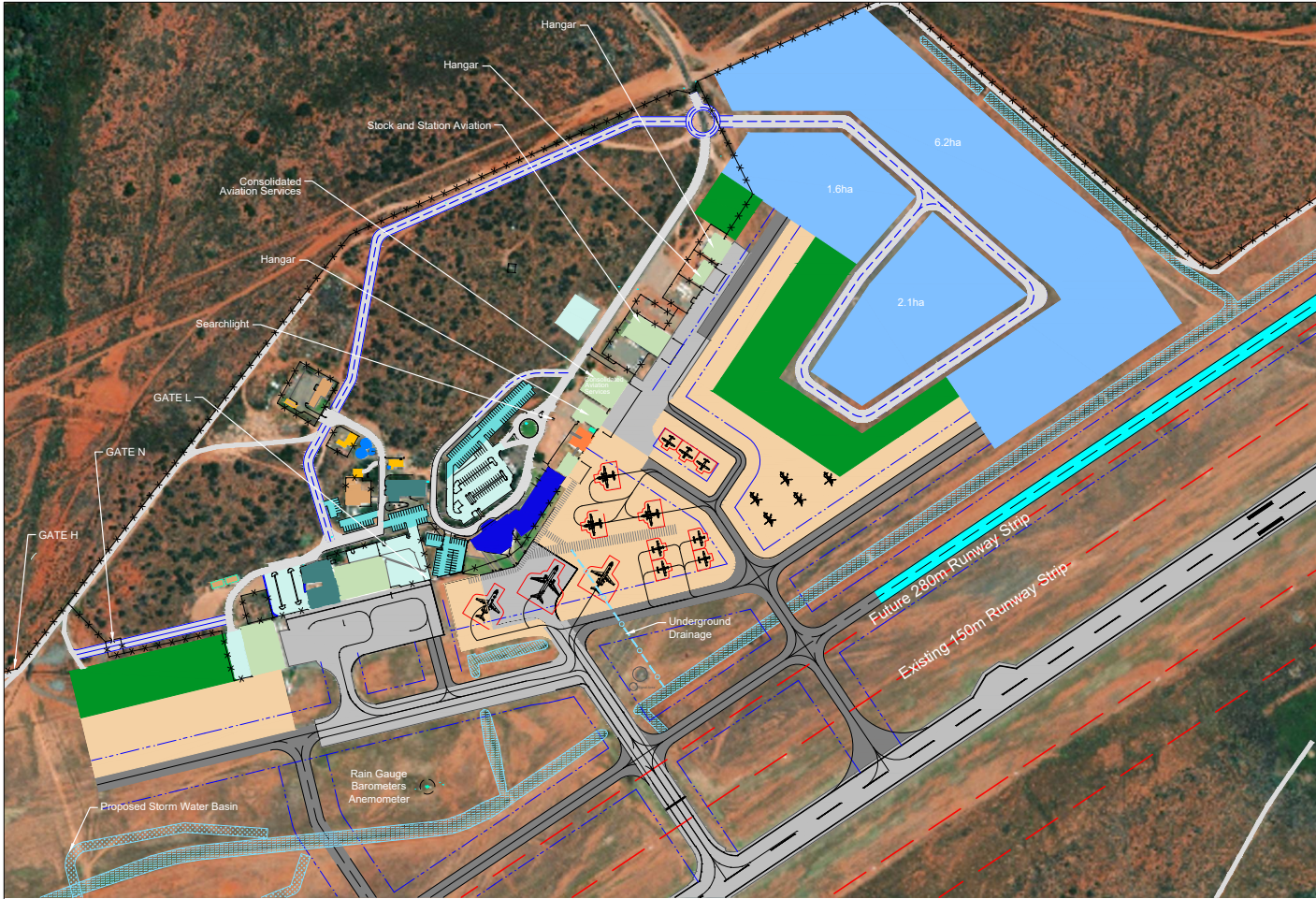
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 Plot Scale: 1:12000
 Plot Size: A3
 Plot Orientation: Landscape
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 Plot Lineweight: 0.25
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LEGEND

- Terminal
- Hangar
- Aero Club
- Fuel Area
- RFDS Area
- Council Building
- Services
- Shed
- Drainage
- Non Aviation Development
- New Aviation Development
- Existing Aircraft Facilities
- Aircraft Apron
- New Taxiway
- Post 2042 Taxiway
- Existing Road
- New Road
- Existing Car Park
- New Car Park
- New Drainage
- Taxiway/ Taxilane Clearance Line

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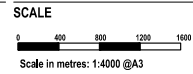
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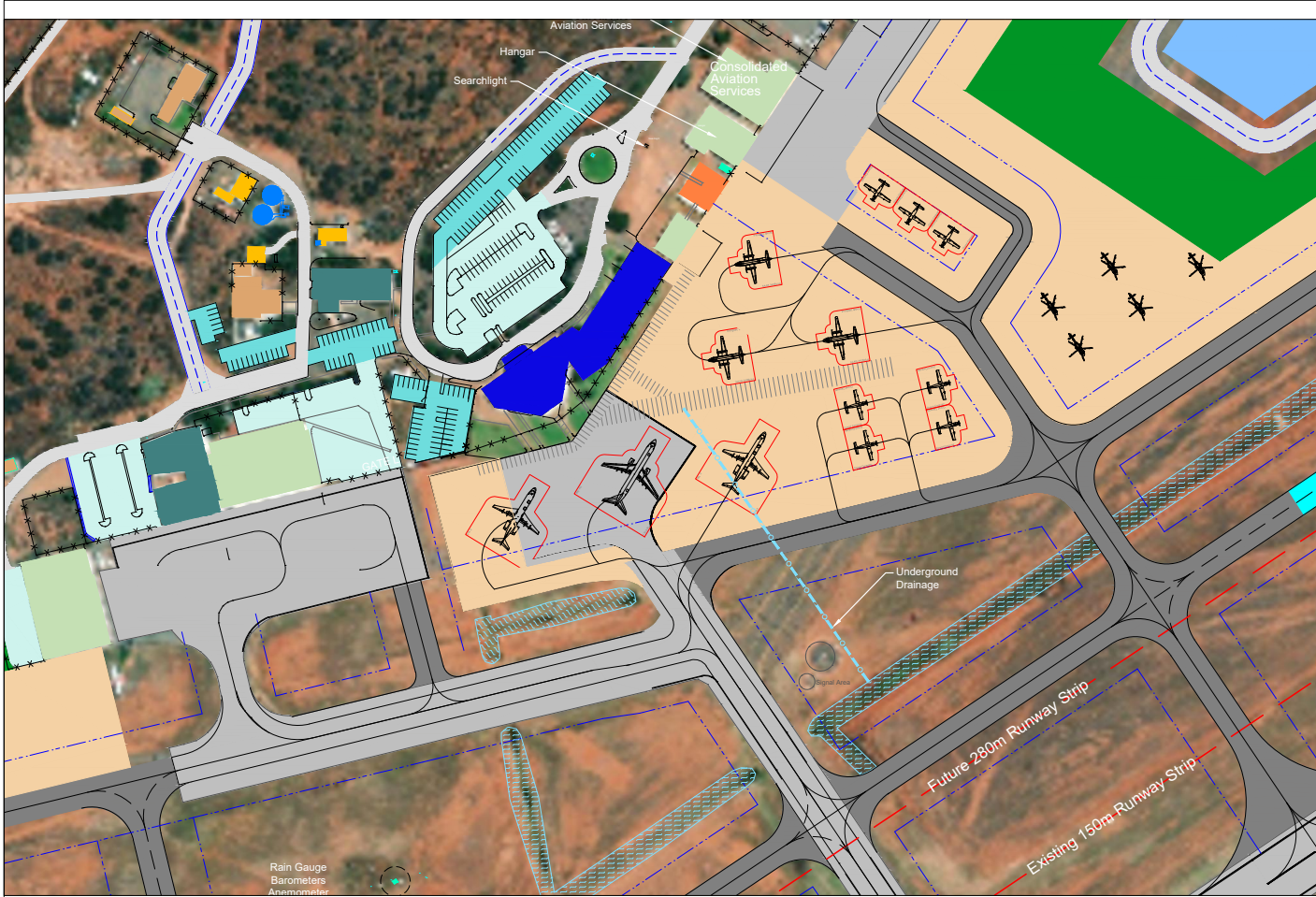
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- LEGEND**
- Terminal
 - Hangar
 - Aero Club
 - Fuel Area
 - RFDS Area
 - Council Building
 - Services
 - Shed
 - Drainage
 - Non Aviation Development
 - New Aviation Development
 - Existing Aircraft Facilities
 - Aircraft Apron
 - New Taxiway
 - Post 2042 Taxiway
 - Existing Road
 - New Road
 - Existing Car Park
 - New Car Park
 - New Drainage
 - Taxiway/ Taxilane Clearance Line

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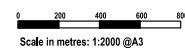
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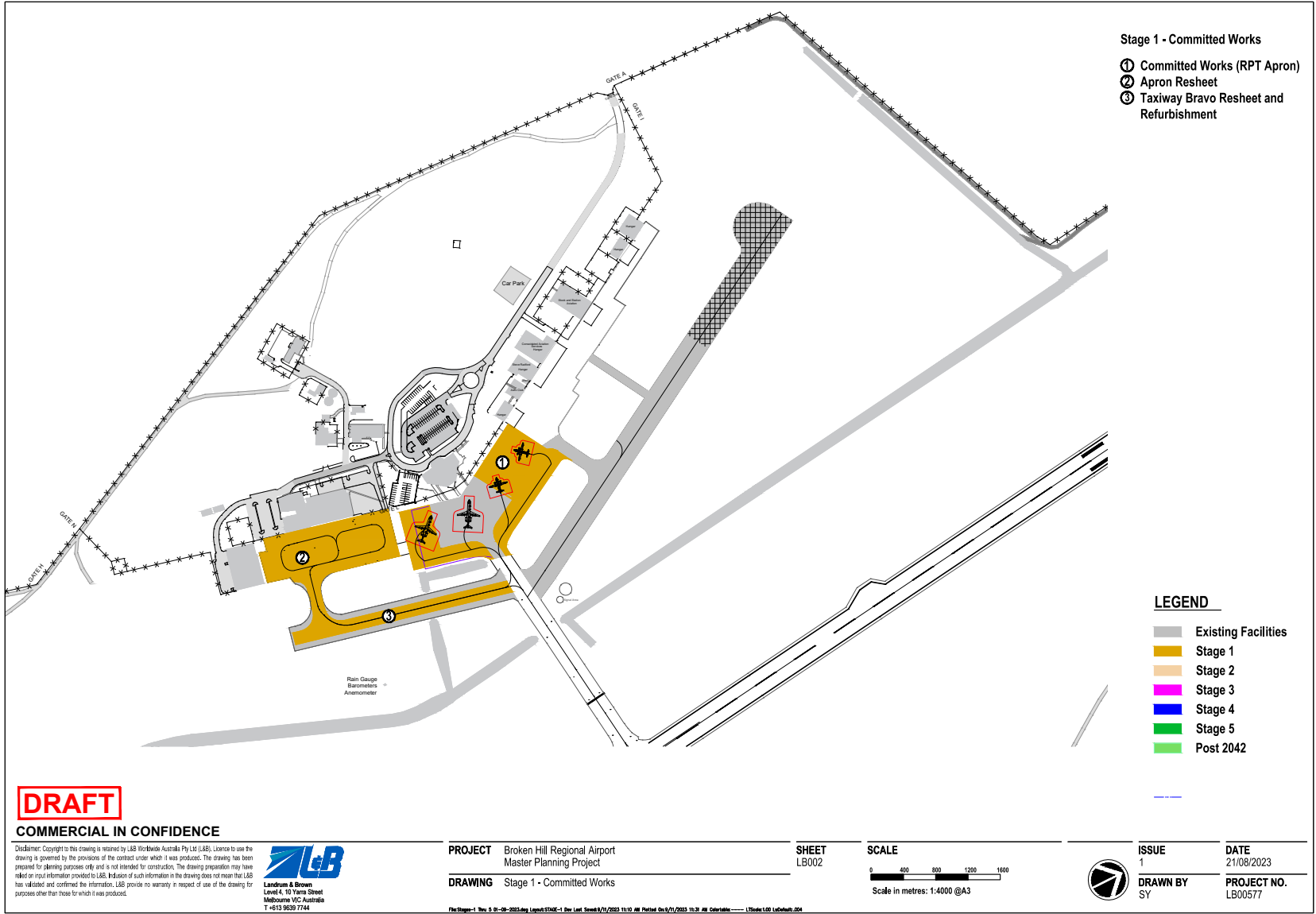
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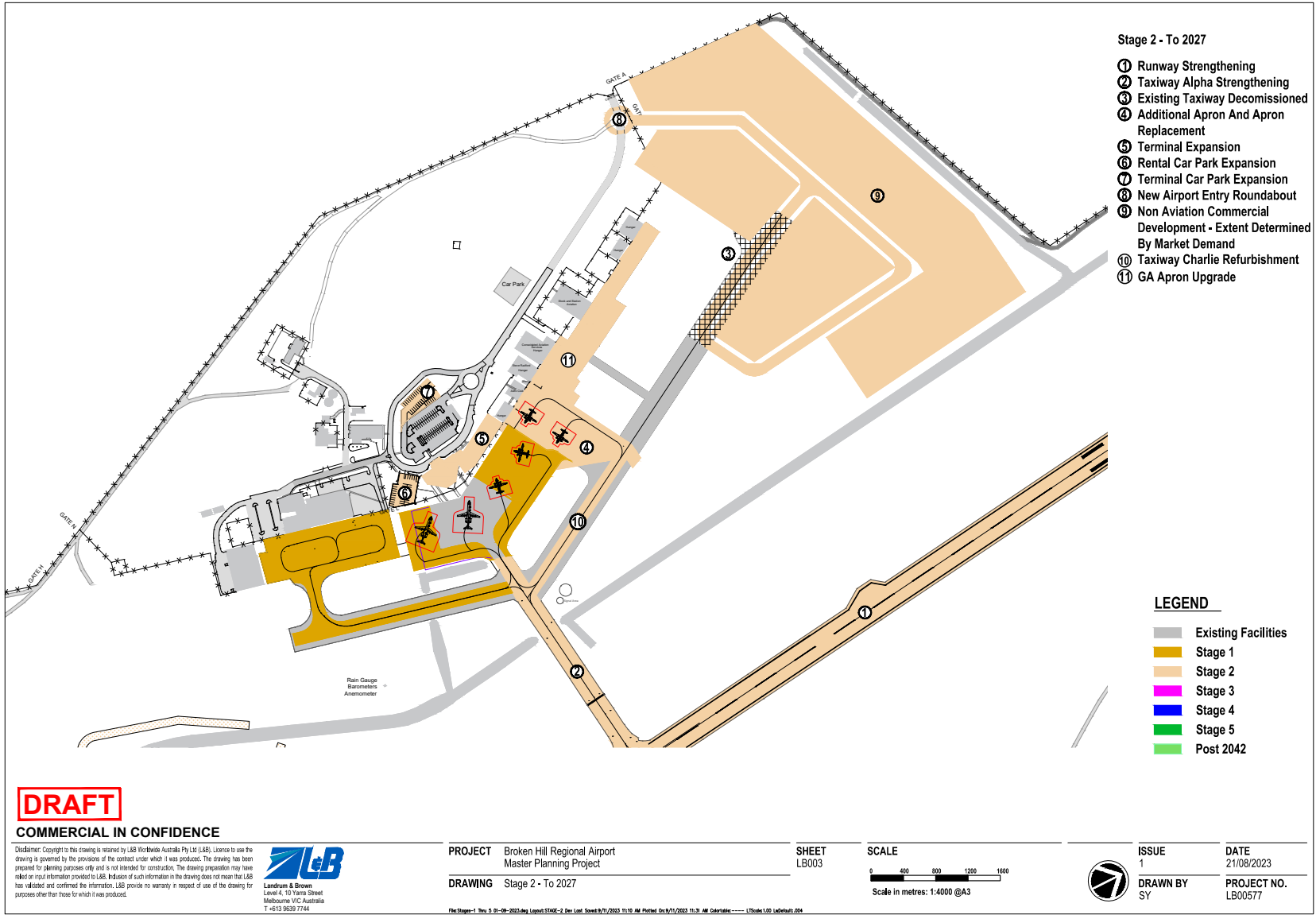
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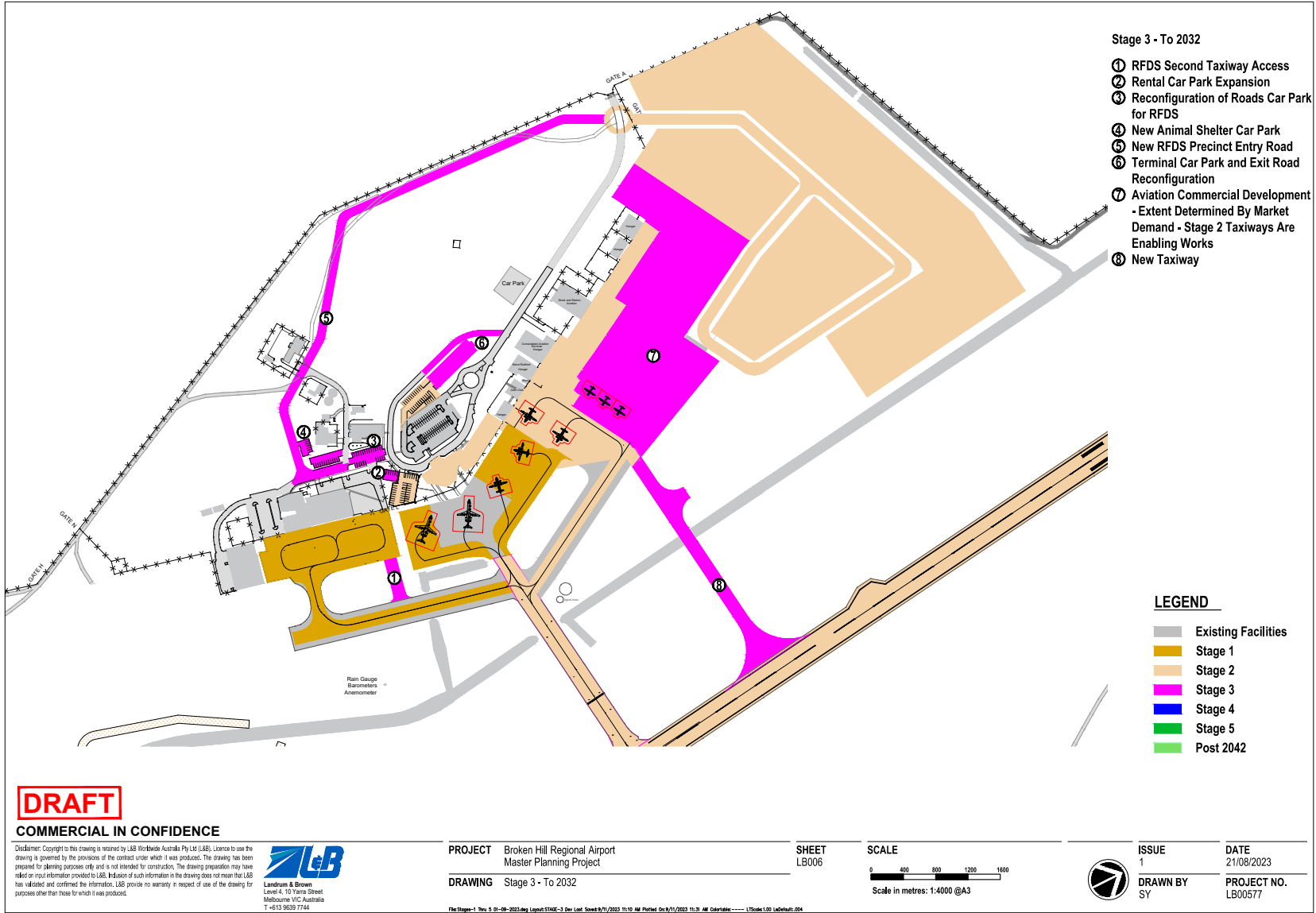
PROJECT NO.
LB00577

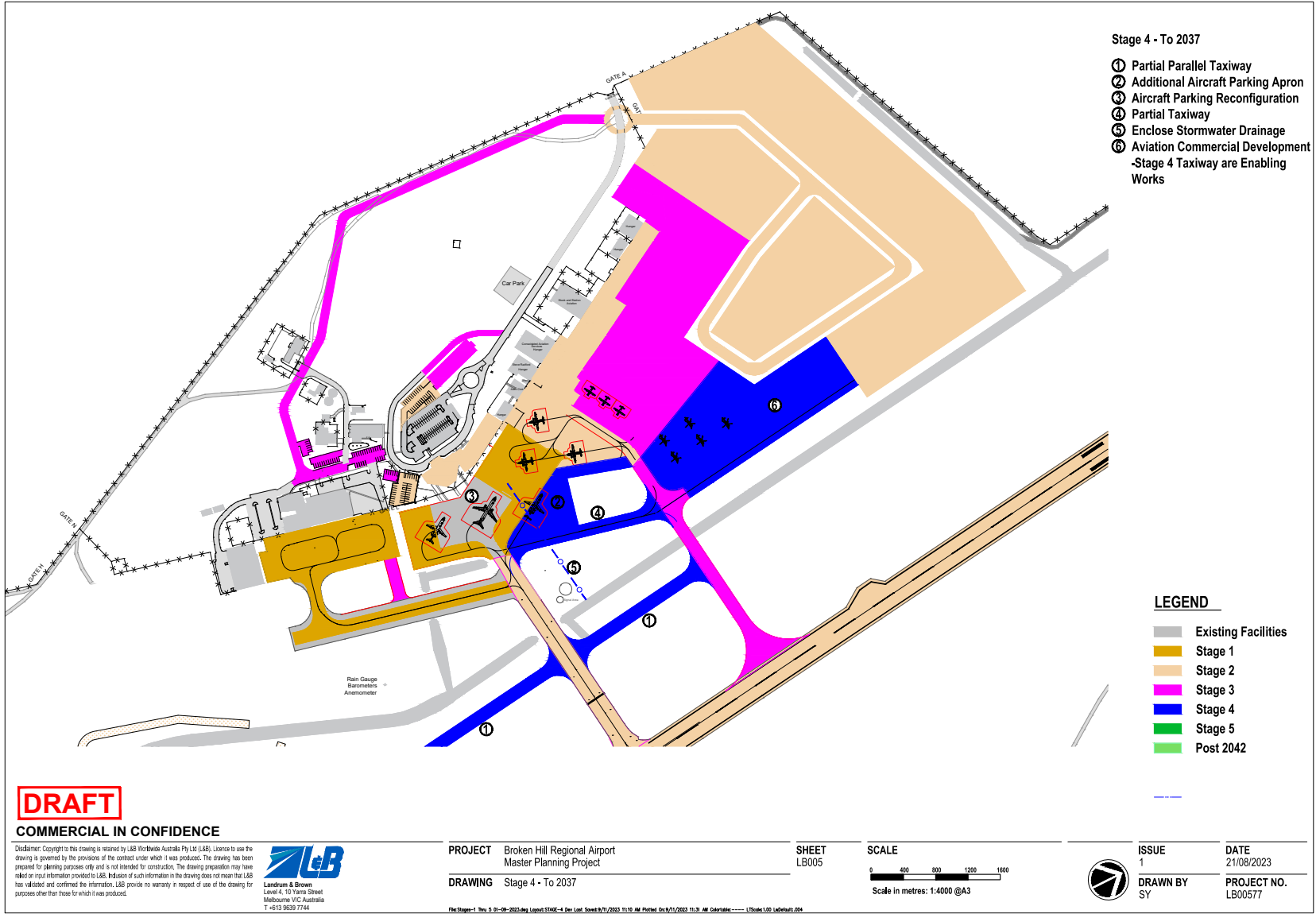
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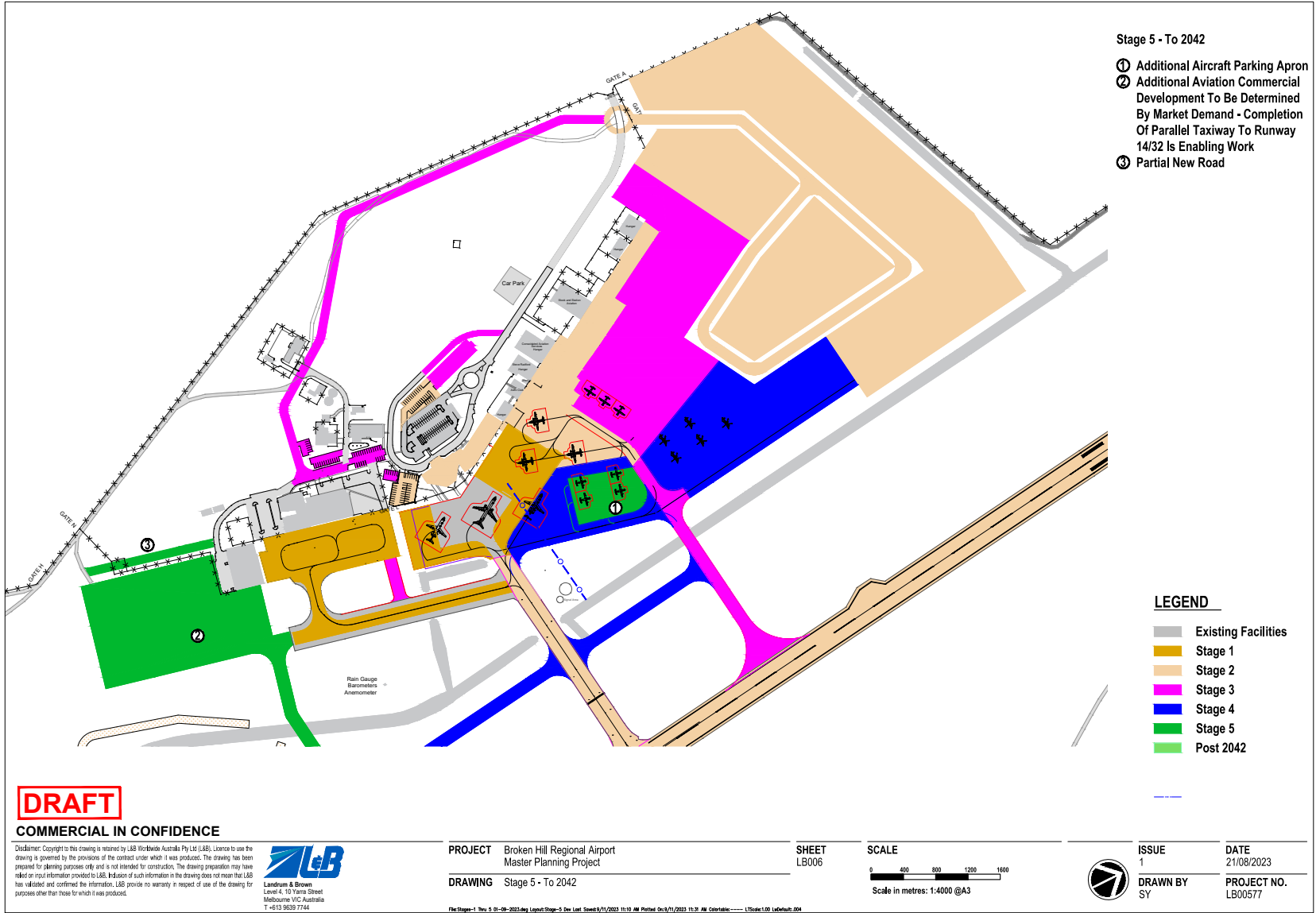
14 Appendix D: Staging Plans













- Stage 2
- ① Runway Strengthening
 - ② Runway Turn Pads For Code C Jets
 - ③ Runway Sealing
 - ④ Stormwater Detention Basin
- Stage 4
- ⑤ Partial Parallel Taxiway
- Post 2042
- ⑥ Full Length Parallel Taxiway
 - ⑦ Connection Taxiway

LEGEND

- Existing Facilities
- Stage 1
- Stage 2
- Stage 3
- Stage 4
- Stage 5
- Post 2042

DRAFT

COMMERCIAL IN CONFIDENCE

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PROJECT Broken Hill Regional Airport Master Planning Project
DRAWING All Airport Staging

SHEET LB006

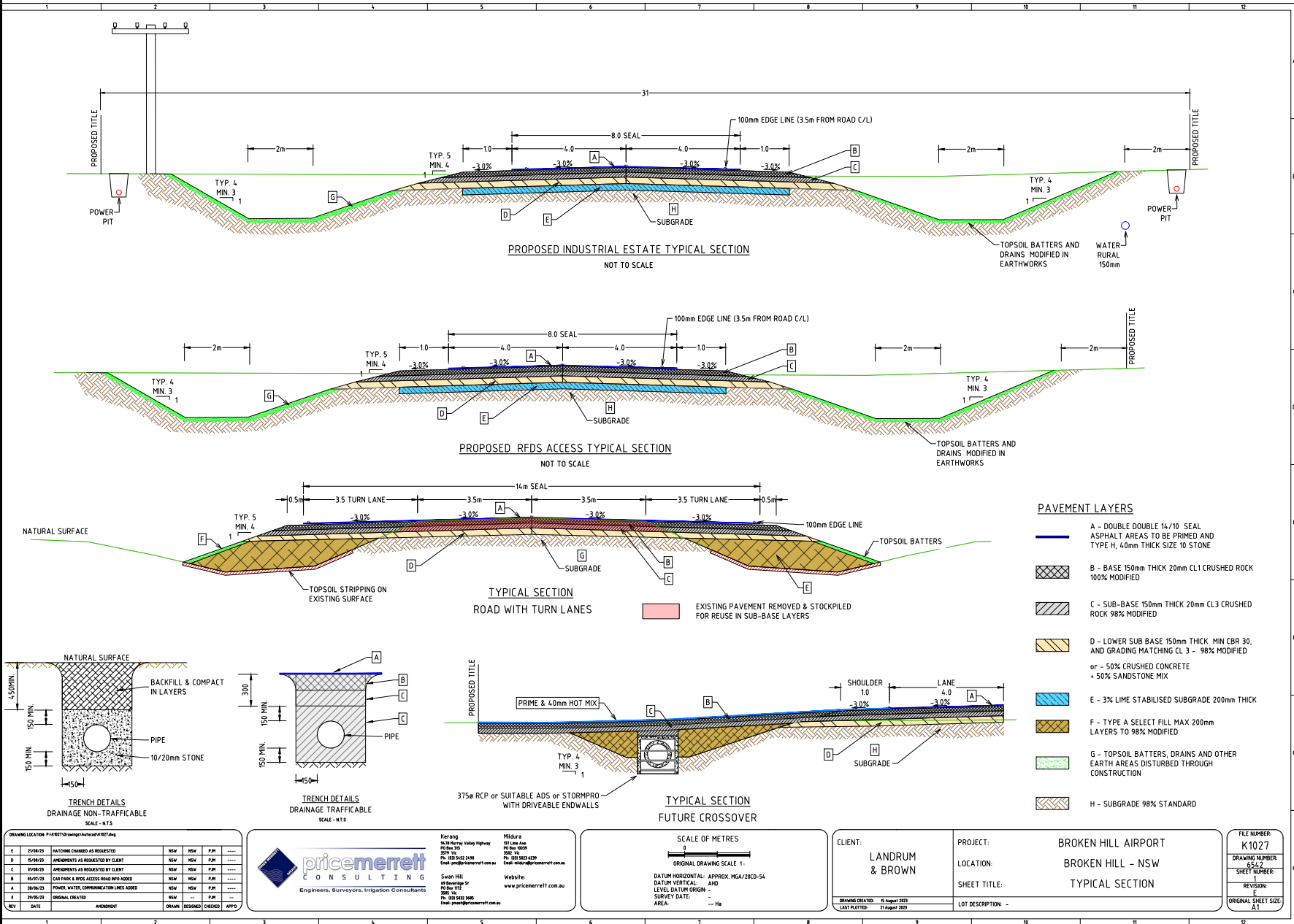
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ISSUE 1
DATE 21/08/2023
DRAWN BY SY
PROJECT NO. LB00577

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15 Appendix E: Engineering Plans



REV	DATE	AMENDMENT	DRAWN	DESIGNED	CHECKED	APPROV
1	20/08/23	ISSUED FOR EXHIBITION	NEW	NEW	NEW	NEW
2	20/08/23	REVISED AS REQUESTED BY CLIENT	NEW	NEW	NEW	NEW
3	20/08/23	REVISED AS REQUESTED BY CLIENT	NEW	NEW	NEW	NEW
4	20/08/23	REVISED AS REQUESTED BY CLIENT	NEW	NEW	NEW	NEW
5	20/08/23	REVISED AS REQUESTED BY CLIENT	NEW	NEW	NEW	NEW
6	20/08/23	REVISED AS REQUESTED BY CLIENT	NEW	NEW	NEW	NEW
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9	20/08/23	REVISED AS REQUESTED BY CLIENT	NEW	NEW	NEW	NEW
10	20/08/23	REVISED AS REQUESTED BY CLIENT	NEW	NEW	NEW	NEW
11	20/08/23	REVISED AS REQUESTED BY CLIENT	NEW	NEW	NEW	NEW
12	20/08/23	REVISED AS REQUESTED BY CLIENT	NEW	NEW	NEW	NEW

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Website:
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CLIENT: LANDRUM & BROWN

PROJECT: BROKEN HILL AIRPORT

LOCATION: BROKEN HILL - NSW

SHEET TITLE: TYPICAL SECTION

LOT DESCRIPTION:

FILE NUMBER: K1027

DRAWING NUMBER: 6542

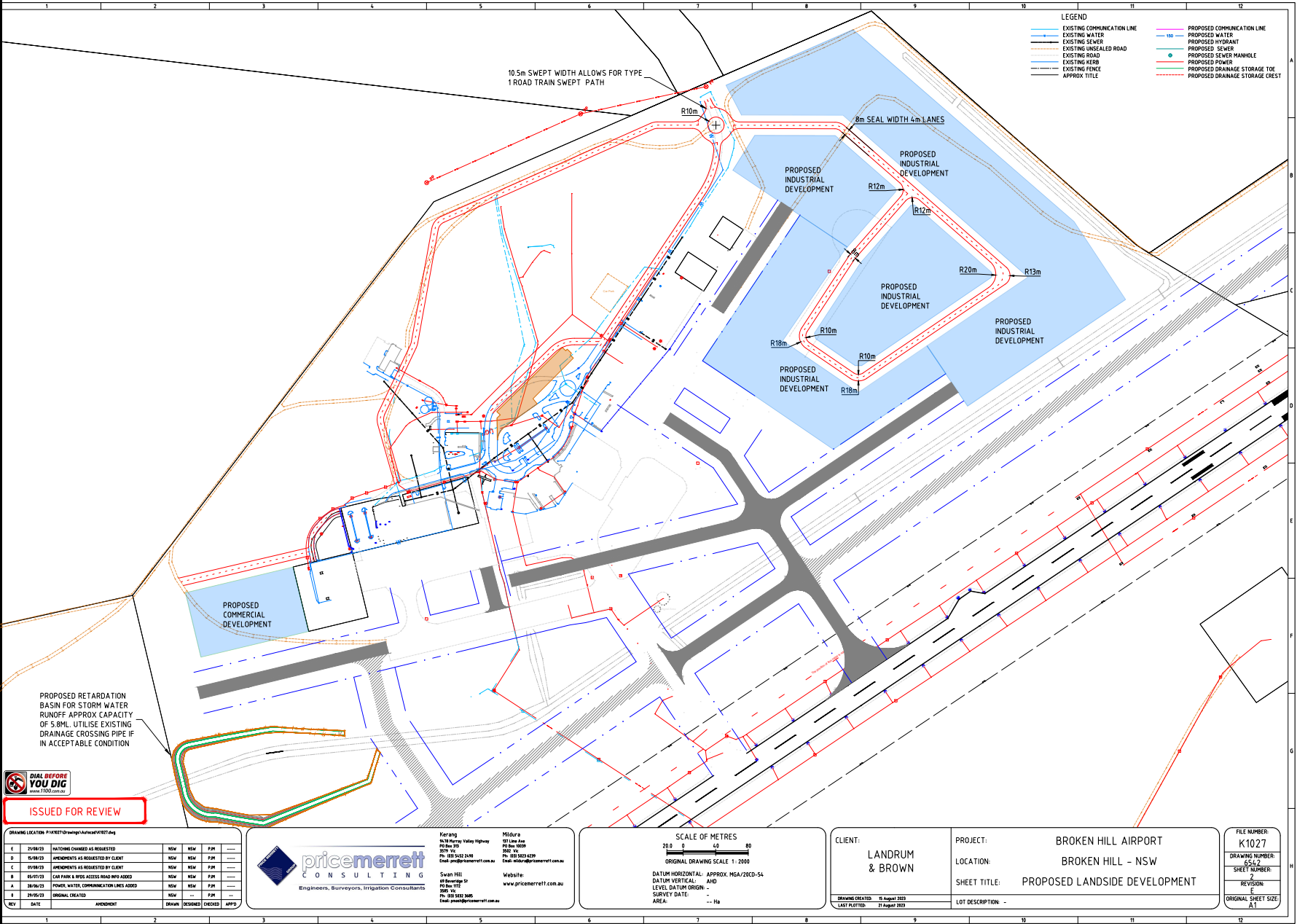
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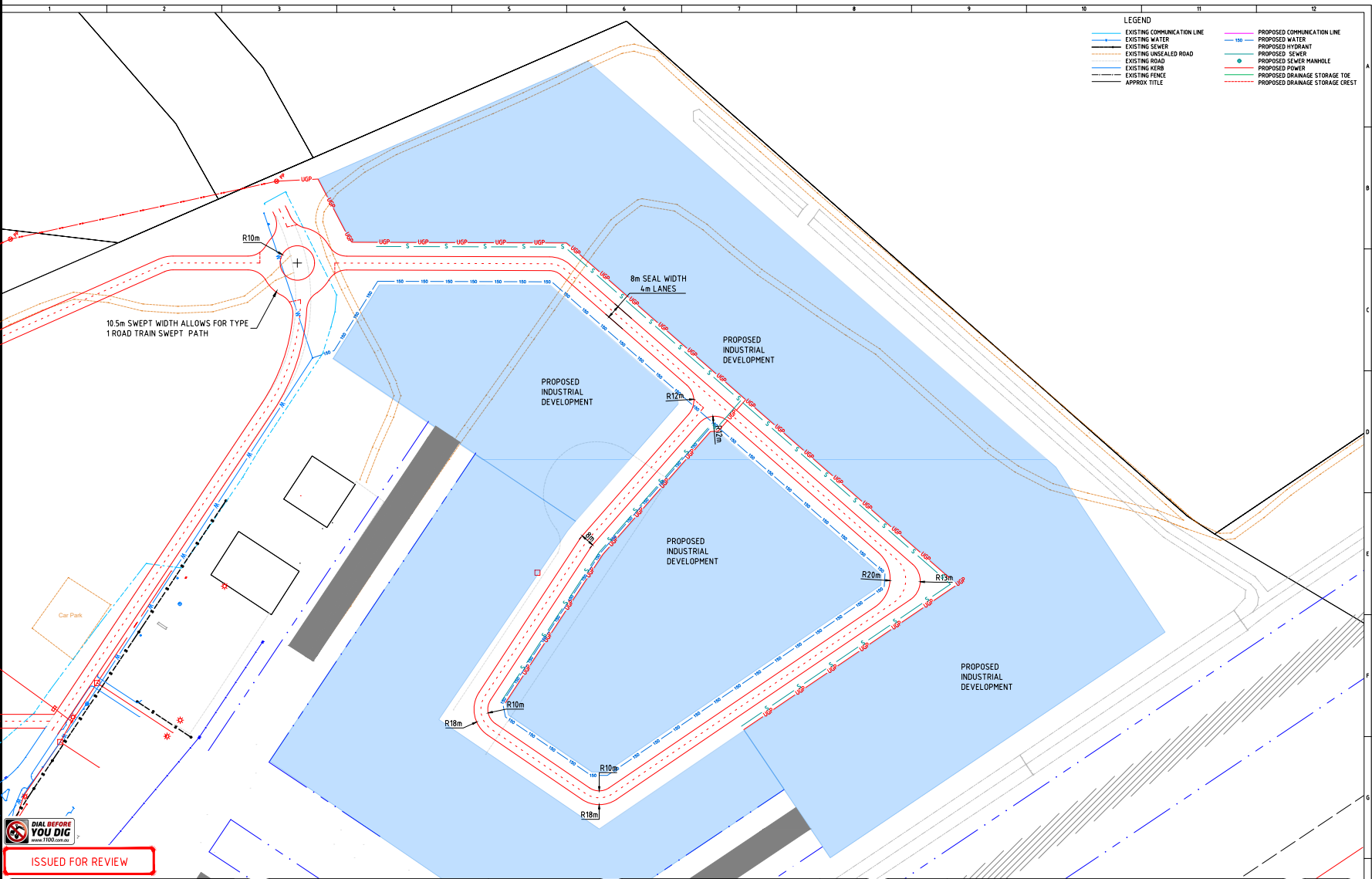
REVISION: E

ORIGINAL SHEET SIZE: A1

DRAWING CREATED: 16 August 2023

LAST PLOTTED: 21 August 2023





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ISSUED FOR REVIEW

REV	DATE	AMENDMENT	DRAWN	DESIGNED	CHECKED	APPROV
E	21/08/23	NOTHING CHANGED AS REQUESTED	NEW	NEW	PM	----
D	05/08/23	AMENDMENTS AS REQUESTED BY CLIENT	NEW	NEW	PM	----
C	05/08/23	AMENDMENTS AS REQUESTED BY CLIENT	NEW	NEW	PM	----
B	04/07/23	CAR PARK & BYPASS ACCESS ROAD INFO ADDED	NEW	NEW	PM	----
A	04/06/23	POWER, WATER, COMMUNICATION LINES ADDED	NEW	NEW	PM	----
B	29/05/23	ORIGINAL CREATED	NEW	---	PM	----

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Milsons
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Ph: 08 9423 4239
Email: milson@pricemerrett.com.au

Website:
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SCALE OF METRES

0 10 20 40

ORIGINAL DRAWING SCALE 1:1000

DATUM HORIZONTAL: APPROX. MGA/2000-54
DATUM VERTICAL: AHD
LEVEL DATUM ORIGIN: -
SURVEY DATE: -
AREA: -- Ha

CLIENT: **LANDRUM & BROWN**

PROJECT: **BROKEN HILL AIRPORT**

LOCATION: **BROKEN HILL - NSW**

SHEET TITLE: **PROPOSED UNDERGROUND POWER LAYOUT**

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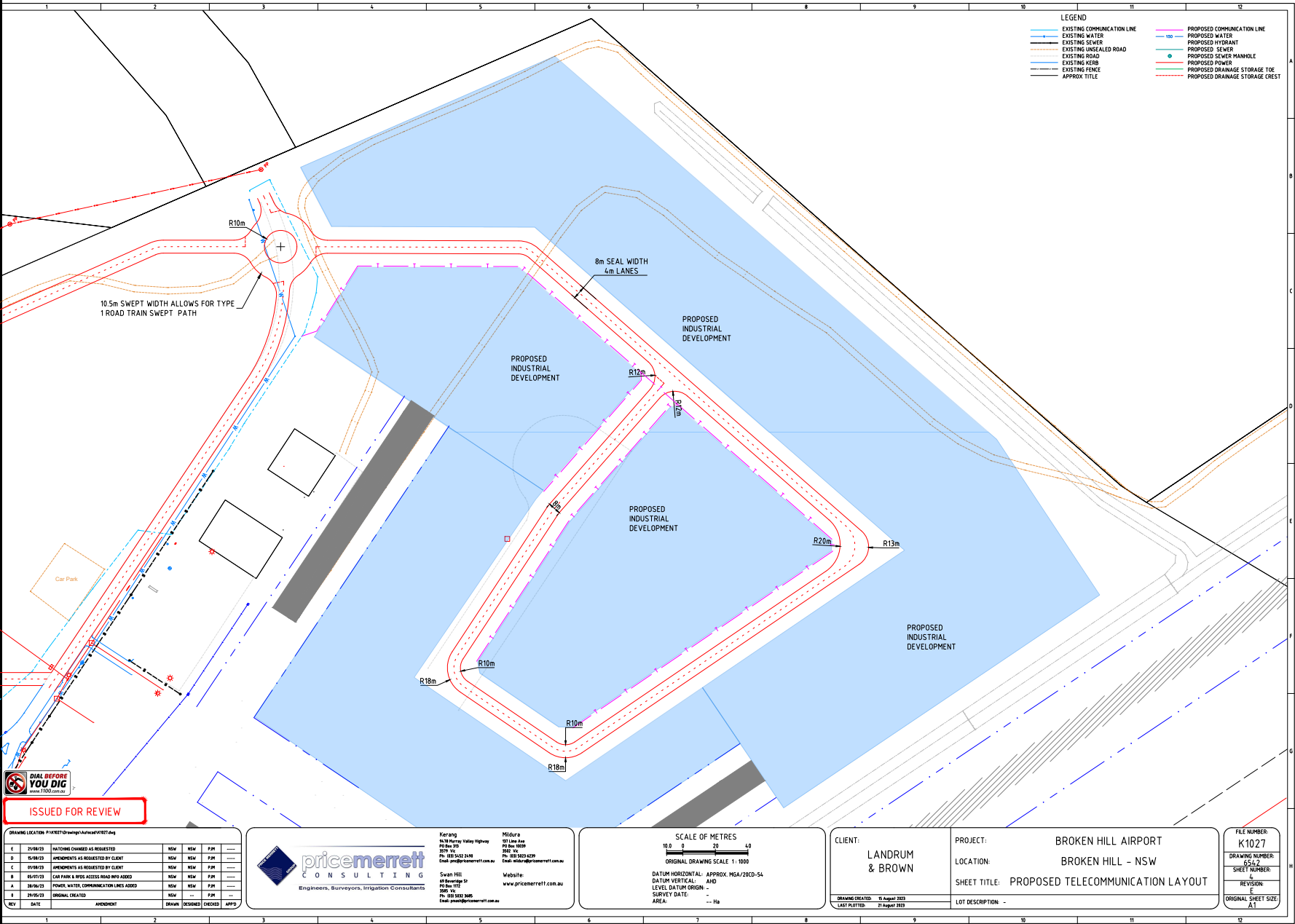
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DRAWING NUMBER: **6542**

SHEET NUMBER: **3**

REVISION: **E**

ORIGINAL SHEET SIZE: **A1**



ISSUED FOR REVIEW

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D	05/08/23	AMENDMENTS AS REQUESTED BY CLIENT	NSW	NSW	NSW	NSW
C	05/08/23	AMENDMENTS AS REQUESTED BY CLIENT	NSW	NSW	NSW	NSW
B	04/07/23	CAR PARK & BYPASS ACCESS ROAD INFO ADDED	NSW	NSW	NSW	NSW
A	04/06/23	POWER, WATER, COMMUNICATION LINES ADDED	NSW	NSW	NSW	NSW
1	21/05/23	ORIGINAL CREATED	NSW	NSW	NSW	NSW

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Swan Hill
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Ph: 03 5892 3466
Email: swan@pricemerrett.com.au

Website:
www.pricemerrett.com.au

SCALE OF METRES

ORIGINAL DRAWING SCALE: 1:1000

DATUM HORIZONTAL: APPROX. MGA/2000-54
DATUM VERTICAL: AHD
LEVEL DATUM ORIGIN: -
SURVEY DATE: -
AREA: -- Ha

CLIENT: **LANDRUM & BROWN**

PROJECT: **BROKEN HILL AIRPORT**

LOCATION: **BROKEN HILL - NSW**

SHEET TITLE: **PROPOSED TELECOMMUNICATION LAYOUT**

LOT DESCRIPTION: -

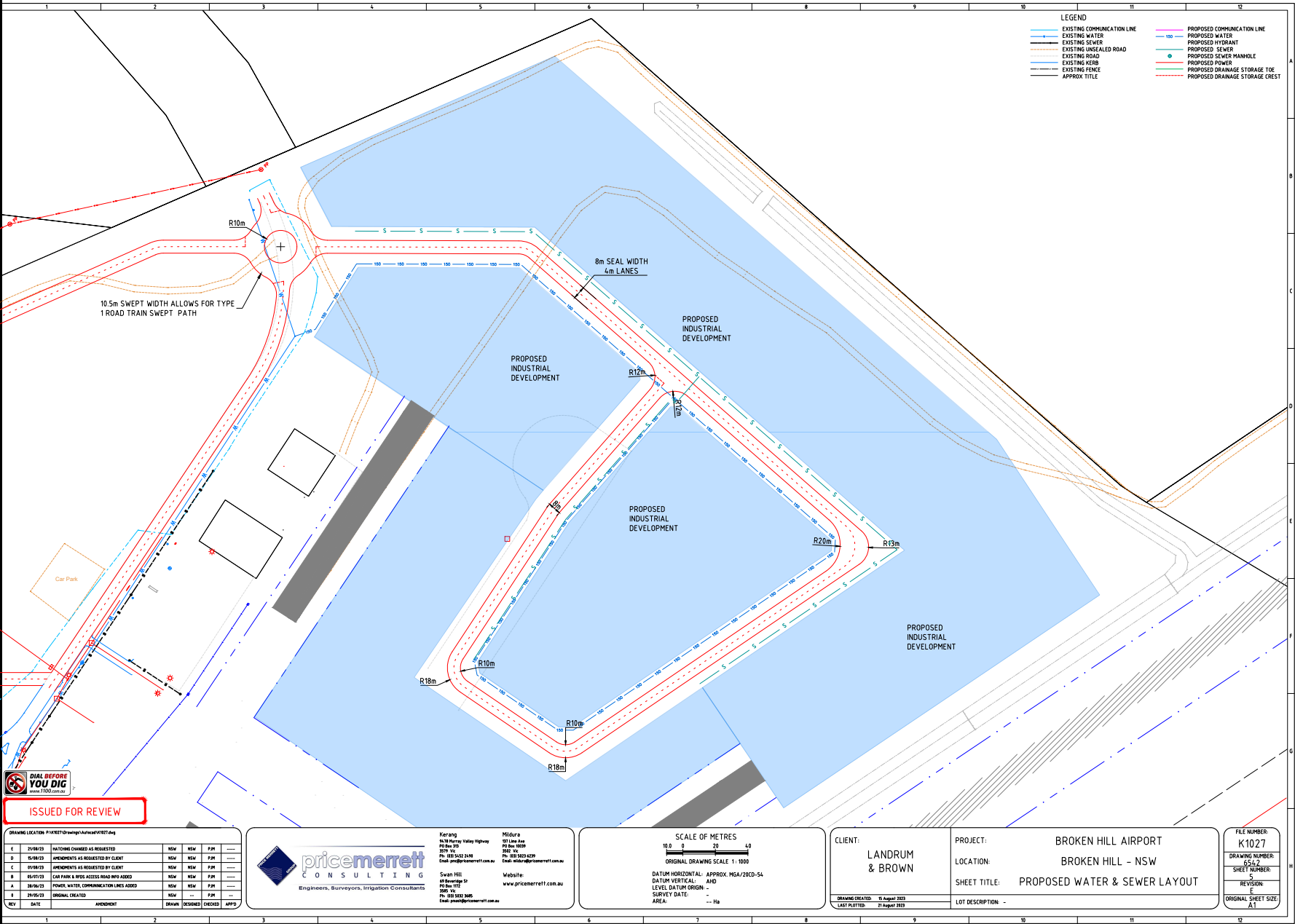
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DRAWING NUMBER: **6542**

SHEET NUMBER: **4**

REVISION: **E**

ORIGINAL SHEET SIZE: **A1**



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D	05/08/23	AMENDMENTS AS REQUESTED BY CLIENT	NSW	NSW	NSW	NSW
C	05/08/23	AMENDMENTS AS REQUESTED BY CLIENT	NSW	NSW	NSW	NSW
B	04/07/23	CAR PARK & BYPS ACCESS ROAD INFO ADDED	NSW	NSW	NSW	NSW
A	04/06/23	POWER, WATER, COMMUNICATION LINES ADDED	NSW	NSW	NSW	NSW
B	29/05/23	ORIGINAL CREATED	NSW	NSW	NSW	NSW

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Swan Hill
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Email: swan@pricemerrett.com.au

Website:
www.pricemerrett.com.au

SCALE OF METRES

ORIGINAL DRAWING SCALE 1:1000

DATUM HORIZONTAL: APPROX. MGA/2000-54
DATUM VERTICAL: AHD
LEVEL DATUM ORIGIN: -
SURVEY DATE: -
AREA: -- Ha

CLIENT: **LANDRUM & BROWN**

PROJECT: **BROKEN HILL AIRPORT**

LOCATION: **BROKEN HILL - NSW**

SHEET TITLE: **PROPOSED WATER & SEWER LAYOUT**

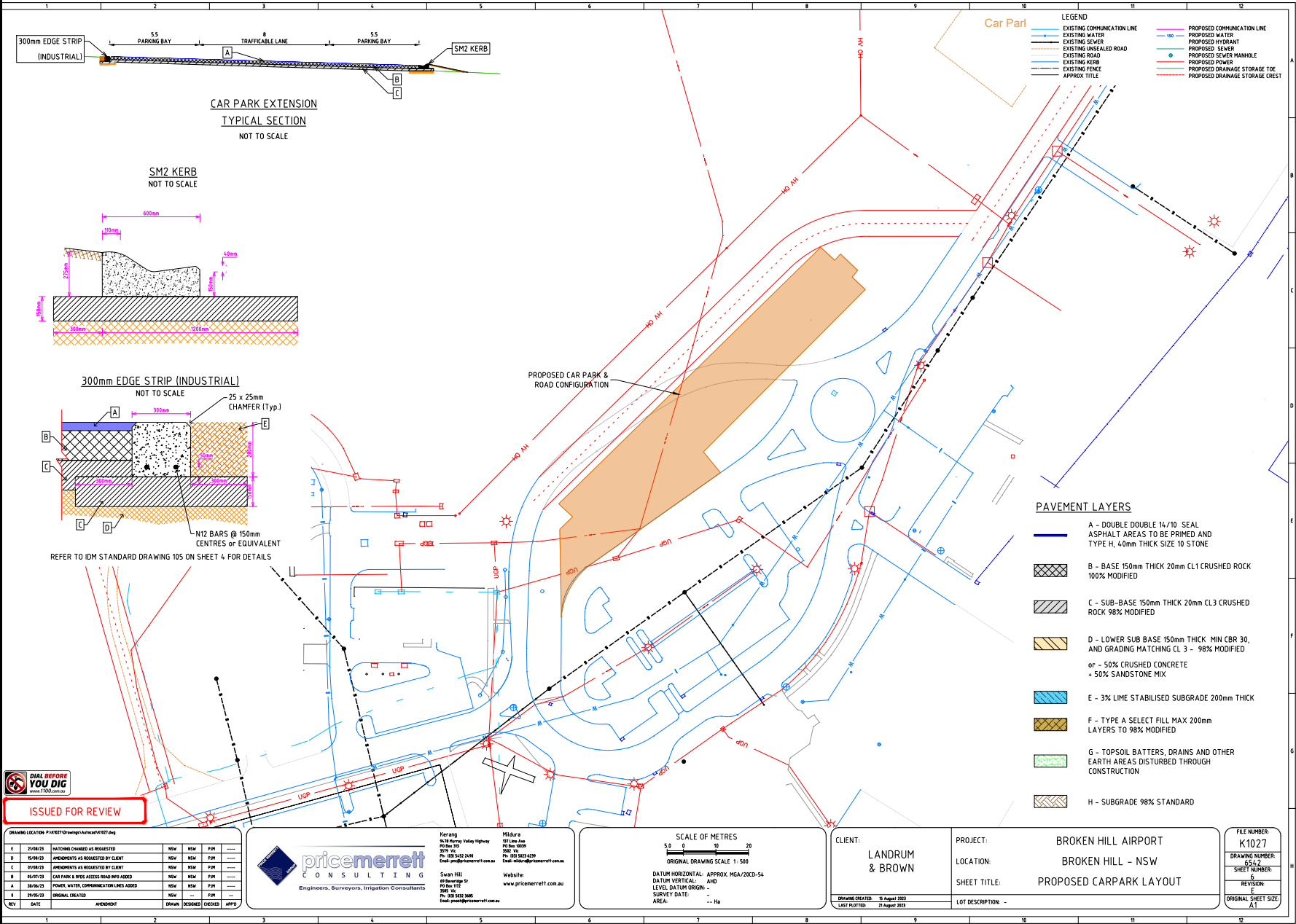
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SHEET NUMBER: **5**

REVISION: **E**

ORIGINAL SHEET SIZE: **A1**



16 Appendix F: Geotechnical and Soil Testing

1 August 2023

Our Ref: 3230270-1

Broken Hill City Council
Attention: Mr Asad Nizamani
PO Box 448
BROKEN HILL NSW 2880

Dear Mr Nizamani,

RE: Broken Hill Airport Upgrade

At your request, Civiltest Pty Ltd attended the abovementioned site on 23 to 26 July 2023 to conduct investigation including drilling and observations at 48 locations as shown on the attached plan, to a depth of up to 3.0 metres.

Site Geology:

Geological maps of the area suggest that the site is in an area of Palaeoproterozoic Granite. The natural soils encountered during the site investigation confirmed this.

Site Topography:

The ground surface over the site is relatively level. The site is generally unoccupied, i.e., no existing structures. Groundcover comprised of natural grasses and native trees. Photograph 1 shows the site condition noted during the field investigation.



Photograph 1: Noted site conditions during the field investigation.

Fieldwork:

The fieldwork consisted of drilling total 48 boreholes (BHs) in four areas (Area 1 to Area 4) up to 3.0 metres depth with a mechanical auger. The approximate locations of the boreholes are shown on the attached plan. Subsurface materials penetrated were visually classified to AS1726: Geotechnical Site Investigation. The engineering logs of each borehole are attached showing the soil descriptions and depths, along with any cohesive strengths measured and observed densities of non-cohesive soils.

Field Data:

Area 1: 1581m² area – Boreholes 7 to 10

Borehole 7 revealed that the existing soil profile consisted of 200mm sandy CLAY FILL overlying the naturally occurring sandy CLAY, followed by gravelly SAND.

Boreholes 8 to 10 revealed that the existing soil profile consisted of 200mm of sandy CLAY FILL overlying the naturally occurring sandy CLAY.

Auger refusal was encountered in borehole 8 at 1.8 metres depth.

Area 2: 1919m² area – Boreholes 1 to 6

Boreholes 1, 2, 4 and 5 revealed that the existing soil profile consisted of 100mm of sandy CLAY FILL overlying the naturally occurring sandy CLAY.

Borehole 3 revealed that the existing soil profile consisted of 100mm of sandy CLAY FILL overlying the naturally occurring sandy CLAY, followed by clayey SAND.

Borehole 6 revealed that the natural soil profile consisted sandy CLAY.

Auger refusal was encountered in the boreholes at the following depths:

Borehole	Depth to auger refusal (m)
BH1	1.5
BH2	1.6
BH3	2.4
BH4	1.7
BH5	Not encountered
BH6	1.4

Area 3: 202,170m² area – Boreholes 11 to 38

Boreholes 11, 14, 18 to 21, 24, 26, 27, 30, 37 and 38 revealed that the natural soil profile consisted of clayey SAND overlying sandy CLAY.

Boreholes 12, 13, 15, 17, 22, 23, 25, 28, 29 and 31 to 36 revealed that the natural soil profile consisted of sandy CLAY.

Borehole 16 revealed that the natural soil profile consisted of sandy CLAY overlying clayey SAND.

Auger refusal was encountered in the boreholes at the following depths:

Borehole	Depth to auger refusal (m)
BH14	2.3
BH15	1.9
BH16	1.5
BH17	1.6
BH19	1.5
BH31	2.5
BH35	1.5

Area 4: 28,126m² area – Boreholes 39 to 48

Boreholes 39 to 48 revealed that the natural soil profile consisted of sandy CLAY.

Auger refusal was encountered in the boreholes at the following depths:

Borehole	Depth to auger refusal (m)
BH43	1.0
BH44	0.5
BH45	0.5
BH46	1.2
BH47	2.6
BH48	1.5

Groundwater was not encountered in the boreholes during the field investigation.

Substrata conditions encountered are such that infiltration and occurrence of perched water at the interface between different material layers and permeabilities should not be disregarded.

Any levels referred to in Civiltest reports should be regarded as general and are not to be interpreted as surveyed confirmed levels. All levels should be checked and confirmed by a licensed surveying organisation or qualified personnel.

No responsibility will be taken for this document if it is altered in any way, or not reproduced in full.

Should you require any further information regarding this matter, please do not hesitate to contact me at our Mornington office.

This report consists of five pages including a site plan. Appendix A (Engineering Logs) is attached.

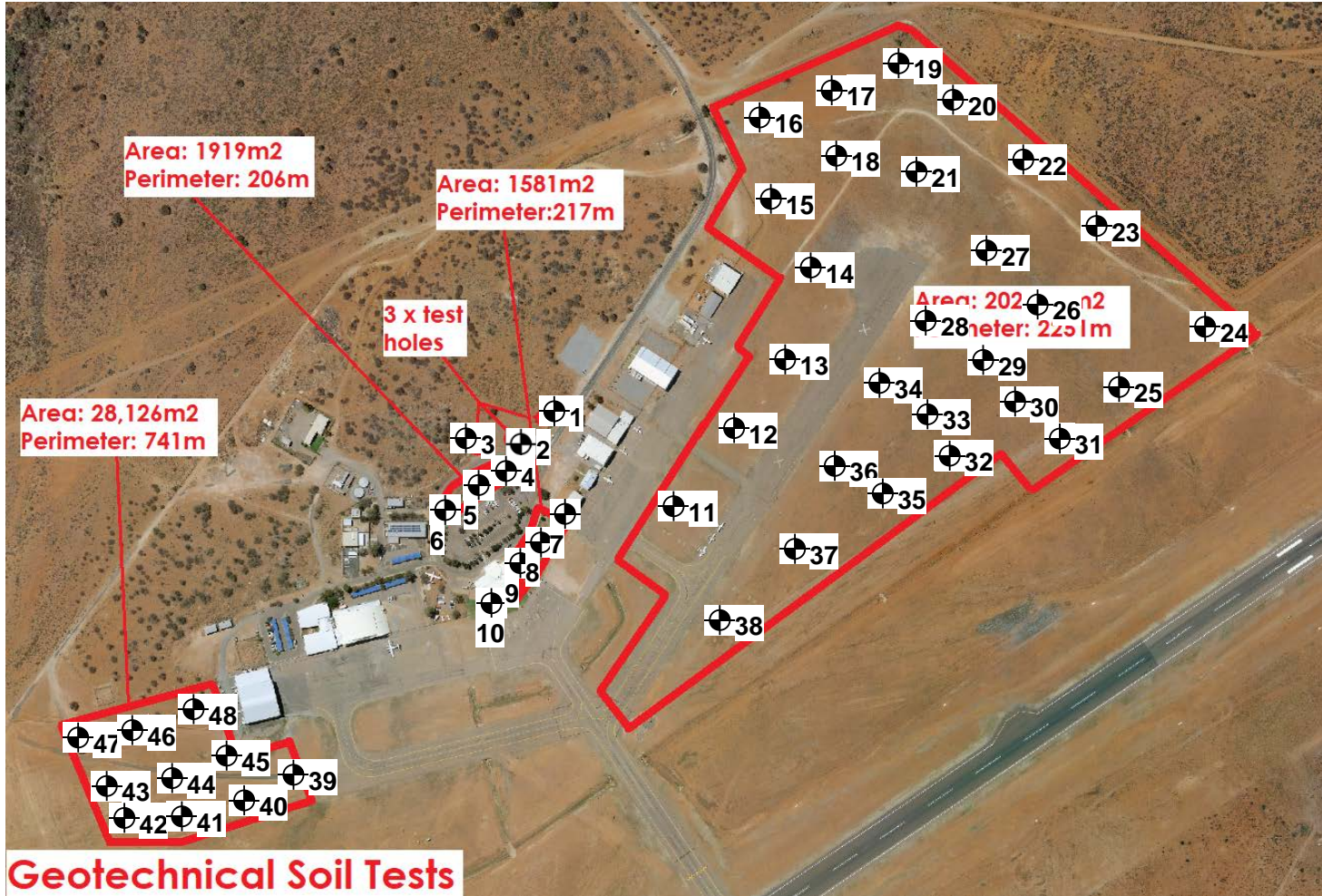
Yours faithfully



**PREETI KUMMARI
GEOTECHNICAL ENGINEER
CIVILTEST PTY LTD**

REF: AM/PK/PO/JY/rb

LOCATION OF TEST SITES: BROKEN HILL AIRPORT UPGRADE



● Denotes Boreholes

THIS PLAN IS NOT INTENDED TO PROVIDE AN ACCURATE DEPICTION OF THE NUMBER, SIZE OR LOCATION OF TREES AND/OR SHRUBS

NOT TO SCALE

APPENDIX A

ENGINEERING LOGS

ENGINEERING LOG

REPORT NO. 3230270-1

BOREHOLE NO. 1

DATE: 24-JUL-2023

FIELD TECHNICIAN: Am

DRILLING METHOD: : Land Cruiser Mounted Rig

PROJECT LOCATION: Airport Upgrade BROKEN HILL

DEPTH (m)	STRATA DESCRIPTION	NOTES	GRAPHIC LOG	TESTING					
				DEPTH (m)	RESULTS				
					DCP Blows/100mm	FIELD CBR (%)	SPT	MC (%)	PP (kg/cm ²)
0	FILL , CLAY, sandy, trace gravel; Brown red; Dry; Stiff		▼▼▼▼						
0.100	CL CLAY, sandy; Brown red; Moist(w≈PL); Stiff to very stiff; Sand is medium to fine grained Becoming dry from 0.5m to 1.2m		[Hatched pattern]						
1.200	CL CLAY, sandy, trace gravel; Pale brown; Dry; Stiff to very stiff; Sand is medium to fine grained; Gravel is sub-angular, medium to fine grained		[Hatched pattern]						
1.500	refusal Rock to hard END OF BORE (24-Jul-2023)		[Solid grey]						
2									
3									
4									

ENGINEERING LOG

REPORT NO. 3230270-1

BOREHOLE NO. 2

DATE: 24-JUL-2023

FIELD TECHNICIAN: Am

DRILLING METHOD: : Land Cruiser Mounted Rig

PROJECT LOCATION: Airport Upgrade BROKEN HILL

DEPTH (m)	STRATA DESCRIPTION	NOTES	GRAPHIC LOG	TESTING					
				DEPTH (m)	RESULTS				
					DCP Blows/100mm	FIELD CBR (%)	SPT	MC (%)	PP (kg/cm ²)
0	FILL , SAND, clayey; Brown red; Dry; Medium dense		▼▼▼						
0.100	CL CLAY, sandy; Brown red; Dry; Stiff to very stiff; Sand is medium to fine grained refusal Rock to hard		[Vertical bar pattern]						
1	Becoming pale white from 1.0m to 1.6m		[Vertical bar pattern]						
1.600	END OF BORE (24-Jul-2023)		[Vertical bar pattern]						
2			[Vertical bar pattern]						
3			[Vertical bar pattern]						
4			[Vertical bar pattern]						



ENGINEERING LOG

REPORT NO. 3230270-1

BOREHOLE NO. 3

DATE: 24-JUL-2023

FIELD TECHNICIAN: Am

DRILLING METHOD: : Land Cruiser Mounted Rig

PROJECT LOCATION: Airport Upgrade BROKEN HILL

DEPTH (m)	STRATA DESCRIPTION	NOTES	GRAPHIC LOG	TESTING					
				DEPTH (m)	RESULTS				
					DCP Blows/100mm	FIELD CBR (%)	SPT	MC (%)	PP (kg/cm ²)
0	FILL , SAND, clayey; Brown red; Dry; Loose								
0.100	CL CLAY, sandy, trace gravel; Brown red; Moist(w≈PL); Stiff to very stiff; Sand is medium to fine grained; Gravel is sub-angular, medium to fine grained								
0.500	CL CLAY, sandy, trace gravel; Pale brown; Dry; Stiff to very stiff; Sand is medium to fine grained; Gravel is sub-angular, medium to fine grained								
1									
1.500	SP SAND, clayey, trace gravel; Pale grey; Dry; Loose; Sand is medium to fine grained; Gravel is sub-angular, medium to fine grained refusal Rock to hard								
2									
2.400	END OF BORE (24-Jul-2023)								
3									
4									

ENGINEERING LOG

REPORT NO. 3230270-1

BOREHOLE NO. 4

DATE: 24-JUL-2023

FIELD TECHNICIAN: Am

DRILLING METHOD: : Land Cruiser Mounted Rig

PROJECT LOCATION: Airport Upgrade BROKEN HILL

DEPTH (m)	STRATA DESCRIPTION	NOTES	GRAPHIC LOG	TESTING					
				DEPTH (m)	RESULTS				
					DCP Blows/100mm	FIELD CBR (%)	SPT	MC (%)	PP (kg/cm ²)
0	FILL , SAND, clayey, trace gravel; Brown red; Dry;		▼▼▼▼						
0.100	Loose								
0.400	CL CLAY, sandy, trace gravel; Brown red; Moist(w≈PL); Stiff to very stiff; Sand is medium to fine grained; Gravel is sub-angular, medium to fine grained								
1	CL CLAY, sandy, trace gravel; Brown; Dry; Very stiff; Sand is medium to fine grained; Gravel is sub-angular, medium to fine grained refusal Rock to hard								
	Becoming pale brown from 1.1m to 1.3m								
	Becoming grey from 1.3m to 1.7m								
1.700	END OF BORE (24-Jul-2023)								
2									
3									
4									

ENGINEERING LOG

REPORT NO. 3230270-1

BOREHOLE NO. 5

DATE: 24-JUL-2023

FIELD TECHNICIAN: Am

DRILLING METHOD: : Land Cruiser Mounted Rig

PROJECT LOCATION: Airport Upgrade BROKEN HILL

DEPTH (m)	STRATA DESCRIPTION	NOTES	GRAPHIC LOG	TESTING					
				DEPTH (m)	RESULTS				
					DCP Blows/100mm	FIELD CBR (%)	SPT	MC (%)	PP (kg/cm ²)
0	FILL , SAND, clayey, trace gravel; Brown red; Dry;		▼▼▼▼						
0.100	Loose								
	CL CLAY, sandy, trace gravel; Brown red; Moist(w≈PL); Stiff to very stiff; Sand is medium to fine grained; Gravel is sub-angular, medium to fine grained								
0.700	CL CLAY, sandy, trace gravel; Pale white; Dry; Very stiff; Sand is medium to fine grained; Gravel is sub-angular, medium to fine grained								
1.400	CL CLAY, sandy, trace silt and gravel; Grey; Dry; Very stiff; Sand is medium to fine grained; Gravel is sub-angular, medium to fine grained								
3.000	END OF BORE (24-Jul-2023)								

ENGINEERING LOG

REPORT NO. 3230270-1

BOREHOLE NO. 6

DATE: 24-JUL-2023

FIELD TECHNICIAN: Am

DRILLING METHOD: : Land Cruiser Mounted Rig

PROJECT LOCATION: Airport Upgrade BROKEN HILL

DEPTH (m)	STRATA DESCRIPTION	NOTES	GRAPHIC LOG	TESTING				
				DEPTH (m)	RESULTS			
					DCP Blows/100mm	FIELD CBR (%)	SPT	MC (%)
0	CL CLAY, sandy, with gravel; Brown red; Dry; Stiff to very stiff; Sand is medium to fine grained; Gravel is sub-angular, coarse to medium grained							
0.100								
1	CL CLAY, sandy, with gravel; Brown; Moist(w≈PL); Very stiff; Sand is medium to fine grained; Gravel is sub-angular, medium to fine grained refusal Rock to hard Becoming pale brown at 0.6m							
1.400	END OF BORE (24-Jul-2023)							
2								
3								
4								

ENGINEERING LOG

REPORT NO. 3230270-1

BOREHOLE NO. 7

DATE: 24-JUL-2023

FIELD TECHNICIAN: Am

DRILLING METHOD: : Land Cruiser Mounted Rig

PROJECT LOCATION: Airport Upgrade BROKEN HILL

DEPTH (m)	STRATA DESCRIPTION	NOTES	GRAPHIC LOG	TESTING					
				DEPTH (m)	RESULTS				
					DCP Blows/100mm	FIELD CBR (%)	SPT	MC (%)	PP (kg/cm ²)
0	FILL, SAND, clayey; Brown; Moist; Medium dense								
0.200	CL CLAY, sandy; Brown; Moist(w>PL); Stiff to very stiff; Sand is medium to fine grained								
1.800	SP SAND, gravelly, trace clay; Brown orange; Moist; Medium dense; Sand is medium to fine grained; Gravel is sub-angular, medium to fine grained								
3.000	END OF BORE (24-Jul-2023)								

ENGINEERING LOG

REPORT NO. 3230270-1

BOREHOLE NO. 9

DATE: 24-JUL-2023

FIELD TECHNICIAN: Am

DRILLING METHOD: : Land Cruiser Mounted Rig

PROJECT LOCATION: Airport Upgrade BROKEN HILL

DEPTH (m)	STRATA DESCRIPTION	NOTES	GRAPHIC LOG	TESTING					
				DEPTH (m)	RESULTS				
					DCP Blows/100mm	FIELD CBR (%)	SPT	MC (%)	PP (kg/cm ²)
0	FILL, CLAY, sandy; Brown; Moist; Stiff		▼▼▼▼						
0.200	CL CLAY, sandy; Brown; Moist(w>PL); Stiff to very stiff; Sand is medium to fine grained		▬▬▬▬						
1.500	CL CLAY, sandy, trace gravel; Brown; Moist(w>PL); Stiff to very stiff; Sand is medium to fine grained; Gravel is sub-angular, medium to fine grained		▬▬▬▬						
3.000	END OF BORE (24-Jul-2023)								

ENGINEERING LOG

REPORT NO. 3230270-1

BOREHOLE NO. 10

DATE: 24-JUL-2023

FIELD TECHNICIAN: Am

DRILLING METHOD: : Land Cruiser Mounted Rig

PROJECT LOCATION: Airport Upgrade BROKEN HILL

DEPTH (m)	STRATA DESCRIPTION	NOTES	GRAPHIC LOG	TESTING					
				DEPTH (m)	RESULTS				
					DCP Blows/100mm	FIELD CBR (%)	SPT	MC (%)	PP (kg/cm ²)
0	FILL, CLAY, sandy; Brown; Moist; Stiff		▼▼▼▼						
0.200	CL CLAY, sandy; Brown; Moist(w>PL); Stiff to very stiff; Sand is medium to fine grained		▨▨▨▨						
1.500	CL CLAY, sandy, trace gravel; Brown; Moist(w>PL); Stiff to very stiff; Sand is medium to fine grained; Gravel is sub-angular, medium to fine grained		▨▨▨▨						
2.600	CL CLAY, sandy, with gravel; Brown white; Moist(w≈PL); Very stiff; Sand is medium to fine grained; Gravel is sub-angular, medium to fine grained		▨▨▨▨						
3.000	END OF BORE (24-Jul-2023)								

ENGINEERING LOG

REPORT NO. 3230270-1


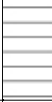


BOREHOLE NO. 11

DATE: 25-JUL-2023

FIELD TECHNICIAN: Am

DRILLING METHOD: : Land Cruiser Mounted Rig

PROJECT LOCATION: Airport Upgrade BROKEN HILL

DEPTH (m)	STRATA DESCRIPTION	NOTES	GRAPHIC LOG	TESTING					
				DEPTH (m)	RESULTS				
					DCP Blows/100mm	FIELD CBR (%)	SPT	MC (%)	PP (kg/cm ²)
0	SP SAND, clayey; Brown orange; Dry; Loose; Sand is medium to fine grained								
0.100	CL CLAY, sandy; Brown; Moist(w≈PL); Stiff to very stiff; Sand is medium to fine grained								
0.500	CL CLAY, sandy; Brown; Dry; Very stiff; Sand is medium to fine grained								
0.700	CL CLAY, sandy, trace gravel; Pale brown; Dry; Very stiff; Sand is medium to fine grained; Gravel is sub-angular, medium to fine grained								
1									
2									
3	3.000 END OF BORE (25-Jul-2023)								
4									

ENGINEERING LOG

REPORT NO. 3230270-1

BOREHOLE NO. 12

DATE: 25-JUL-2023

FIELD TECHNICIAN: Am

DRILLING METHOD: : Land Cruiser Mounted Rig

PROJECT LOCATION: Airport Upgrade BROKEN HILL

DEPTH (m)	STRATA DESCRIPTION	NOTES	GRAPHIC LOG	TESTING									
				DEPTH (m)	RESULTS								
					DCP Blows/100mm	FIELD CBR (%)	SPT	MC (%)	PP (kg/cm ²)				
0	CL CLAY, sandy; Brown orange; Dry; Stiff to very stiff; Sand is medium to fine grained												
0.700				CL CLAY, sandy, trace gravel; Pale brown; Dry; Very stiff; Sand is medium to fine grained; Gravel is sub-angular, medium to fine grained									
1													
2													
3													
3.000							END OF BORE (25-Jul-2023)						
4													

ENGINEERING LOG

REPORT NO. 3230270-1

BOREHOLE NO. 13

DATE: 25-JUL-2023

FIELD TECHNICIAN: Am

DRILLING METHOD: : Land Cruiser Mounted Rig

PROJECT LOCATION: Airport Upgrade BROKEN HILL

DEPTH (m)	STRATA DESCRIPTION	NOTES	GRAPHIC LOG	TESTING					
				DEPTH (m)	RESULTS				
					DCP Blows/100mm	FIELD CBR (%)	SPT	MC (%)	PP (kg/cm ²)
0	CL CLAY, sandy; Brown; Moist(w≈PL); Stiff to very stiff; Sand is medium to fine grained								
0.500	CL CLAY, sandy; Pale brown; Dry; Very stiff; Sand is medium to fine grained trace gravel at 0.7m								
1									
1.500	CL CLAY, sandy, trace gravel; Brown; Dry; Very stiff; Sand is medium to fine grained; Gravel is sub-angular, medium to fine grained								
2									
2.700	CL CLAY, sandy, trace gravel; Grey; Dry; Very stiff; Sand is medium to fine grained; Gravel is sub-angular, medium to fine grained								
3	3.000	END OF BORE (25-Jul-2023)							
4									

ENGINEERING LOG

REPORT NO. 3230270-1












BOREHOLE NO. 14

DATE: 25-JUL-2023

FIELD TECHNICIAN: Am

DRILLING METHOD: : Land Cruiser Mounted Rig

PROJECT LOCATION: Airport Upgrade BROKEN HILL

DEPTH (m)	STRATA DESCRIPTION	NOTES	GRAPHIC LOG	TESTING					
				DEPTH (m)	RESULTS				
					DCP Blows/100mm	FIELD CBR (%)	SPT	MC (%)	PP (kg/cm ²)
0	SP SAND, clayey, trace gravel; Brown orange; Dry;								
0.100	Loose; Sand is medium to fine grained; Gravel is sub-angular, medium to fine grained								
	CL CLAY, sandy, trace gravel; Brown; Moist(w≈PL); Stiff to very stiff; Sand is medium to fine grained;								
0.500	Gravel is sub-angular, medium to fine grained								
	CL CLAY, sandy; Brown; Dry; Very stiff; Sand is medium to fine grained								
0.800	CL CLAY, sandy; Pale brown orange; Dry; Very stiff; Sand is medium to fine grained								
1	Becoming brown orange from 1.0m to 1.8m								
	becoming pale brown at 1.8m								
1.800	CL CLAY, sandy, trace gravel; Pale brown; Dry; Very stiff; Sand is medium to fine grained; Gravel is sub-angular, medium to fine grained								
2	refusal Rock to hard								
2.300	END OF BORE (25-Jul-2023)								
3									
4									

ENGINEERING LOG

REPORT NO. 3230270-1

BOREHOLE NO. 15

DATE: 25-JUL-2023

FIELD TECHNICIAN: Am

DRILLING METHOD: : Land Cruiser Mounted Rig

PROJECT LOCATION: Airport Upgrade BROKEN HILL

DEPTH (m)	STRATA DESCRIPTION	NOTES	GRAPHIC LOG	TESTING					
				DEPTH (m)	RESULTS				
					DCP Blows/100mm	FIELD CBR (%)	SPT	MC (%)	PP (kg/cm ²)
0	CL CLAY, sandy, trace gravel; Brown orange; Dry; Stiff to very stiff; Sand is medium to fine grained; Gravel is sub-angular, medium to fine grained		[Vertical Hatched Pattern]						
0.400	CL CLAY, sandy, trace gravel and silt; Pale white; Dry; Very stiff; Sand is medium to fine grained; Gravel is sub-angular, medium to fine grained refusal Rock to hard		[Vertical Hatched Pattern]						
1			[Vertical Hatched Pattern]						
1.900	END OF BORE (25-Jul-2023)		[Vertical Hatched Pattern]						
2			[Vertical Hatched Pattern]						
3			[Vertical Hatched Pattern]						
4			[Vertical Hatched Pattern]						

ENGINEERING LOG

REPORT NO. 3230270-1

BOREHOLE NO. 16

DATE: 25-JUL-2023

FIELD TECHNICIAN: Am

DRILLING METHOD: : Land Cruiser Mounted Rig

PROJECT LOCATION: Airport Upgrade BROKEN HILL

DEPTH (m)	STRATA DESCRIPTION	NOTES	GRAPHIC LOG	TESTING				
				DEPTH (m)	RESULTS			
					DCP Blows/100mm	FIELD CBR (%)	SPT	MC (%)
0	CL CLAY, sandy, trace gravel; Brown orange; Dry; Stiff to very stiff; Sand is medium to fine grained; Gravel is sub-angular, medium to fine grained							
0.400				SP SAND, clayey, trace silt and gravel; Pale yellow; Dry; Medium dense; Sand is medium to fine grained; Gravel is sub-angular, medium to fine grained refusal Rock to hard Becoming grey at 0.8m				
1.500	END OF BORE (25-Jul-2023)							
2								
3								
4								

ENGINEERING LOG

REPORT NO. 3230270-1

BOREHOLE NO. 17

DATE: 25-JUL-2023

FIELD TECHNICIAN: Am

DRILLING METHOD: : Land Cruiser Mounted Rig

PROJECT LOCATION: Airport Upgrade BROKEN HILL

DEPTH (m)	STRATA DESCRIPTION	NOTES	GRAPHIC LOG	TESTING					
				DEPTH (m)	RESULTS				
					DCP Blows/100mm	FIELD CBR (%)	SPT	MC (%)	PP (kg/cm ²)
0	CL CLAY, sandy; Brown grey white; Dry; Stiff to very stiff; Sand is medium to fine grained								
0.300	CL CLAY, sandy, trace gravel; Brown orange; Dry; Stiff to very stiff; Sand is medium to fine grained; Gravel is sub-angular, medium to fine grained								
1.000	CL CLAY, sandy; Pale brown; Dry; Very stiff; Sand is medium to fine grained refusal Rock to hard								
1.600	END OF BORE (25-Jul-2023)								
2									
3									
4									

ENGINEERING LOG

REPORT NO. 3230270-1


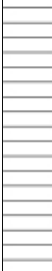

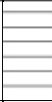
BOREHOLE NO. 18

DATE: 25-JUL-2023

FIELD TECHNICIAN: Am

DRILLING METHOD: : Land Cruiser Mounted Rig

PROJECT LOCATION: Airport Upgrade BROKEN HILL

DEPTH (m)	STRATA DESCRIPTION	NOTES	GRAPHIC LOG	TESTING					
				DEPTH (m)	RESULTS				
					DCP Blows/100mm	FIELD CBR (%)	SPT	MC (%)	PP (kg/cm ²)
0	SP SAND, clayey; Brown orange; Dry; Loose; Sand is medium to fine grained								
0.100	CL CLAY, sandy; Brown orange; Dry; Stiff to very stiff; Sand is medium to fine grained								
1	Becoming pale brown at 1.0m								
2									
2.700	CL CLAY, sandy, trace gravel and silt; Grey; Dry; Very stiff; Sand is medium to fine grained; Gravel is sub-angular, medium to fine grained								
3	3.000 END OF BORE (25-Jul-2023)								
4									

ENGINEERING LOG

REPORT NO. 3230270-1



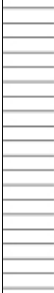

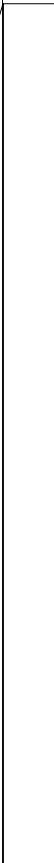
BOREHOLE NO. 19

DATE: 25-JUL-2023

FIELD TECHNICIAN: Am

DRILLING METHOD: : Land Cruiser Mounted Rig

PROJECT LOCATION: Airport Upgrade BROKEN HILL

DEPTH (m)	STRATA DESCRIPTION	NOTES	GRAPHIC LOG	TESTING					
				DEPTH (m)	RESULTS				
					DCP Blows/100mm	FIELD CBR (%)	SPT	MC (%)	PP (kg/cm ²)
0	SP SAND, clayey; Brown orange; Dry; Loose; Sand is medium to fine grained								
0.100	CL CLAY, sandy; Brown; Moist(w≈PL); Stiff to very stiff; Sand is medium to fine grained								
0.400	CL CLAY, sandy, trace gravel; Pale brown; Dry; Very stiff; Sand is medium to fine grained; Gravel is sub-angular, medium to fine grained								
1									
1.300	CL CLAY, sandy, trace gravel; Grey; Dry; Very stiff; Sand is medium to fine grained; Gravel is sub-angular, medium to fine grained								
1.500	refusal Rock to hard END OF BORE (25-Jul-2023)								
2									
3									
4									

ENGINEERING LOG

REPORT NO. 3230270-1

BOREHOLE NO. 20

DATE: 25-JUL-2023

FIELD TECHNICIAN: Am

DRILLING METHOD: : Land Cruiser Mounted Rig

PROJECT LOCATION: Airport Upgrade BROKEN HILL

DEPTH (m)	STRATA DESCRIPTION	NOTES	GRAPHIC LOG	TESTING					
				DEPTH (m)	RESULTS				
					DCP Blows/100mm	FIELD CBR (%)	SPT	MC (%)	PP (kg/cm ²)
0	SP SAND, clayey, trace gravel; Brown; Dry; Loose;								
0.100	Sand is medium to fine grained; Gravel is sub-angular, medium to fine grained								
	CL CLAY, sandy; Brown; Dry; Very stiff; Sand is medium to fine grained								
0.500	CL CLAY, sandy; Pale brown; Dry; Very stiff; Sand is medium to fine grained								
1									
	CL CLAY, sandy; Pale brown; Dry; Very stiff; Sand is medium to fine grained								
	Becoming brown with trace gravel from 1.7m to 2.7m								
2									
	CL CLAY, sandy, trace gravel; Grey; Dry; Very stiff; Sand is medium to fine grained; Gravel is sub-angular, medium to fine grained								
2.700									
3	3.000	END OF BORE (25-Jul-2023)							
4									

ENGINEERING LOG

REPORT NO. 3230270-1










BOREHOLE NO. 21

DATE: 25-JUL-2023

FIELD TECHNICIAN: Am

DRILLING METHOD: : Land Cruiser Mounted Rig

PROJECT LOCATION: Airport Upgrade BROKEN HILL

DEPTH (m)	STRATA DESCRIPTION	NOTES	GRAPHIC LOG	TESTING					
				DEPTH (m)	RESULTS				
					DCP Blows/100mm	FIELD CBR (%)	SPT	MC (%)	PP (kg/cm ²)
0	SP SAND, clayey, trace gravel; Brown; Dry; Loose; Sand is medium to fine grained; Gravel is sub-angular, medium to fine grained								
0.300	CL CLAY, sandy; Brown; Moist(w>PL); Very stiff; Sand is medium to fine grained								
0.500	CL CLAY, sandy; Brown orange; Dry; Very stiff; Sand is medium to fine grained								
1									
1.400	CL CLAY, sandy, trace gravel; Brown; Dry; Very stiff; Sand is medium to fine grained; Gravel is sub-angular, medium to fine grained								
1.800	CL CLAY, sandy; Brown; Dry; Very stiff; Sand is medium to fine grained trace gravel from 2.6m to 3.0m								
2									
3	3.000 END OF BORE (25-Jul-2023)								
4									

ENGINEERING LOG

REPORT NO. 3230270-1

BOREHOLE NO. 22

DATE: 25-JUL-2023

FIELD TECHNICIAN: Am

DRILLING METHOD: : Land Cruiser Mounted Rig

PROJECT LOCATION: Airport Upgrade BROKEN HILL

DEPTH (m)	STRATA DESCRIPTION	NOTES	GRAPHIC LOG	TESTING					
				DEPTH (m)	RESULTS				
					DCP Blows/100mm	FIELD CBR (%)	SPT	MC (%)	PP (kg/cm ²)
0	CL CLAY, sandy; Brown orange; Dry; Stiff to very stiff; Sand is medium to fine grained								
0.900	CL CLAY, sandy, trace gravel; Brown orange; Dry; Very stiff; Sand is medium to fine grained; Gravel is sub-angular, medium to fine grained								
1									
2	0.900 Becoming pale brown from 2.6m to 3.0m								
3	3.000 END OF BORE (25-Jul-2023)								
4									

ENGINEERING LOG

REPORT NO. 3230270-1

BOREHOLE NO. 23

DATE: 25-JUL-2023

FIELD TECHNICIAN: Am

DRILLING METHOD: : Land Cruiser Mounted Rig

PROJECT LOCATION: Airport Upgrade BROKEN HILL

DEPTH (m)	STRATA DESCRIPTION	NOTES	GRAPHIC LOG	TESTING					
				DEPTH (m)	RESULTS				
					DCP Blows/100mm	FIELD CBR (%)	SPT	MC (%)	PP (kg/cm ²)
0	CL CLAY, sandy; Brown orange; Dry; Stiff to very stiff; Sand is medium to fine grained								
0.900	CL CLAY, sandy, trace gravel; Brown orange; Dry; Very stiff; Sand is medium to fine grained; Gravel is sub-angular, medium to fine grained								
1									
2	Becoming pale brown from 1.8m to 2.6m								
	Becoming pale grey from 2.6m to 3.0m								
3	3.000 END OF BORE (25-Jul-2023)								
4									

ENGINEERING LOG

REPORT NO. 3230270-1


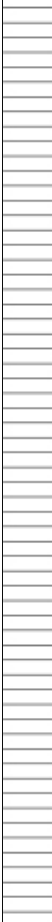
BOREHOLE NO. 24

DATE: 25-JUL-2023

FIELD TECHNICIAN: Am

DRILLING METHOD: : Land Cruiser Mounted Rig

PROJECT LOCATION: Airport Upgrade BROKEN HILL

DEPTH (m)	STRATA DESCRIPTION	NOTES	GRAPHIC LOG	TESTING					
				DEPTH (m)	RESULTS				
					DCP Blows/100mm	FIELD CBR (%)	SPT	MC (%)	PP (kg/cm ²)
0	SP SAND, clayey; Brown orange; Dry; Loose; Sand is medium to fine grained								
0.100	CL CLAY, sandy; Brown; Moist(w≈PL); Stiff to very stiff; Sand is medium to fine grained Becoming pale brown trace gravel from 0.4m to 3.0m								
1									
2									
3	3.000 END OF BORE (25-Jul-2023)								
4									

ENGINEERING LOG

REPORT NO. 3230270-1

BOREHOLE NO. 25

DATE: 25-JUL-2023

FIELD TECHNICIAN: Am

DRILLING METHOD: : Land Cruiser Mounted Rig

PROJECT LOCATION: Airport Upgrade BROKEN HILL

DEPTH (m)	STRATA DESCRIPTION	NOTES	GRAPHIC LOG	TESTING					
				DEPTH (m)	RESULTS				
					DCP Blows/100mm	FIELD CBR (%)	SPT	MC (%)	PP (kg/cm ²)
0	CL CLAY, sandy; Brown orange; Dry; Stiff to very stiff; Sand is medium to fine grained Becoming pale brown at 0.5m								
1 1.000	CL CLAY, sandy, trace gravel; Brown; Dry; Stiff to very stiff; Sand is medium to fine grained; Gravel is sub-angular, medium to fine grained								
3 3.000	END OF BORE (25-Jul-2023)								
4									

ENGINEERING LOG

REPORT NO. 3230270-1








BOREHOLE NO. 26

DATE: 25-JUL-2023

FIELD TECHNICIAN: Am

DRILLING METHOD: : Land Cruiser Mounted Rig

PROJECT LOCATION: Airport Upgrade BROKEN HILL

DEPTH (m)	STRATA DESCRIPTION	NOTES	GRAPHIC LOG	TESTING					
				DEPTH (m)	RESULTS				
					DCP Blows/100mm	FIELD CBR (%)	SPT	MC (%)	PP (kg/cm ²)
0	SP SAND, clayey; Brown orange; Dry; Loose; Sand is medium to fine grained								
0.200	CL CLAY, sandy; Brown; Moist(w≈PL); Stiff to very stiff; Sand is medium to fine grained								
0.400	Becoming dry at 0.4m								
1	CL CLAY, sandy, trace gravel; Brown; Dry; Very stiff; Sand is medium to fine grained; Gravel is sub-angular, medium to fine grained								
2	Becoming pale brown from 2.3m to 3.0m								
3	3.000 END OF BORE (25-Jul-2023)								
4									

ENGINEERING LOG

REPORT NO. 3230270-1






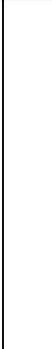
BOREHOLE NO. 27

DATE: 25-JUL-2023

FIELD TECHNICIAN: Am

DRILLING METHOD: : Land Cruiser Mounted Rig

PROJECT LOCATION: Airport Upgrade BROKEN HILL

DEPTH (m)	STRATA DESCRIPTION	NOTES	GRAPHIC LOG	TESTING					
				DEPTH (m)	RESULTS				
					DCP Blows/100mm	FIELD CBR (%)	SPT	MC (%)	PP (kg/cm ²)
0	SP SAND, clayey; Brown; Dry; Loose; Sand is medium to fine grained								
0.200	CL CLAY, sandy; Brown; Moist(w≈PL); Stiff to very stiff; Sand is medium to fine grained								
0.400	Becoming dry at 0.4m								
	CL CLAY, sandy, trace gravel; Brown; Dry; Very stiff; Sand is medium to fine grained; Gravel is sub-angular, medium to fine grained								
	Becoming grey from 2.7m to 3.0m								
3	3.000 END OF BORE (25-Jul-2023)								
4									

ENGINEERING LOG

REPORT NO. 3230270-1

BOREHOLE NO. 28

DATE: 25-JUL-2023

FIELD TECHNICIAN: Am

DRILLING METHOD: : Land Cruiser Mounted Rig

PROJECT LOCATION: Airport Upgrade BROKEN HILL

DEPTH (m)	STRATA DESCRIPTION	NOTES	GRAPHIC LOG	TESTING					
				DEPTH (m)	RESULTS				
					DCP Blows/100mm	FIELD CBR (%)	SPT	MC (%)	PP (kg/cm ²)
0	CL CLAY, sandy; Brown orange; Dry; Stiff to very stiff; Sand is medium to fine grained								
0.200	CL CLAY, sandy; Brown; Moist(w≈PL); Stiff to very stiff; Sand is medium to fine grained								
0.400	CL CLAY, sandy; Brown; Dry; Very stiff; Sand is medium to fine grained								
1									
2	Becoming with trace gravel at 2.2m								
3	3.000 END OF BORE (25-Jul-2023)								
4									

ENGINEERING LOG

REPORT NO. 3230270-1

BOREHOLE NO. 29

DATE: 25-JUL-2023

FIELD TECHNICIAN: Am

DRILLING METHOD: : Land Cruiser Mounted Rig

PROJECT LOCATION: Airport Upgrade BROKEN HILL

DEPTH (m)	STRATA DESCRIPTION	NOTES	GRAPHIC LOG	TESTING					
				DEPTH (m)	RESULTS				
					DCP Blows/100mm	FIELD CBR (%)	SPT	MC (%)	PP (kg/cm ²)
0	CL CLAY, sandy; Brown; Moist(w≈PL); Stiff to very stiff; Sand is medium to fine grained								
0.400	CL CLAY, sandy; Pale brown; Dry; Stiff to very stiff; Sand is medium to fine grained								
1									
	Becoming with trace gravel at 1.4m								
2									
3	3.000 END OF BORE (25-Jul-2023)								
4									

ENGINEERING LOG

REPORT NO. 3230270-1



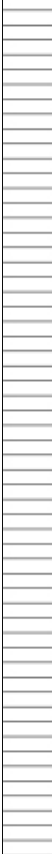
BOREHOLE NO. 30

DATE: 25-JUL-2023

FIELD TECHNICIAN: Am

DRILLING METHOD: : Land Cruiser Mounted Rig

PROJECT LOCATION: Airport Upgrade BROKEN HILL

DEPTH (m)	STRATA DESCRIPTION	NOTES	GRAPHIC LOG	TESTING					
				DEPTH (m)	RESULTS				
					DCP Blows/100mm	FIELD CBR (%)	SPT	MC (%)	PP (kg/cm ²)
0	SP SAND, clayey; Brown; Dry; Loose; Sand is medium to fine grained								
0.100	CL CLAY, sandy; Brown; Moist(w≈PL); Stiff to very stiff; Sand is medium to fine grained								
0.400	CL CLAY, sandy, trace gravel; Pale brown; Dry; Very stiff; Sand is medium to fine grained; Gravel is sub-angular, fine grained								
1									
2									
3	3.000 END OF BORE (25-Jul-2023)								
4									

ENGINEERING LOG

REPORT NO. 3230270-1

BOREHOLE NO. 31

DATE: 25-JUL-2023

FIELD TECHNICIAN: Am

DRILLING METHOD: : Land Cruiser Mounted Rig

PROJECT LOCATION: Airport Upgrade BROKEN HILL

DEPTH (m)	STRATA DESCRIPTION	NOTES	GRAPHIC LOG	TESTING					
				DEPTH (m)	RESULTS				
					DCP Blows/100mm	FIELD CBR (%)	SPT	MC (%)	PP (kg/cm ²)
0	CL CLAY, sandy, trace gravel; Brown; Moist(w≈PL); Stiff to very stiff; Sand is medium to fine grained; Gravel is sub-angular, medium to fine grained		[Vertical Hatched Pattern]						
0.400	CL CLAY, sandy, trace gravel; Brown; Dry; Stiff to very stiff; Sand is medium to fine grained; Gravel is sub-angular, fine grained More moist with depth at 1.0m		[Vertical Hatched Pattern]						
1.500	CL CLAY, sandy, trace gravel; Brown; Moist(w≈PL); Stiff to very stiff; Sand is medium to fine grained; Gravel is sub-angular, medium to fine grained		[Vertical Hatched Pattern]						
2.200	CL CLAY, sandy, trace gravel; Pale brown grey; Dry; Very stiff; Sand is medium to fine grained; Gravel is sub-angular, medium to fine grained		[Vertical Hatched Pattern]						
2.500	2400mm rock refusal Rock to hard END OF BORE (25-Jul-2023)		[Vertical Hatched Pattern]						
3			[Vertical Hatched Pattern]						
4			[Vertical Hatched Pattern]						

ENGINEERING LOG

REPORT NO. 3230270-1

BOREHOLE NO. 32

DATE: 25-JUL-2023

FIELD TECHNICIAN: Am

DRILLING METHOD: : Land Cruiser Mounted Rig

PROJECT LOCATION: Airport Upgrade BROKEN HILL

DEPTH (m)	STRATA DESCRIPTION	NOTES	GRAPHIC LOG	TESTING					
				DEPTH (m)	RESULTS				
					DCP Blows/100mm	FIELD CBR (%)	SPT	MC (%)	PP (kg/cm ²)
0	CL CLAY, sandy; Brown; Dry; Stiff to very stiff; Sand is medium to fine grained								
0.800	CL CLAY, sandy, trace gravel; Brown; Dry; Stiff to very stiff; Sand is medium to fine grained; Gravel is sub-angular, medium to fine grained 2400mm rock refusal Rock to hard Becoming pale grey at 1.3m								
2.500	END OF BORE (25-Jul-2023)								
3									
4									

ENGINEERING LOG

REPORT NO. 3230270-1

BOREHOLE NO. 33

DATE: 25-JUL-2023

FIELD TECHNICIAN: Am

DRILLING METHOD: : Land Cruiser Mounted Rig

PROJECT LOCATION: Airport Upgrade BROKEN HILL

DEPTH (m)	STRATA DESCRIPTION	NOTES	GRAPHIC LOG	TESTING					
				DEPTH (m)	RESULTS				
					DCP Blows/100mm	FIELD CBR (%)	SPT	MC (%)	PP (kg/cm ²)
0	CL CLAY, sandy; Brown; Moist(w≈PL); Stiff to very stiff; Sand is medium to fine grained								
0.300	CL CLAY, sandy; Brown; Dry; Stiff to very stiff; Sand is medium to fine grained								
1									
2	Becoming with trace gravel from 2.6m to 3.0m								
3	3.000 END OF BORE (25-Jul-2023)								
4									

ENGINEERING LOG

REPORT NO. 3230270-1

BOREHOLE NO. 34

DATE: 25-JUL-2023

FIELD TECHNICIAN: Am

DRILLING METHOD: : Land Cruiser Mounted Rig

PROJECT LOCATION: Airport Upgrade BROKEN HILL

DEPTH (m)	STRATA DESCRIPTION	NOTES	GRAPHIC LOG	TESTING					
				DEPTH (m)	RESULTS				
					DCP Blows/100mm	FIELD CBR (%)	SPT	MC (%)	PP (kg/cm ²)
0	CL CLAY, sandy; Brown; Moist(w≈PL); Stiff to very stiff; Sand is medium to fine grained								
0.300	CL CLAY, sandy; Pale brown; Dry; Stiff to very stiff; Sand is medium to fine grained								
1									
2	Becoming with trace gravel from 2.6m to 3.0m								
3	3.000 END OF BORE (25-Jul-2023)								
4									

ENGINEERING LOG

REPORT NO. 3230270-1

BOREHOLE NO. 35

DATE: 25-JUL-2023

FIELD TECHNICIAN: Am

DRILLING METHOD: : Land Cruiser Mounted Rig

PROJECT LOCATION: Airport Upgrade BROKEN HILL

DEPTH (m)	STRATA DESCRIPTION	NOTES	GRAPHIC LOG	TESTING				
				DEPTH (m)	RESULTS			
					DCP Blows/100mm	FIELD CBR (%)	SPT	MC (%)
0	CL CLAY, sandy; Brown; Moist(w≈PL); Stiff to very stiff; Sand is medium to fine grained							
0.300				CL CLAY, sandy; Brown; Dry; Stiff to very stiff; Sand is medium to fine grained 1500mm Rock refusal to hard				
1	END OF BORE (25-Jul-2023)							
2								
3								
4								

ENGINEERING LOG

REPORT NO. 3230270-1

BOREHOLE NO. 36

DATE: 25-JUL-2023

FIELD TECHNICIAN: Am

DRILLING METHOD: : Land Cruiser Mounted Rig

PROJECT LOCATION: Airport Upgrade BROKEN HILL

DEPTH (m)	STRATA DESCRIPTION	NOTES	GRAPHIC LOG	TESTING					
				DEPTH (m)	RESULTS				
					DCP Blows/100mm	FIELD CBR (%)	SPT	MC (%)	PP (kg/cm ²)
0	CL CLAY, sandy; Brown; Moist(w≈PL); Stiff to very stiff; Sand is medium to fine grained								
0.300	CL CLAY, sandy; Brown; Dry; Stiff to very stiff; Sand is medium to fine grained								
1									
	Becoming pale brown from 1.4m to 3.0m								
2									
	trace gravel at 2.7m								
3	3.000 END OF BORE (25-Jul-2023)								
4									

ENGINEERING LOG

REPORT NO. 3230270-1

BOREHOLE NO. 37

DATE: 25-JUL-2023

FIELD TECHNICIAN: Am

DRILLING METHOD: : Land Cruiser Mounted Rig

PROJECT LOCATION: Airport Upgrade BROKEN HILL

DEPTH (m)	STRATA DESCRIPTION	NOTES	GRAPHIC LOG	TESTING					
				DEPTH (m)	RESULTS				
					DCP Blows/100mm	FIELD CBR (%)	SPT	MC (%)	PP (kg/cm ²)
0	SP SAND, clayey, trace gravel; Brown orange; Dry;								
0.100	Loose; Sand is medium to fine grained; Gravel is sub-angular, medium to fine grained								
	CL CLAY, sandy; Brown; Dry; Stiff to very stiff; Sand is medium to fine grained								
1									
2	trace gravel at 2.2m								
3	3.000 END OF BORE (25-Jul-2023)								
4									

ENGINEERING LOG

REPORT NO. 3230270-1


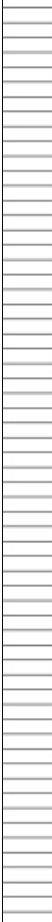
BOREHOLE NO. 38

DATE: 25-JUL-2023

FIELD TECHNICIAN: Am

DRILLING METHOD: : Land Cruiser Mounted Rig

PROJECT LOCATION: Airport Upgrade BROKEN HILL

DEPTH (m)	STRATA DESCRIPTION	NOTES	GRAPHIC LOG	TESTING					
				DEPTH (m)	RESULTS				
					DCP Blows/100mm	FIELD CBR (%)	SPT	MC (%)	PP (kg/cm ²)
0	SP SAND, clayey; Brown orange; Dry; Loose; Sand is medium to fine grained								
0.100	CL CLAY, sandy; Brown; Dry; Stiff to very stiff; Sand is medium to fine grained								
1	Becoming pale brown from 1.5m to 3.0m								
2	trace gravel from 2.7m to 3.0m								
3	3.000 END OF BORE (25-Jul-2023)								
4									

ENGINEERING LOG

REPORT NO. 3230270-1

BOREHOLE NO. 39

DATE: 25-JUL-2023

FIELD TECHNICIAN: Am

DRILLING METHOD: : Land Cruiser Mounted Rig

PROJECT LOCATION: Airport Upgrade BROKEN HILL

DEPTH (m)	STRATA DESCRIPTION	NOTES	GRAPHIC LOG	TESTING					
				DEPTH (m)	RESULTS				
					DCP Blows/100mm	FIELD CBR (%)	SPT	MC (%)	PP (kg/cm ²)
0	CL CLAY, sandy, trace gravel; Brown orange; Moist(w≈PL); Stiff to very stiff; Sand is medium to fine grained; Gravel is sub-angular, medium to fine grained								
0.500	CL CLAY, sandy, trace gravel; Pale brown pale white; Dry; Stiff to very stiff; Sand is medium to fine grained; Gravel is sub-angular, medium to fine grained								
1									
1.200	hard rock at 1.2m CL CLAY, sandy, with gravel; Pale white; Dry; Very stiff; Sand is medium to fine grained; Gravel is sub-angular, medium to fine grained								
2									
3	3.000 END OF BORE (25-Jul-2023)								
4									

ENGINEERING LOG

REPORT NO. 3230270-1

BOREHOLE NO. 40

DATE: 25-JUL-2023

FIELD TECHNICIAN: Am

DRILLING METHOD: : Land Cruiser Mounted Rig

PROJECT LOCATION: Airport Upgrade BROKEN HILL

DEPTH (m)	STRATA DESCRIPTION	NOTES	GRAPHIC LOG	TESTING				
				DEPTH (m)	RESULTS			
					DCP Blows/100mm	FIELD CBR (%)	SPT	MC (%)
0	CL CLAY, sandy, trace silt; Brown orange; Dry; Stiff							
0.100	to very stiff; Sand is medium to fine grained							
0.300	CL CLAY, sandy, trace gravel; Brown red; Dry; Stiff to very stiff; Sand is medium to fine grained; Gravel is sub-angular, medium to fine grained							
0.700	CL CLAY, sandy; Brown red; Moist(w≈PL); Very stiff; Sand is medium to fine grained							
1	CL CLAY, sandy, trace gravel; Pale brown; Dry; Very stiff; Sand is medium to fine grained; Gravel is sub-angular, medium to fine grained							
2								
3	3.000 END OF BORE (25-Jul-2023)							
4								

ENGINEERING LOG

REPORT NO. 3230270-1

BOREHOLE NO. 41

DATE: 25-JUL-2023

FIELD TECHNICIAN: Am

DRILLING METHOD: : Land Cruiser Mounted Rig

PROJECT LOCATION: Airport Upgrade BROKEN HILL

DEPTH (m)	STRATA DESCRIPTION	NOTES	GRAPHIC LOG	TESTING					
				DEPTH (m)	RESULTS				
					DCP Blows/100mm	FIELD CBR (%)	SPT	MC (%)	PP (kg/cm ²)
0	CL CLAY, sandy, trace gravel; Brown orange; Dry; Stiff to very stiff; Sand is medium to fine grained; Gravel is sub-angular, fine grained								
0.400	CL CLAY, sandy; Brown; Moist(w≈PL); Stiff to very stiff; Sand is medium to fine grained								
1									
2									
2.200	CL CLAY, sandy, trace gravel; Brown; Dry; Very stiff; Sand is medium to fine grained; Gravel is sub-angular, medium to fine grained								
3	3.000 END OF BORE (25-Jul-2023)								
4									

ENGINEERING LOG

REPORT NO. 3230270-1

BOREHOLE NO. 42

DATE: 26-JUL-2023

FIELD TECHNICIAN: Am

DRILLING METHOD: : Land Cruiser Mounted Rig

PROJECT LOCATION: Airport Upgrade BROKEN HILL

DEPTH (m)	STRATA DESCRIPTION	NOTES	GRAPHIC LOG	TESTING					
				DEPTH (m)	RESULTS				
					DCP Blows/100mm	FIELD CBR (%)	SPT	MC (%)	PP (kg/cm ²)
0	CL CLAY, sandy, trace gravel; Brown orange; Dry; Stiff to very stiff; Sand is medium to fine grained; Gravel is sub-angular, fine grained								
0.400	CL CLAY, sandy; Brown; Moist(w≈PL); Stiff to very stiff; Sand is medium to fine grained								
1									
2									
2.200	CL CLAY, sandy, trace gravel; Brown; Dry; Very stiff; Sand is medium to fine grained; Gravel is sub-angular, medium to fine grained								
3	3.000 END OF BORE (26-Jul-2023)								
4									

ENGINEERING LOG

REPORT NO. 3230270-1

BOREHOLE NO. 43

DATE: 25-JUL-2023

FIELD TECHNICIAN: Am

DRILLING METHOD: : Land Cruiser Mounted Rig

PROJECT LOCATION: Airport Upgrade BROKEN HILL

DEPTH (m)	STRATA DESCRIPTION	NOTES	GRAPHIC LOG	TESTING					
				DEPTH (m)	RESULTS				
					DCP Blows/100mm	FIELD CBR (%)	SPT	MC (%)	PP (kg/cm ²)
0	CL CLAY, sandy; Brown; Dry; Stiff to very stiff; Sand is medium to fine grained								
0.400	CL CLAY, sandy; Brown; Dry; Stiff to very stiff; Sand is medium to fine grained refusal Rock to hard								
1.000	END OF BORE (25-Jul-2023)								
2									
3									
4									

ENGINEERING LOG

REPORT NO. 3230270-1

BOREHOLE NO. 44

DATE: 25-JUL-2023

FIELD TECHNICIAN: Am

DRILLING METHOD: : Land Cruiser Mounted Rig

PROJECT LOCATION: Airport Upgrade BROKEN HILL

DEPTH (m)	STRATA DESCRIPTION	NOTES	GRAPHIC LOG	TESTING					
				DEPTH (m)	RESULTS				
					DCP Blows/100mm	FIELD CBR (%)	SPT	MC (%)	PP (kg/cm ²)
0	CL CLAY, sandy; Brown red; Dry; Stiff to very stiff; Sand is medium to fine grained								
0.400	CL CLAY, sandy, trace gravel; Pale white; Dry; Stiff								
0.500	to very stiff; Sand is medium to fine grained; Gravel is sub-angular, coarse to medium grained Rock at 500mm refusal Rock to hard END OF BORE (25-Jul-2023)								
1									
2									
3									
4									

ENGINEERING LOG

REPORT NO. 3230270-1

BOREHOLE NO. 45

DATE: 25-JUL-2023

FIELD TECHNICIAN: Am

DRILLING METHOD: : Land Cruiser Mounted Rig

PROJECT LOCATION: Airport Upgrade BROKEN HILL

DEPTH (m)	STRATA DESCRIPTION	NOTES	GRAPHIC LOG	TESTING				
				DEPTH (m)	RESULTS			
					DCP Blows/100mm	FIELD CBR (%)	SPT	MC (%)
0	CL CLAY, sandy; Brown red; Dry; Stiff to very stiff; Sand is medium to fine grained							
0.400								
0.500	CL CLAY, sandy, trace gravel; Pale white; Dry; Stiff to very stiff; Sand is medium to fine grained; Gravel is sub-angular, coarse to medium grained Rock at 500mm refusal Rock to hard END OF BORE (25-Jul-2023)							
1								
2								
3								
4								

ENGINEERING LOG

REPORT NO. 3230270-1

BOREHOLE NO. 46

DATE: 26-JUL-2023

FIELD TECHNICIAN: Am

DRILLING METHOD: : Land Cruiser Mounted Rig

PROJECT LOCATION: Airport Upgrade BROKEN HILL

DEPTH (m)	STRATA DESCRIPTION	NOTES	GRAPHIC LOG	TESTING					
				DEPTH (m)	RESULTS				
					DCP Blows/100mm	FIELD CBR (%)	SPT	MC (%)	PP (kg/cm ²)
0	CL CLAY, sandy; Brown orange; Dry; Stiff to very stiff; Sand is medium to fine grained								
0.600	CL CLAY, sandy, trace gravel; Pale brown; Dry; Very stiff; Sand is medium to fine grained; Gravel is sub-angular, medium to fine grained refusal Rock to hard								
1.200	END OF BORE (26-Jul-2023)								
1									
2									
3									
4									

ENGINEERING LOG

REPORT NO. 3230270-1

BOREHOLE NO. 47

DATE: 26-JUL-2023

FIELD TECHNICIAN: Am

DRILLING METHOD: : Land Cruiser Mounted Rig

PROJECT LOCATION: Airport Upgrade BROKEN HILL

DEPTH (m)	STRATA DESCRIPTION	NOTES	GRAPHIC LOG	TESTING				
				DEPTH (m)	RESULTS			
					DCP Blows/100mm	FIELD CBR (%)	SPT	MC (%)
0	CL CLAY, sandy, trace gravel; Brown orange; Moist(w<PL); Stiff to very stiff; Sand is medium to fine grained; Gravel is sub-angular, medium to fine grained							
0.700				CL CLAY, sandy, with gravel; Pale brown; Dry; Very stiff; Sand is medium to fine grained; Gravel is sub-angular, medium to fine grained				
1								
2								
2.600	END OF BORE (26-Jul-2023)							
3								
4								

ENGINEERING LOG

REPORT NO. 3230270-1

BOREHOLE NO. 48

DATE: 26-JUL-2023

FIELD TECHNICIAN: Am

DRILLING METHOD: : Land Cruiser Mounted Rig

PROJECT LOCATION: Airport Upgrade BROKEN HILL

DEPTH (m)	STRATA DESCRIPTION	NOTES	GRAPHIC LOG	TESTING					
				DEPTH (m)	RESULTS				
					DCP Blows/100mm	FIELD CBR (%)	SPT	MC (%)	PP (kg/cm ²)
0	CL CLAY, sandy, trace gravel; Brown red; Moist(w<PL); Stiff to very stiff; Sand is medium to fine grained; Gravel is sub-angular, medium to fine grained								
0.400	CL CLAY, sandy, with gravel; Pale white; Dry; Very stiff; Sand is medium to fine grained; Gravel is sub-angular, medium to fine grained hard rock 800mm refusal Rock to hard								
1.500	END OF BORE (26-Jul-2023)								
2									
3									
4									

ORDINARY MEETING OF THE COUNCIL

September 8, 2023

ITEM 10BROKEN HILL CITY COUNCIL REPORT NO. 190/23SUBJECT: RE-ESTABLISHMENT OF ALCOHOL-FREE ZONES D23/49090**Recommendation**

1. That Broken Hill City Council Report No. 190/23 dated September 8, 2023, be received.
2. That Council endorse the proposal (as attached) to re-establish the Alcohol-Free Zone known as Creedon Street, including public roads and laneways, public car parks and footpath area of Creedon Street bounded by Rakow and Wills Streets.
3. That Council endorse the proposal (as attached) to re-establish the Alcohol-Free Zone known as Shell Memorial including all public roads and laneways, public car parks and footpaths in an area bounded by Iodide, Thomas, Bromide and Mica Streets including Oxide Street from Thomas Street through to Morgan Street.
4. That Council endorse the proposal (as attached) to re-establish the Alcohol-Free Zone surrounding the E.T. Lamb Memorial Oval, including public roads and laneways, public car parks and footpath area surrounding the oval bounded by South, Boughtman, Comstock and Jamieson Streets.
5. That Council endorse the proposal (as attached) to re-establish the Alcohol-Free Zone known as South Broken Hill including all public roads and laneways, public car parks and footpaths in an area bounded by Bonanza, Patton, Central and Hebbard Streets including South Street from Piper Street through to Wilson Street; with extension from Bonanza Street to Morish Street and off Bonanza Street from Wilson Street to Picton Street.
6. That Council refer the Proposals for comment in accordance with the provisions of the *Local Government Act 1993* and Ministerial Guidelines (2009) to any known organisation representing or able to speak on behalf of an identifiable Aboriginal or culturally and linguistically diverse group within the local area and all affected licensed premises and registered clubs that border on, adjoin or are adjacent to the proposed alcohol free zone, for response within thirty days of public notice.
7. That Council invite public comment on the proposal through an advertisement in local newspaper with time for response within thirty days.
8. That a further report be submitted to Council upon completion of the consultative process.

Executive Summary:

Council currently has five Alcohol-Free Zones as per the *Local Government Act 1993 (the Act)* (Part 4 Street Drinking S644, S644A, S644B, S644C) supplemented by Ministerial Guidelines on Alcohol Free Zones 2009 and Amendments to the Act.

The Central Business District (CBD) Alcohol-Free Zone was re-established on 25 June 2023. Following consultative processes and mandated steps, Council resolved at its Ordinary Meeting on 31 May 2023 to re-establish the CBD Alcohol-Free Zone for four years until June 2027, in the area bounded by Crystal, Iodide (Wolfram), Mica, Talc (Mercury), Graphite, Wills, Gypsum and Gossan Streets and South Road.

The remaining four Alcohol-Free Zones are all due to expire on 9 November 2023.

This report begins the process of evaluation of the effectiveness of the Zones with Barrier Police District and the preparation of Proposals for all four sites for consultation.

In accordance with the requirements of the *Local Government Act 1993* and the Ministerial Guidelines 2009, Council proposes the re-establishment for a further four years of the Alcohol-Free Zones as follows:

- Creedon Street including all public roads, laneways and footpaths in an area bounded by Rakow and Wills Streets;
- Shell Memorial including all public roads, laneways and footpaths in an area bounded by Iodide, Thomas, Bromide and Mica Streets including Oxide Street from Thomas Street through to Morgan Street;
- E.T. Lamb Memorial Oval including the public roads, laneways and footpath area surrounding the oval bounded by South, Boughtman, Comstock and Jamieson Streets;
- South Broken Hill including all public roads, laneways and footpaths in an area bounded by Bonanza, Patton, Central and Hebbard Streets, including South Street from Piper Street through to Wilson Street; with extension along Bonanza Street from Patton Street to Morish Street and a section of Wilson Street between Bonanza and Picton Streets.

Proposals to re-establish the Alcohol-Free Zones have been prepared for consultation.

Report:

Council currently has five Alcohol-Free Zones as per the *Local Government Act 1993 (the Act)* (Part 4 Street Drinking S644, S644A, S644B, S644C) supplemented by Ministerial Guidelines on Alcohol-Free Zones 2009 and Amendments to the Act.

These areas are:

1. The Central Business District;
2. Creedon Street;
3. The Shell Memorial Zone;
4. The E.T. Lamb Memorial Oval Zone; and
5. The South Broken Hill Zone.

Purpose of Alcohol-Free Zones

The purpose of these Zones is to create a safe environment in which individuals may move about without interference due to irresponsible street behaviour due to the effects of alcohol.

Alcohol Free Zones apply specifically to public roads, footpaths and public car parks.

The Zones operate 24 hours a day, seven days per week. Exceptions for street dining, complying with the appropriate licencing authorities is catered for in the Alcohol-Free Zone proposals.

Duration of Alcohol-Free Zones

According to the Ministerial Guidelines, Alcohol-Free Zones have a four-year term whereupon they are due for review of ongoing applicability. There is no provision for automatic renewal. The Ministerial Guidelines require the preparation of each Zone as a separate entity. This report relates to the four Alcohol-Free Zones which all expire on 9 November 2023.

Cancellation or Suspension of a Zone

Under S645 of the Act, Council has the power to suspend or cancel a Zone or to hold specific community events. Council is required to do so via Council resolution and must publish a notice of suspension in a newspaper circulating in the area. Prior to cancellation or suspension, Council is required to liaise with the Police prior to and after Council resolution.

Enforcement

Alcohol Free Zones are enforced by the Police or an enforcement officer authorised by the Police. In accordance with the Act, 'Tip Out' powers apply in both Alcohol-Free Zones (public roads, laneways, footpaths and public car parks) and Alcohol Prohibited Zones (such as Parks and Ovals) in order to achieve aligned enforcement practice.

Parks and Reserves

It should be noted that Section 632A of the *Local Government Act 1993* provides Councils with the power to declare any public place (or any part of a public place) in the Council's area to be an **alcohol prohibited area**. Council has advised the public by signposting in Sturt Park for many years that intoxicating liquor shall not be brought into or consumed within the reserve (Sturt Park). The same prohibition is also in place in Patton Park, Queen Elizabeth Park, Norm Fox Sportsground, E.T. Lamb Memorial Oval, Riddiford Arboretum and the Gasworks Reserve.

Under Section 632A, a police officer may seize any alcohol (and the bottle, can, receptacle or package in which it is contained) that is in the immediate possession of a person in an alcohol prohibited area if the officer has reasonable cause to believe that the person is drinking, or is about to drink, or has recently been drinking alcohol in the alcohol prohibited area and can dispose by tipping out or other method.

The only difference between Alcohol-Free Zones, which specifically relate to public roads, laneways, footpaths and public car parks and alcohol prohibited areas within Council Parks, is that two Sections of *the Local Government Act 1993* are in force.

Proposal for establishment of an Alcohol-Free Zone

The Ministerial Guidelines state that any person living or working within an area, the local police or a local community group may ask a Council to establish an alcohol-free zone and must in all cases be supported by evidence that the public's use of those roads, laneways, footpaths or public car parks has been compromised by street drinking such as malicious damage to property, littering, offensive behaviour or other crimes.

A proposal must be prepared in respect of every proposed Alcohol-Free Zone, consultation must occur with the Police Local Area Commander about the appropriate number and location of the Zones before and after a Council resolution, the Zone should be as small as possible rather than a 'whole of town' approach and should be primarily located adjacent to outlets supplying alcohol where drinkers congregate.

After a proposal is prepared, consultation must be undertaken via advertisement in a newspaper circulating in the area, copies sent to the Police Local Area Commander and Officer in Charge of the police station nearest the Zone, liquor licensees and secretaries of registered clubs whose premises border on, or adjoin, or are adjacent to the proposed Zone; and where relevant to any known organisation representing or able to speak on behalf of an identifiable Aboriginal, or culturally and linguistically diverse group within the local area; with comments sought within 30 days of notice.

This process will inform the final character and re-establishment of the Zones followed by appropriate signposting also after consultation as to location, with the Police Force.

Consultation with NSW Police Force

A meeting was held in early July 2019 with responsible officers of Broken Hill Local Area Command to review all four Zones in accordance with Ministerial Guidelines 2009. The review included an examination of the value of re-establishment of the Zones, the impact of new premises opening and the need to review the appropriateness of the streets currently within the Zones.

The meeting noted the need for expansion of the South Broken Hill Zone in order that all areas surrounding licensed premises be enforceable areas. In the South Broken Hill Zone, Police have agreed that Bonanza Street be extended to include from Patton Street to Morish Street and a section of Wilson Street from Bonanza Street to Picton Street.

The Ministerial Guidelines 2009 state, *'There is no general provision for an alcohol-free zone to be extended. However, the roads, footpaths or public carparks comprising a zone may be included in another alcohol-free zone of the same or different configuration, immediately following the cessation of the existing zone or at any future time. All the requirements for the valid establishment of a zone apply whether or not any of the roads, footpaths or carparks concerned have previously been zoned as alcohol-free.'* Therefore, the current proposal for extension of the South Broken Hill Zone can be validly considered by Council.

The following comments were provided by Barrier Police District:

'Barrier Police supports the renewal of the existing Alcohol-Free Zones in the Broken Hill township as described in the maps supplied. Comprehensive statistics and reasoning have previously been supplied to Council by the District Crime Manager.

With regard to the proposed expansion of the Broken Hill South Zone, it is noted the amended zone would encompass the immediate vicinity of the South Broken Hill Football Club. This will enhance the ability of Police to take enforcement action regarding alcohol-related crime and disorderly conduct should it arise among patrons leaving this licensed venue.

Barrier Police District supports this extension to the Alcohol-Free Zone in South Broken Hill'.

Council considerations

Council must consider maintenance of public order and the protection of the property of both residents and ratepayers. Council wishes to continue to provide the Barrier Local Area Command of the New South Wales Police Force with a potentially effective means of control over such offences.

Whilst Council has no objections to the responsible consumption of alcohol, unfortunately, alcohol can be associated with crime, violence, anti-social and offensive behaviour. This can lead to assaults, property damage and excessive noise which can seriously affect the lives of individuals and the community.

Council must consider the possibility of alcohol related interference with the use of public areas by members of the community and of alcohol related damage to ratepayer's premises.

The establishment of Alcohol-Free Zones is an opportunity for Council, the Police and the Community to focus again on any community problems associated with irresponsible alcohol consumption and the range of strategies that can be implemented to address these problems. Alcohol Free Zones are essentially a short-term measure as they operate for a defined period and in many instances a zone will achieve the desired objectives and outcomes within its operational period.

The success evidenced by the zoning of the current areas as Alcohol-Free Zones should be continued.

A more detailed proposal is included in the Draft Proposal for re-establishment of the Alcohol-Free Zones and expanded Zone. Some leeway is acceptable if the consultation process cannot be finalised to align with the expiry date of the Zones.

It is recommended that Council proceed to community consultation.

COMMUNITY ENGAGEMENT:

Policy and General Committee business paper for October 2023.

Council meeting business paper for October 2023.

Public exhibition period for 28 days.

Strategic Direction:

Key Direction:	4.	Our Leadership
Objective:	4.1	Openness and transparency in decision making
Strategy:	4.1.5	Support the organisation to operate within its legal framework

Relevant Legislation:

The re-establishment and expansion of the Alcohol-Free Zones must be in accordance with the *Local Government Act 1993 and Ministerial Guidelines 2009 on Alcohol-Free Zones*.

Financial Implications:

Placement of the required advertisements and updating of existing signs. Funds are within existing budgets.

Attachments

1. Proposal to Re-establish Creedon Street Alcohol Free Zone - 09.11.2023-2027
[↓](#)
2. Proposal to Re-establish E.T. Lamb Memorial Oval Alcohol Free Zone - 09.11.2023-2027
[↓](#)
3. Proposal to Re-establish Shell Memorial Alcohol Free Zone - 09.11.2023-2027
[↓](#)
4. Proposal to Re-establish South Broken Hill Alcohol Free Zone - 09.11.2023-2027
[↓](#)
5. Ministerial-Guidelines-on-Alcohol-Free-Zones-February-2009
[↓](#)

RAZIJA NU'MAN
DIRECTOR CORPORATE AND COMMUNITY

JAY NANKIVELL
GENERAL MANAGER

PROPOSAL TO RE-ESTABLISH ALCOHOL-FREE ZONE

CREEDON STREET ZONE – BOUNDED BY CREEDON STREET FROM WILLS STREET THROUGH TO RAKOW STREET

1. INTRODUCTION

Alcohol-Free Zones established by Council have now been operating in Broken Hill since 2002 and promote the use of roads, laneways, footpaths and car parks in safety.

Alcohol Free zones are established with Police consultation and are aimed at assisting community security and safety by preventing irresponsible consumption of alcohol in public places. Any person observed to be drinking in an Alcohol-Free Zone may have the alcohol in their possession immediately seized and tipped out or otherwise disposed.

The following outlines Council's recommendation for the Creedon Street Alcohol-Free Zone to be re-established upon expiry in November 2023. The City's Central Business District Alcohol-Free Zone remains in force.

Written comment is sought from all interested persons and organisations about the proposal and will be received within 30 days of public notice. Comments should be forwarded to the General Manager, Broken Hill City Council, PO Box 448, Broken Hill 2880 or alternatively via email to council@brokenhill.nsw.gov.au.

2. BACKGROUND

Council proposes to re-establish an existing Alcohol-Free Zone in Broken Hill, known as the Creedon Street Alcohol-Free Zone. The boundary of the proposed Alcohol-Free Zone is as follows:

- The Zone known as Creedon Street including all public roads, laneways, footpaths and public car parks in an area bounded by Creedon Street from Wills Street through to Rakow Street.

3. REASONS FOR RE-ESTABLISHING THE ZONE

3.1 Views of the Barrier Police District

The Barrier Police District (which encompasses Broken Hill) remains fully supportive of the operation of Alcohol-Free Zones in Broken Hill. The zones are a valuable tool for Police to maintain the peace and good order of public places by utilising the powers found in the *Local Government Act 1993*.

The Zone area is defined as Creedon Street, between Wills Street and Rakow Street and was established at the request of the community after raising concerns about the serious amount of street drinking and anti-social behaviour in the area. This would include large gatherings of people sitting on the roadway consuming alcohol, disrupting traffic and endangering themselves by passing traffic.

The re-establishment of this Zone would prevent residents and their visitors consuming alcohol outside private properties and from a policing perspective, the Alcohol-Free Zone is a simple measure to ensure there is a reduction in anti-social behaviour.

3.2 Council's Views

Council is concerned with maintenance of public order and the protection of the property of both residents and ratepayers. Council wishes to continue to provide the Barrier Local Area Command of the New South Wales Police Force with a potentially effective means of control over such offences.

Council has no objections to the responsible consumption of alcohol. Unfortunately, alcohol can be associated with crime, violence, anti-social and offensive behaviour. This can lead to assaults, property damage and excessive noise which can seriously affect the lives of individuals and the community.

Council is concerned about the possibility of alcohol related interference with the use of public areas by members of the community and of alcohol related damage to ratepayer premises.

The re-establishment of Alcohol-Free Zones is an opportunity for Council, the Police and the Community to focus again on any community problems associated with irresponsible alcohol consumption and the range of strategies that can be implemented to address these problems.

The success evidenced by the zoning of the current area as an Alcohol-Free Zone should be continued and Council now proposes that the Alcohol-Free Zone be re-established for a period of four years.

4. PROPOSED DURATION OF ZONE

Council proposes to re-establish the zone for a further four-year period until November 2023.

5. SUSPENSION OF THE ZONE FOR SHORT PERIODS

The Guidelines and legislation enable the suspension of Alcohol-Free Zones for short periods during special events via liaison between Police, Council and the Traffic Committee. Notification of any such suspension of the Alcohol-Free Zone is required to be published in the local newspaper.

6. PUBLIC COMMENT

In accordance with the requirements of the *Local Government Act 1993* comments on the proposal are sought from:

- a) the general public;
- b) the Officer in Charge of the Broken Hill Police;
- c) holders of liquor licences under the *Liquor Act 2007*, for premises which border on, adjoin, or are adjacent to the proposed zones;
- d) the secretaries of Registered Clubs under the *Registered Clubs Act 1976*, which border on, adjoin, or are adjacent to the proposed zones;
- e) any known organisation representing or able to speak on behalf of an identifiable Aboriginal or culturally and linguistically diverse group within the local area.

Written comments should be addressed to:

The General Manager
Broken Hill City Council
PO Box 448
BROKEN HILL NSW 2880

Or by email to the General Manager at council@brokenhill.nsw.gov.au.

Comments will be accepted within 30 days of public notice.

7. PARKS AND RESERVES

It should be noted that Section 632A of the *Local Government Act 1993* provides Councils with the power to declare any public place (or any part of a public place) in the council's area to be an **alcohol prohibited area**. Council has advised the public by signposting in Sturt Park for many years that intoxicating liquor shall not be brought into or consumed within the reserve (Sturt Park). The same prohibition has also been introduced by Council at Patton Park, Queen Elizabeth Park, Norm Fox Sportsground, E.T. Lamb Memorial Oval, Riddiford Arboretum and at the Gasworks Reserve.

Under Section 632A, a police officer may seize any alcohol (and the bottle, can, receptacle or package in which it is contained) that is in the immediate possession of a person in an alcohol prohibited area, if the officer has reasonable cause to believe that the person is drinking, or is about to drink, or has recently been drinking, alcohol in the alcohol prohibited area.

The only difference between Alcohol Free Zones (which specifically relate to public roads, footpaths and public car parks) and alcohol prohibited areas within Council Parks and Reserves is that two Sections of the *Local Government Act 1993* are in force.

8. RE-ESTABLISHMENT OF THE ZONE

Council will consider re-establishment of the zone at its first Ordinary Meeting after closure of the period for comment. The public are welcome to attend Council meetings and the order of business at the ordinary monthly meeting includes sessions for public comment on any issue affecting Council or its operations.

9. ZONE MAP

Zone map (including aerial photography) comprising Creedon Street Zone including all public roads, laneways and footpaths in an area bounded by Creedon Street, from Wills Street through to Rakow Street.



RAZIJA NU'MAN
DIRECTOR CORPORATE AND COMMUNITY

Proposal to Re-establish Creedon Street Alcohol-Free Zone

Page 4 of 4

PROPOSAL TO RE-ESTABLISH ALCOHOL-FREE ZONE

E.T. LAMB MEMORIAL OVAL ZONE – BOUNDED BY BOUGHTMAN, SOUTH, JAMIESON AND COMSTOCK STREETS

1. INTRODUCTION

Alcohol-Free Zones established by Council have been operating in Broken Hill since 2002 and promote the use of roads, laneways, footpaths and car parks in safety.

Alcohol-Free zones are established with Police consultation and are aimed at assisting community security and safety by preventing irresponsible consumption of alcohol in public places. Any person observed to be drinking in an Alcohol-Free Zone may have the alcohol in their possession immediately seized and tipped out, or otherwise disposed.

The following outlines Council's recommendation for the E.T. Lamb Memorial Oval Alcohol-Free Zone to be re-established upon expiry in November 2023. The City's Central Business District Alcohol-Free Zone remains in force.

Written comment is sought from all interested persons and organisations about the proposal and will be received within 30 days of public notice. Comments should be forwarded to the General Manager, Broken Hill City Council, PO Box 448, Broken Hill 2880 or alternatively via email to council@brokenhill.nsw.gov.au.

2. BACKGROUND

Council proposes to re-establish an existing Alcohol-Free Zone in Broken Hill, known as the E.T. Lamb Memorial Oval Alcohol-Free Zone. The boundary of the proposed Alcohol-Free Zone is as follows:

- The Zone known as E.T. Lamb Memorial Oval including all public roads, laneways, footpaths and public car parks surrounding the oval, bounded by Boughtman, South, Jamieson and Comstock Streets; except for any businesses in the Zone with a current or future approved liquor licence and approved outdoor dining. The responsible consumption of alcohol in these areas will only be permitted to the patrons of those businesses.

3. REASONS FOR RE-ESTABLISHING THE ZONE

3.1 Views of the Barrier Police District

The Barrier Police District (which encompasses Broken Hill) remains fully supportive of the operation of Alcohol-Free Zones in Broken Hill. The zones are a valuable tool for Police to maintain the peace and good order of public places by utilising the powers found in the *Local Government Act 1993*.

Alcohol related anti-social behaviour is an issue especially during seasonal weather and sporting events which attract people into public places.

The Police have identified alcohol related issues occurring in and around the E.T. Lamb Memorial Oval when matches are conducted.

Re-establishment of the proposed Zone would prevent spectators consuming alcohol outside the fence line of the oval and assist Police efforts.

From a policing perspective, Alcohol-Free Zones are a simple measure to ensure there is a reduction in anti-social behaviour and allow people to enjoy the CBD.

3.2 Council's Views

Council is concerned with maintenance of public order and the protection of the property of both residents and ratepayers. Council wishes to continue to provide the Barrier Local Area Command of the New South Wales Police Force with a potentially effective means of control over such offences.

Council has no objections to the responsible consumption of alcohol. Unfortunately, alcohol can be associated with crime, violence, anti-social and offensive behaviour. This can lead to assaults, property damage and excessive noise which can seriously affect the lives of individuals and the community.

Council is concerned about the possibility of alcohol related interference with the use of public areas by members of the community and of alcohol related damage to ratepayer premises.

The re-establishment of Alcohol-Free Zones is an opportunity for Council, the Police and the Community to focus again on any community problems associated with irresponsible alcohol consumption and the range of strategies that can be implemented to address these problems. Alcohol-Free Zones are essentially a short-term measure as they operate for a defined period and in many instances a zone will achieve the desired objectives and outcomes within its operational period.

The success evidenced by the zoning of the current area as an Alcohol-Free Zone should be continued and Council now proposes that the Alcohol-Free Zone be re-established for a period of four years.

4. PROPOSED DURATION OF ZONE

Council proposes to re-establish the zone for a further four-year period until November 2027.

5. SUSPENSION OF THE ZONE FOR SHORT PERIODS

The Guidelines and legislation enable the suspension of Alcohol-Free Zones for short periods during special events via liaison between Police, Council and the Traffic Committee. Notification of any such suspension of the Alcohol-Free Zone is required to be published in the local newspaper.

6. PUBLIC COMMENT

In accordance with the requirements of the *Local Government Act 1993* comments on the proposal are sought from:

- a) the general public;
- b) the Officer in Charge of the Broken Hill Police;
- c) holders of liquor licences under the *Liquor Act 2007*, for premises which border on, adjoin, or are adjacent to the proposed zones;
- d) the secretaries of Registered Clubs under the *Registered Clubs Act 1976*, which border on, adjoin, or are adjacent to the proposed zones;
- e) any known organisation representing or able to speak on behalf of an identifiable Aboriginal or culturally and linguistically diverse group within the local area.

Written comments should be addressed to:

The General Manager
Broken Hill City Council
PO Box 448
BROKEN HILL NSW 2880

Or by email to the General Manager at council@brokenhill.nsw.gov.au.

Comments will be accepted within 30 days of public notice.

7. PARKS AND RESERVES

It should be noted that Section 632A of the *Local Government Act 1993* provides Councils with the power to declare any public place (or any part of a public place) in the council's area to be an **alcohol prohibited area**. Council has advised the public by signposting in Sturt Park for many years that intoxicating liquor shall not be brought into or consumed within the reserve (Sturt Park). The same prohibition has also been introduced by Council at Patton Park, Queen Elizabeth Park, Norm Fox Sportsground, E.T. Lamb Memorial Oval, Riddiford Arboretum and at the Gasworks Reserve.

Under Section 632A, a police officer may seize any alcohol (and the bottle, can, receptacle or package in which it is contained) that is in the immediate possession of a person in an alcohol prohibited area, if the officer has reasonable cause to believe that the person is drinking, or is about to drink, or has recently been drinking, alcohol in the alcohol prohibited area.

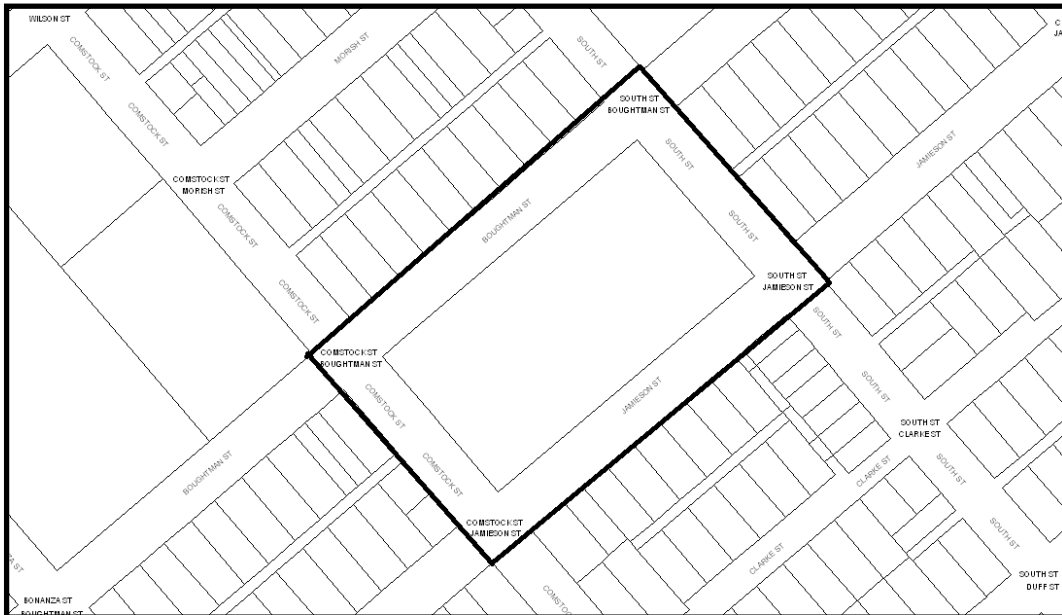
The only difference between Alcohol Free Zones (which specifically relate to public roads, footpaths and public car parks) and alcohol prohibited areas within Council Parks and Reserves, is that two Sections of the *Local Government Act 1993* are in force.

8. RE-ESTABLISHMENT OF THE ZONE

Council will consider re-establishment of the zone at its first Ordinary Meeting after closure of the period for comment. The public are welcome to attend Council meetings and the order of business at the ordinary monthly meeting includes sessions for public comment on any issue affecting Council or its operations.

9. ZONE MAP

Zone map (including aerial photography) comprising E.T. Lamb Memorial Oval Zone bounded by Boughtman, South, Jamieson and Comstock Streets.



RAZIJA NU'MAN
DIRECTOR CORPORATE AND COMMUNITY

PROPOSAL TO RE-ESTABLISH ALCOHOL-FREE ZONE

SHELL MEMORIAL ZONE – BOUNDED BY THOMAS, BROMIDE, MICA AND IODIDE STREETS, INCLUDING OXIDE STREET FROM THOMAS STREET THROUGH TO MORGAN STREET

1. INTRODUCTION

Alcohol-Free Zones established by Council have been operating in Broken Hill since 2002 and promote the use of public roads, laneways, footpaths and car parks in safety.

Alcohol-Free Zones are established with Police consultation and are aimed at assisting community security and safety by preventing irresponsible consumption of alcohol in public places. Any person observed to be drinking in an Alcohol-Free Zone may have the alcohol in their possession immediately seized and tipped out, or otherwise disposed.

The following outlines Council's recommendation for the Shell Memorial Alcohol-Free Zone to be re-established upon expiry in November 2023. The City's Central Business District Alcohol-Free Zone remains in force.

Written comment is sought from all interested persons and organisations regarding the proposal and will be received within 30 days of public notice. Comments should be forwarded to the General Manager, Broken Hill City Council, PO Box 448, Broken Hill 2880 or alternatively via email to council@brokenhill.nsw.gov.au.

2. BACKGROUND

Council proposes to re-establish an existing Alcohol-Free Zone in Broken Hill, known as the Shell Memorial Alcohol-Free Zone. The boundary of the proposed Alcohol-Free Zone is as follows:

- The Zone known as Shell Memorial including all public roads, laneways, footpaths and public car parks in the area bounded by Thomas, Bromide, Mica and Iodide Streets, including Oxide Street from Thomas Street through to Morgan Street; with the exception of any businesses in the Zone with a current or future approved liquor licence and approved outdoor dining. The responsible consumption of alcohol in these areas will only be permitted to the patrons of those businesses.

3. REASONS FOR RE-ESTABLISHING THE ZONE

3.1 Views of the Barrier Police District

The Barrier Police District (which encompasses Broken Hill) remains fully supportive of the operation of Alcohol-Free Zones in Broken Hill. The Zones are a valuable tool for Police to maintain the peace and good order of public places by utilising the powers found in the *Local Government Act 1993*.

The Zone is also located in places which attract families or have especially vulnerable residents.

Alcohol related anti-social behaviour remains an issue especially during summer when more alcohol is consumed and the weather attracts people into public places. This is particularly applicable to the area covered by the Zone proposed for re-establishment.

In addition, there are several licensed or registered premises in the City and patrons regularly walk between them. The carriage of alcohol containers and its consumption in public places when moving from one licensed premises to another only increases the propensity for public order offences to occur.

From a policing perspective, to abandon the Alcohol-Free Zone would encourage further abuse of alcohol during the most problematic times, after the closure of licensed premises. This would undoubtedly lead to an escalation in street crimes and violence, which would be difficult to prevent and could only be tackled through reactive policing efforts. The maintenance of the Alcohol-Free Zone is an important tool for Police to proactively prevent crime.

3.2 Council's Views

Council is concerned with maintenance of public order and the protection of the property of both residents and ratepayers. Council wishes to continue to provide the Barrier Local Area Command of the New South Wales Police Force with a potentially effective means of control over such offences.

Council has no objections to the responsible consumption of alcohol. Unfortunately, alcohol can be associated with crime, violence, anti-social and offensive behaviour. This can lead to assaults, property damage and excessive noise which can seriously affect the lives of individuals and the community.

Council is concerned about the possibility of alcohol related interference with the use of public areas by members of the community and of alcohol related damage to ratepayer premises.

The re-establishment of Alcohol-Free Zones is an opportunity for Council, the Police and the Community to focus again on any community problems associated with irresponsible alcohol consumption and the range of strategies that can be implemented to address these problems. Alcohol-Free Zones are essentially a short-term measure as they operate for a defined period and in many instances a zone will achieve the desired objectives and outcomes within its operational period.

The success evidenced by the zoning of the current area as an Alcohol-Free Zone should be continued and Council now proposes that the Alcohol-Free Zone be re-established for a period of four years.

4. PROPOSED DURATION OF ZONE

Council proposes to re-establish the Zone for a further four-year period until November 2023.

5. SUSPENSION OF THE ZONE FOR SHORT PERIODS

The Guidelines and legislation enable the suspension of Alcohol-Free Zones for short periods during special events via liaison between Police, Council and the Traffic Committee. Notification of any such suspension of the Alcohol-Free Zone is required to be published in the local newspaper.

6. PUBLIC COMMENT

In accordance with the requirements of the *Local Government Act 1993* comments on the proposal are sought from:

- a) the general public;
- b) the Officer in Charge of the Broken Hill Police;
- c) holders of liquor licences under the *Liquor Act 2007*, for premises which border on, adjoin, or are adjacent to the proposed zones;
- d) the secretaries of Registered Clubs under the *Registered Clubs Act 1976*, which border on, adjoin, or are adjacent to the proposed zones;
- e) any known organisation representing or able to speak on behalf of an identifiable Aboriginal or culturally and linguistically diverse group within the local area.

Written comments should be addressed to:

The General Manager
Broken Hill City Council
PO Box 448
BROKEN HILL NSW 2880

Or by email to the General Manager at council@brokenhill.nsw.gov.au.

Comments will be accepted within 30 days of public notice.

7. PARKS AND RESERVES

It should be noted that Section 632A of the *Local Government Act 1993* provides Councils with the power to declare any public place (or any part of a public place) in the council's area to be an **alcohol prohibited area**. Council has advised the public by signposting in Sturt Park for many years that intoxicating liquor shall not be brought into or consumed within the reserve (Sturt Park). The same prohibition has also been introduced by Council at Patton Park, Queen Elizabeth Park, Norm Fox Sportsground, E.T. Lamb Memorial Oval, Riddiford Arboretum and at the Gasworks Reserve.

Under Section 632A, a police officer may seize any alcohol (and the bottle, can, receptacle or package in which it is contained) that is in the immediate possession of a person in an alcohol prohibited area, if the officer has reasonable cause to believe that the person is drinking, or is about to drink, or has recently been drinking, alcohol in the alcohol prohibited area.

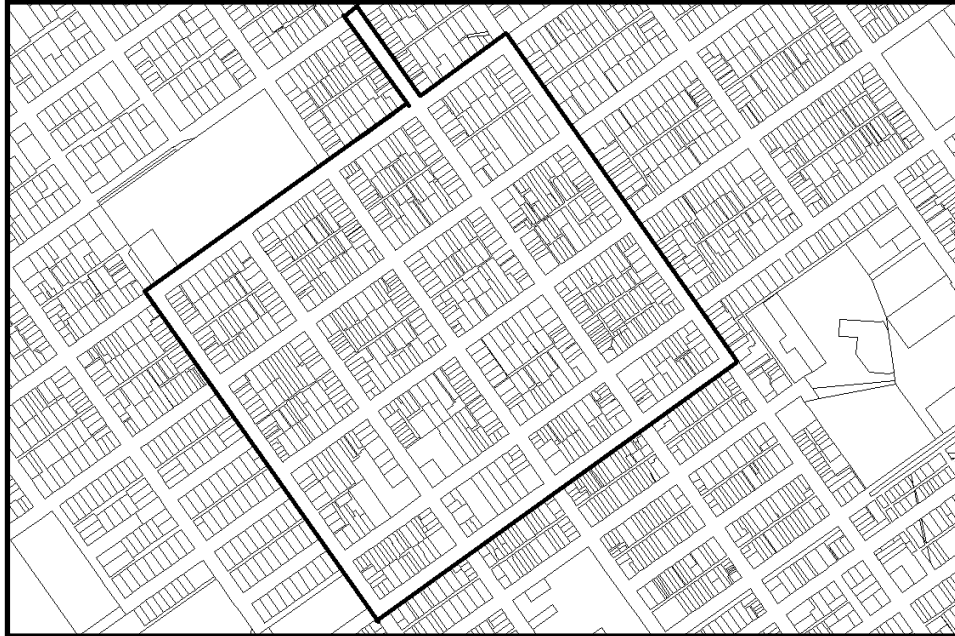
The only difference between Alcohol-Free Zones (which specifically relate to public roads, footpaths and public car parks) and alcohol prohibited areas within Council Parks and Reserves, is that two Sections of the *Local Government Act 1993* are in force.

8. RE-ESTABLISHMENT OF THE ZONE

Council will consider re-establishment of the Zone at its first Ordinary Meeting after closure of the period for comment. The public are welcome to attend Council meetings and the order of business at the ordinary monthly meeting includes sessions for public comment on any issue affecting Council or its operations.

9. ZONE MAP

Zone map (including aerial photography) comprising an area known as Shell Memorial Zone including all public roads and footpaths in an area bounded by Thomas, Bromide, Mica and Iodide Streets including Oxide Street from Thomas Street through to Morgan Street.



RAZIJA NU'MAN
DIRECTOR CORPORATE AND COMMUNITY

PROPOSAL TO RE-ESTABLISH ALCOHOL-FREE ZONE

SOUTH BROKEN HILL ZONE – BOUNDED BY BONANZA, PATTON, CENTRAL AND HEBBARD STREETS, INCLUDING SOUTH STREET FROM PIPER STREET THROUGH TO WILSON STREET; WITH EXTENSION FROM BONANZA STREET TO MORISH STREET AND OFF BONANZA STREET FROM WILSON STREET TO PICTON STREET

1. INTRODUCTION

Alcohol-Free Zones established by Council have been operating in Broken Hill since 2002 and promote the use of public roads, laneways, footpaths and car parks in safety.

Alcohol-Free Zones are established with Police consultation and are aimed at assisting community security and safety by preventing irresponsible consumption of alcohol in public places. Any person observed to be drinking in an Alcohol-Free Zone may have the alcohol in their possession immediately seized and tipped out, or otherwise disposed.

The following outlines Council's recommendation for the South Broken Hill Alcohol-Free Zone to be re-established upon expiry in November 2023. The City's Central Business District Alcohol-Free Zone remains in force.

Written comment is sought from all interested persons and organisations regarding the proposal and will be received within 30 days of public notice. Comments should be forwarded to the General Manager, Broken Hill City Council, PO Box 448, Broken Hill 2880 or alternatively via email to council@brokenhill.nsw.gov.au.

2. BACKGROUND

Council proposes to re-establish an existing Alcohol-Free Zone in Broken Hill, known as the South Broken Hill Alcohol-Free Zone. The boundary of the proposed Alcohol-Free Zone is as follows:

- The Zone known as South Broken Hill including all public roads, laneways, footpaths and public car parks in the area bounded by Bonanza, Patton, Central and Hebbard Streets, including South Street from Piper Street through to Wilson Street; with extension from Bonanza Street to Morish Street and off Bonanza Street from Wilson Street to Picton Street, excepting any businesses in the Zone with a current or future approved liquor licence and approved outdoor dining.

The responsible consumption of alcohol in these areas will only be permitted to the patrons of those businesses with approved liquor licence and approved outdoor dining.

3. REASONS FOR RE-ESTABLISHING THE ZONE

3.1 Views of the Barrier Police District

The Barrier Police District (which encompasses Broken Hill) remains fully supportive of the operation of Alcohol-Free Zones in Broken Hill. The Zones are a valuable tool for Police to maintain the peace and good order of public places by utilising the powers found in the *Local Government Act 1993*.

The Zone is the main commercial area in South Broken Hill and a significant location for liquor purchases/consumption in public areas. Safety and neighbourhood amenity are prime considerations.

From a policing perspective, to abandon the Alcohol-Free Zone would encourage further abuse of alcohol during the most problematic times, after the closure of licensed premises. This would undoubtedly lead to an escalation in street crimes and violence, which would be difficult to prevent and could only be tackled through reactive policing efforts. The maintenance of the Alcohol-Free Zone is an important tool for Police to proactively prevent crime.

3.2 Council's Views

Council is concerned with maintenance of public order and the protection of the property of both residents and ratepayers. Council wishes to continue to provide the Barrier Local Area Command of the New South Wales Police Force with a potentially effective means of control over such offences.

Council has no objections to the responsible consumption of alcohol. Unfortunately, alcohol can be associated with crime, violence, anti-social and offensive behaviour. This can lead to assaults, property damage and excessive noise which can seriously affect the lives of individuals and the community.

Council is concerned about the possibility of alcohol related interference with the use of public areas by members of the community and of alcohol related damage to ratepayer premises.

The re-establishment of Alcohol-Free Zones is an opportunity for Council, the Police and the Community to focus again on any community problems associated with irresponsible alcohol consumption and the range of strategies that can be implemented to address these problems. Alcohol-Free Zones are essentially a short-term measure as they operate for a defined period and in many instances a zone will achieve the desired objectives and outcomes within its operational period.

The success evidenced by the zoning of the current area as an Alcohol-Free Zone should be continued and Council now proposes that the Alcohol-Free Zone be re-established for a period of four years.

4. PROPOSED DURATION OF ZONE

Council proposes to re-establish the Zone for a further four-year period until November 2023.

5. SUSPENSION OF THE ZONE FOR SHORT PERIODS

The Guidelines and legislation enable the suspension of Alcohol-Free Zones for short periods during special events via liaison between Police, Council and the Traffic Committee. Notification of any such suspension of the Alcohol-Free Zone is required to be published in the local newspaper.

6. PUBLIC COMMENT

In accordance with the requirements of the *Local Government Act 1993* comments on the proposal are sought from:

- a) the general public;
- b) the Officer in Charge of the Broken Hill Police;
- c) holders of liquor licences under the *Liquor Act 2007*, for premises which border on, adjoin, or are adjacent to the proposed zones;
- d) the secretaries of Registered Clubs under the *Registered Clubs Act 1976*, which border on, adjoin, or are adjacent to the proposed zones;
- e) any known organisation representing or able to speak on behalf of an identifiable Aboriginal or culturally and linguistically diverse group within the local area.

Written comments should be addressed to:

The General Manager
Broken Hill City Council
PO Box 448
BROKEN HILL NSW 2880

Or by email to the General Manager at council@brokenhill.nsw.gov.au.

Comments will be accepted within 30 days of public notice.

7. PARKS AND RESERVES

It should be noted that Section 632A of the *Local Government Act 1993* provides Councils with the power to declare any public place (or any part of a public place) in the council's area to be an **alcohol prohibited area**. Council has advised the public by signposting in Sturt Park for many years that intoxicating liquor shall not be brought into or consumed within the reserve (Sturt Park). The same prohibition has also been introduced by Council at Patton Park, Queen Elizabeth Park, Norm Fox Sportsground, E.T. Lamb Memorial Oval, Riddiford Arboretum and at the Gasworks Reserve.

Under Section 632A, a police officer may seize any alcohol (and the bottle, can, receptacle or package in which it is contained) that is in the immediate possession of a person in an alcohol prohibited area, if the officer has reasonable cause to believe that the person is drinking, or is about to drink, or has recently been drinking, alcohol in the alcohol prohibited area.

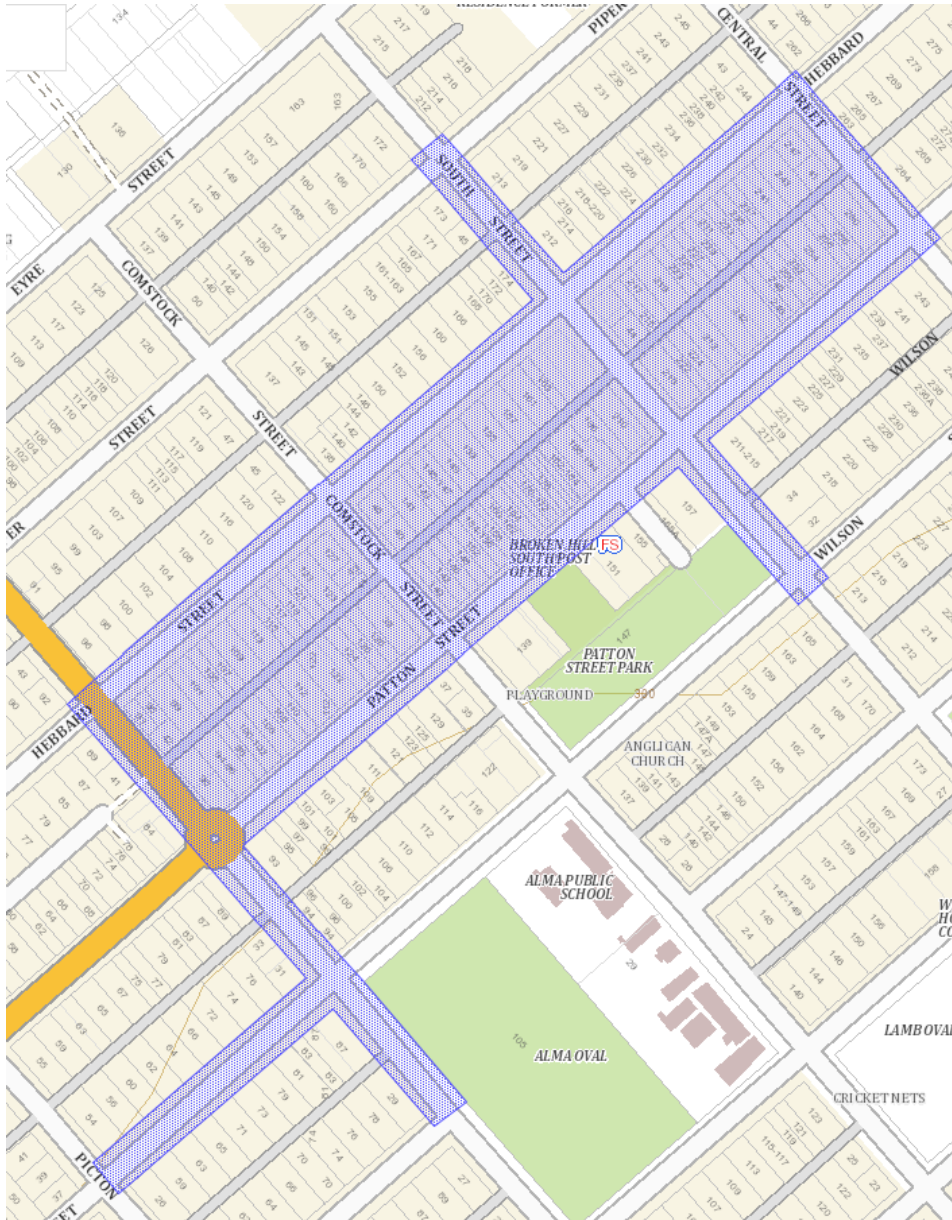
The only difference between Alcohol-Free Zones (which specifically relate to public roads, footpaths and public car parks) and alcohol prohibited areas within Council Parks and Reserves, is that two Sections of the *Local Government Act 1993* are in force.

8. RE-ESTABLISHMENT OF THE ZONE

Council will consider re-establishment of the Zone at its first Ordinary Meeting after closure of the period for comment. The public are welcome to attend Council meetings and the order of business at the ordinary monthly meeting includes sessions for public comment on any issue affecting Council or its operations.

9. ZONE MAP

- a) Zone map comprising an area known as South Broken Hill Zone including all public roads, laneways and footpaths and public car parks in an area bounded by Bonanza, Patton, Central and Hebbard Streets, including South Street from Piper Street through to Wilson Street;
- b) Proposed expansion to South Broken Hill Zone from Bonanza Street to Morish Street and off Bonanza Street from Wilson Street to Picton Street (highlighted).



RAZIJA NU'MAN
DIRECTOR CORPORATE AND COMMUNITY

**Ministerial
Guidelines
on
Alcohol - Free
Zones**

February 2009

ACCESS TO SERVICES

The Department of Local Government is located at:

Levels 1 & 2

5 O'Keefe Avenue
NOWRA NSW 2541

Locked Bag 3015
NOWRA NSW 2541

Phone 02 4428 4100
Fax 02 4428 4199
TTY 02 4428 4209

Level 9, 323 Castlereagh Street
SYDNEY NSW 2000

Locked Bag A5045
SYDNEY SOUTH NSW 1235

Phone 02 9289 4000
Fax 02 9289 4099

Email dlg@dlg.nsw.gov.au
Website www.dlg.nsw.gov.au

OFFICE HOURS

Monday to Friday
8.30am to 5.00pm

(Special arrangements may be made if these hours are unsuitable)
All offices are wheelchair accessible.

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FOREWORD

The NSW Government has made clear its determination to tackle the growing problem of anti-social behaviour and alcohol-related violence in our community. The Government has introduced a comprehensive package of initiatives to help address this issue, including amendments to the alcohol-free zone provisions in the *Local Government Act 1993* to give Police and local council enforcement officers more power to enforce alcohol-free zones.

These Ministerial Guidelines have been prepared under section 646(1) of the Local Government Act. The Guidelines take effect on 5 February 2009 replacing the previous Guidelines issued in 1995.

The principal object of an alcohol-free zone is to prevent disorderly behaviour caused by the consumption of alcohol in public areas in order to improve public safety.

Alcohol-free zones are most effective if they form part of a larger program in which the local community is actively involved directed at irresponsible alcohol consumption. Used in isolation they may only move the problem from one place to another.

The Guidelines provide councils with detailed procedures to be followed when considering the establishment of alcohol-free zones. The guidelines include details on the application process, consultation and operational requirements, as well as guidance on enforcing alcohol-free zones. Councils are encouraged to establish a good working relationship with their Police local area command to enhance the effectiveness of alcohol-free zones.

There is evidence that when alcohol-free zones are established in appropriate areas and operated with the required level of resources to promote and enforce the zones, they are an effective tool in assisting Police and councils manage public safety.

I encourage all councils to consider the appropriate use of alcohol-free zones to manage alcohol related anti-social behaviour in their community.



The Hon. Barbara Perry, MP
Minister for Local Government
5 February 2009

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INTRODUCTION

The object of alcohol-free zones is an early intervention measure to prevent the escalation of irresponsible street drinking to incidents involving serious crime.

The drinking of alcohol is prohibited in an alcohol-free zone that has been established by a council. Public places that are public roads, footpaths or public carparks may be included in a zone. Alcohol-free zones promote the use of these roads, footpaths and carparks in safety and without interference from irresponsible street drinkers.

Any person living or working within an area, the local police or a local community group may ask a council to establish an alcohol-free zone or a council itself may decide to do so. A proposal to establish an alcohol-free zone must in all cases be supported by evidence that the public's use of those roads, footpaths or public carparks has been compromised by street drinkers. For example, there could be instances of malicious damage to property, littering, offensive behaviour or other crimes.

The council must undertake a consultation process to decide if an alcohol-free zone is appropriate. Once established by council resolution, the roads, footpaths and public carparks within the zone must be signposted and notice of the zone must appear in the local press. The maximum duration of an alcohol-free zone is four years, although it may be re-established at the conclusion of the original period, following a review by council of its continuing applicability. Alcohol-free zones may also be established for special events only.

Alcohol-free zones are enforced by the police or by council enforcement officers where the Commissioner of Police gives written authorisation. Any person observed to be drinking in an alcohol-free zone may have the alcohol in their possession immediately seized and tipped out or otherwise disposed of.

Alcohol-free zones are most effective if they are part of a larger program directed at irresponsible alcohol consumption in which the local community is actively involved. Used in isolation they may only move the problem from one place to another.

These Ministerial Guidelines provide local councils with detailed procedures which must be followed in the establishment of an alcohol-free zone. They supplement the relevant provisions of the *Local Government Act 1993*.

Each of the paragraphs of these Guidelines are accompanied by the relevant section reference in the Act. As set out in section 646 of the Local Government Act, the Ministerial Guidelines must be used by councils when establishing an alcohol-free zone.

The Commissioner of Police may separately issue directions relating to the enforcement of alcohol-free zones.

GUIDELINES FOR COUNCILS

VALID ESTABLISHMENT OF AN ALCOHOL-FREE ZONE

sections 644, 644A, 644B, 644C and 646

To validly establish an alcohol-free zone a council must comply with the procedures in sections 644 to 644C of the Local Government Act as well as those set out in these Guidelines.

The Act identifies that alcohol-free zones can be established in those areas which have identified problems with regard to street drinking.

APPLICATION FOR AN ALCOHOL-FREE ZONE

section 644 (1) and (2)

One or more of the following people may make application to a local council to establish an alcohol-free zone:

- a person who is a representative of a community group active in the area,
- a police officer, or
- a person who lives or works in the area.

An application to the relevant council is to be made in the form set out at Appendix 1 to these Guidelines. A council may adapt the form, provided the same information is required as a minimum. Councils may consider making the application form available on their website.

An application fee is not appropriate.

If council receives more than one application referring to the same roads, footpaths or public carparks, they may be joined in a single alcohol-free zone proposal.

PROPOSAL FOR THE ESTABLISHMENT OF AN ALCOHOL-FREE ZONE

section 644

A council may prepare a proposal for the establishment of an alcohol-free zone. In this case, receipt of an application is not necessary as the council itself is initiating action for a zone.

A proposal must be prepared in respect of every proposed alcohol-free zone.

An alcohol-free zone is a means by which a council may limit the locations within its area where the consumption of alcohol is permitted. Because it will impose restrictions on the personal freedom of citizens, a proposal to establish a zone must adequately address the following matters:

1 Reasons to Support an Alcohol-Free Zone

The irresponsible consumption of alcohol on roads and footpaths and in public carparks can compromise their safe use by members of the public without interference. Each individual zoning is to be considered according to its particular circumstances.

Reasons for supporting alcohol-free zones must be included and must reflect the fact that irresponsible behaviour arising from the consumption of alcohol is occurring on those roads and footpaths and in those public carparks included in the proposal. This could involve instances of obstruction, littering, the actual commission of, or police intervention to avoid the commission of, more serious offences under the *Law Enforcement (Powers and Responsibilities) Act 2002*, *Summary Offences Act 1988* or the *Crimes Act 1900*, such as malicious damage, etc.

It is not appropriate to consider an alcohol-free zone for reasons that are unrelated to the irresponsible behaviour of drinkers, for example, the congregation of drinkers where irresponsible behaviour does not occur, general conduciveness to business or tourist activities or the personal beliefs of particular citizens.

2 Location of an Alcohol-Free Zone

An alcohol-free zone may only be established to include a public road, footpath or a public place that is a carpark (ie carparks on public land or Crown land). Private carparks (being on private land and not under the control of the council) may not be included.

Generally, an alcohol-free zone should be as small as is possible and must only extend to areas which can be supported by reasons as set out in point 1 above. However, larger alcohol-free zones, sometimes known as 'whole-town' alcohol-free zones may be effective in some rural and remote towns where they are supported generally by all stakeholder groups in that community. There are legal issues that need to be considered by councils when such 'whole-town' zones are proposed, as some relevant areas of a town will not be public roads, footpaths or public carparks.

Large alcohol-free zones need to be established in a way which is complementary with public places signposted under section 632 of the *Local Government Act 1993*. It is not usually appropriate to establish an entire local government area, or a substantial part of that area, as an alcohol-free zone. Similarly, it would usually be inappropriate to zone the greater part of a town, suburb or urban area as alcohol-free.

Alcohol-free zones should primarily be located adjacent to outlets supplying alcohol where drinkers congregate. In the absence of such an outlet a zoning should be considered only in exceptional circumstances. For example, a known hot spot for inappropriate street drinking may be in a public carpark adjacent to a beach or public reserve, but which is many kilometres from an outlet supplying alcohol.

Alcohol-free zones and alfresco dining

In some circumstances an alcohol-free zone may be proposed for an area that includes footpath alfresco dining areas for cafés and restaurants which fall within the zone. When a council issues a licence for the use of public footpaths for such dining use in an alcohol-free zone, it must impose conditions on the licensee (eg restaurant operator) about the requirements of the zone, including clear delineation and control of the licensed area from the alcohol-free zone.

3 Duration of an Alcohol-Free Zone

An alcohol-free zone may be established for a maximum period of four years. Once established, it applies twenty-four hours per day.

Where a problem with irresponsible street drinking exists only in relation to a special event within the local area, an alcohol-free zone may be established only for that special event. A "special event" is not defined in the Local Government Act. It could be applied to any event that is of significance to the local area, for example, a local show day, a cultural event such as Tamworth's Country Music Festival, or a particular time of year such as New Year's Eve celebrations. It is for the relevant council to decide what is a "special event" for the purposes of establishing an alcohol-free zone.

An alcohol-free zone declared for a special event also has a maximum duration of four consecutive years. The proposal and related signage needs to define the special event that the alcohol-free zone relates to.

The duration of an alcohol-free zone established prior to 3 December 2008 is not extended.

4 Consultation with the Police

In preparing a proposal to establish an alcohol-free zone a council must consult with the relevant Police Local Area Commander about the appropriate number and location of alcohol-free zones.

COUNCIL CONSULTATION WITH INTERESTED PARTIES**section 644A**

After preparing a proposal to establish an alcohol-free zone a council is required to undertake a public consultation process. The process under the Act involves all of the following:

1. Publish a notice of the proposal in a newspaper circulating in the area of the proposed alcohol-free zone, allow inspection of the proposal and invite representations or objections within 30 days from the date of publication. The notice should state the exact location of the proposed alcohol-free zone, and the place and time at which the proposal may be inspected.

2. Send a copy of the proposal to:
- a) the Police Local Area Commander and the officer in charge of the police station within or nearest to the proposed zone,
 - b) liquor licensees and secretaries of registered clubs whose premises border on, or adjoin or are adjacent to, the proposed zone,

and invite representations or objections within 30 days from the date of sending the copy of the proposal, AND

3. Send a copy of the proposal to the NSW Anti-Discrimination Board, if the local area is listed in Appendix 2 to these Guidelines, and invite representations or objections within 30 days from the date of sending the copy of the proposal. Other councils have the option of advising the Board if they wish to seek the Board's views on the proposed alcohol-free zone.

In addition to these statutory requirements there are other consultative avenues that may enhance the effectiveness of any alcohol-free zone that is subsequently established. Accordingly, a council is also required to:

4. Send a copy of the proposal to any known organisation representing or able to speak on behalf of an identifiable Aboriginal or culturally and linguistically diverse group within the local area and invite representations or objections within 30 days from the date of sending the copy of the proposal.

A council is to give proper consideration to any representations, submissions or objections received and as a result may amend or withdraw a proposal to establish an alcohol-free zone. However, any amendment that extends the location of the proposed alcohol-free zone must be supported by reasons (as outlined above).

COUNCIL RESOLUTION TO ESTABLISH AN ALCOHOL-FREE ZONE

section 644B (1) and (2)

After complying with the procedures a council may, by resolution, adopt a proposal to establish an alcohol-free zone. The resolution itself will establish the zone.

After resolution, a council's usual administrative processes would apply in informing interested parties including any applicant, the Anti-Discrimination Board (if applicable), the relevant police Local Area Commander and officer in charge of the local police station (if different), affected liquor licensees and club secretaries and other organisations advised of the original proposal.

OPERATION OF AN ALCOHOL-FREE ZONE

section 644B (3) and (4)

A council must publicly advise the establishment of an alcohol-free zone by notice published in a newspaper circulating in the area that includes the zone.

An alcohol-free zone will not operate until 7 days after publication of the notice AND until the roads, footpaths and public carparks affected are adequately signposted.

Signage for Alcohol-Free Zones

A council is required to consult with the police regarding the placement of signs.

As a minimum, signs are to be placed at the outer limits of the zone, at the site of specific trouble spots (as indicated by the police) and at other suitable intervals within the zone.

Signs designating an alcohol-free zone must indicate that the drinking of alcohol is prohibited in the zone. Signs should note that alcohol may be seized and disposed of if alcohol is being consumed in the zone. Starting and finishing dates for the operation of the zone should also be included.

It is recommended that signs use consistent, easily recognisable symbols and include a map of the area defining the location of the zone. Some councils may choose to complement erected notices with spray-painted no-alcohol symbols on the footpaths.

Graphic representation on signs is an option. However, Standards Australia does not have an internationally recognised symbol for alcohol and considers that depiction of a bottle, glass AND can would be ideal to avoid confusion. The International Organisation for Standardisation (ISO) provides advice on methods that can be used to create different types of prohibition signs (ISO 7010-2003 *Safety Signs used in Workplaces and Public Areas*). This can be read with ISO 3864.3-2006 (*Design Principles for Graphical Symbols for use in Safety Signs*) which is used to ensure symbols and signs have the intended meaning and can be comprehended by persons as they enter the area the sign applies to. The Standard provides sizing requirements and font sizes for letters used in symbols.

Councils are encouraged to utilise symbols on their signage which don't rely on high levels of literacy.

The local Aboriginal community may be engaged to design signs which are also appropriate for their community.

The content of the sign below is considered a minimum standard.



** Insert appropriate directional arrow or map*

On such signs the dates may be inserted in a manner that allows re-use of the sign, provided the dates cannot be removed during the period of operation.

Signs are to be removed as soon as practicable, but no longer than 30 days, after the end date of an alcohol-free zone.

SUSPENSION OR CANCELLATION OF AN ALCOHOL-FREE ZONE

section 645

The power to suspend or cancel an alcohol-free zone during its period of operation is provided so that a council may respond to more immediate situations that arise within the area of the zone.

A council must pass a valid resolution to suspend or cancel a particular alcohol-free zone. Such action may be taken as a result of a request received from any person or body, or at a council's own initiative.

Liaison with the local police, before and after the council resolution, is essential to ensure that both groups are informed and action is coordinated. Additionally, a council may undertake any other consultation that it considers necessary.

A council must publish notice of a suspension or cancellation as required under section 645 (1) and (3). In the case of cancellation of an alcohol-free zone the signs should be removed immediately.

A council is not limited in the reasons for which it may suspend or cancel an alcohol-free zone. A suspension would not usually be appropriate for any period longer than one month, and generally would be of a much shorter duration eg. to accommodate a specific community event. Alcohol-free zone signage should be removed for the duration of any suspension of the zone.

The four year operation of an alcohol-free zone is not extended by any suspension occurring within that period.

RE-ESTABLISHMENT OF AN ALCOHOL-FREE ZONE

section 644B(4)

An alcohol-free zone is essentially a short-term control measure and in many instances a zone will achieve the desired objectives within its operational period.

There is no general provision for an alcohol-free zone to be extended. However, the roads, footpaths or public carparks comprising a zone may be included in another alcohol-free zone of the same or different configuration, immediately following the cessation of the existing zone or at any future time.

All the requirements for the valid establishment of a zone apply whether or not any of the roads, footpaths or carparks concerned have previously been zoned as alcohol-free.

Where a proposal for an alcohol-free zone includes roads, footpaths or public carparks that have previously been zoned as alcohol-free, a council is to have regard to that previous zoning.

The evaluation criteria that councils use when considering the re-establishment of an alcohol free zone should include the following:

- what were the factors which originally supported a zoning in that area?
- how successful was the previous alcohol-free zone in achieving a reduction in unacceptable street drinking?
- what do police statistics indicate about the value of re-establishing an alcohol-free zone in that area?
- what other measures may need to be considered (eg a community education program) if unacceptable street drinking is still of concern in that area?
- has the community's perceptions of safety improved?

The re-establishment procedure provides a council with the opportunity to focus again on any community problems associated with irresponsible alcohol consumption and the range of strategies that may be implemented to address these problems.

RECORDING OF ALCOHOL-FREE ZONES

The maintenance of appropriate records is essential for established alcohol-free zones. As a minimum, records need to be kept in sufficient detail:

- to document that all the steps for valid establishment have been undertaken
- to provide for removal of signs at the conclusion of the zone's operation
- to identify suspensions or cancellations of alcohol-free zones
- to avoid overlap in the establishment of alcohol-free zones
- to provide a reference base where re-establishment of an alcohol-free zone is sought.

ENFORCEMENT OF ALCOHOL-FREE ZONES

sections 642 and 648

Alcohol-free zones may be enforced by any officer of the NSW Police Force or an enforcement officer. An enforcement officer means an employee of a council authorised in writing by the Commissioner of Police to be an enforcement officer for the purpose of section 642 of the Local Government Act.

The legislation applies to all persons, including minors.

The power to seize and tip out or otherwise dispose of alcohol without the need to issue a warning applies within an alcohol-free zone.

Where a council has authorised enforcement officers, the council will be required to adopt a procedure regarding the disposal of any alcohol that is seized.

A Police officer or authorised council enforcement officer may use their discretion to issue a warning to a person who is drinking in an alcohol free zone, for example, where the person may be unaware of the zone.

It should also be noted that in circumstances where a person does not co-operate with a Police officer or authorised council enforcement officer, they can be charged with obstruction under section 660 of the Local Government Act which carries a maximum penalty of \$2,200.

The Commissioner of Police has the power to authorise council officers to enforce alcohol-free zones. The Commissioner may delegate his or her authority to Police Local Area Commanders. Where councils identify benefits to their communities for their officers to enforce alcohol free zones, the general manager will need to liaise with the Local Area Commander to ensure that council officers are suitable for this enforcement role.

Only authorised employees of a council and not contractors, who may be otherwise engaged by a council to provide regulatory services, may be authorised for this purpose.

Councils are responsible for ensuring that their authorised enforcement officers have appropriate identification to support this enforcement role.

Councils with authorised council enforcement officers need to establish a system to record the number of occasions that these officers enforce the Alcohol-Free Zone legislation in their area. This should include monitoring the number of authorised council enforcement officers and how often alcohol is tipped out or otherwise disposed of. Councils may from time to time be required to report this data to the Department of Local Government to inform the evaluation of the usage of the Alcohol-Free Zone powers by councils.

It is important that the Police Local Area Commander and the officer-in-charge of the local police station (if different) are involved in the establishment procedure so that the zone operates and is enforced most effectively.

ALCOHOL-FREE ZONES AND COMMUNITY EDUCATION

As well as the requirement to publish information in the local media about the establishment of an alcohol-free zone, the community will be better educated about the intent of the alcohol-free zone if a community education campaign is run in line with the establishment of the zone.

Councils may wish to engage their local Community Drug Action Team or Drug and Alcohol Service within their Area Health Service so that responsible drinking messages can be promoted within the community to coincide with the establishment of the alcohol-free zone.

Posters and other information about the consequences of irresponsible street drinking may be displayed in local licensed premises and bottle shops. Collaboration between council, the police and stakeholders including liquor licensees may be assisted through a local Liquor Accord. Further information on Liquor Accords is available on the Office of Liquor, Gaming and Racing website at www.olgr.nsw.gov.au.

CONTACTS

Department of Local Government

Level 1, 5 O'Keefe Avenue
(Locked Bag 3015)
Nowra, 2541

Telephone: (02) 4428 4100

Website: www.dlg.nsw.gov.au

Anti-Discrimination Board

Level 4, 175 Castlereagh Street,
Sydney
(PO Box A2122, Sydney South, 1235)

Telephone:

General Enquiry Service & Employers Advisory Service (02) 9268 5544
For rural and regional New South Wales only 1800 670 812

Website: www.lawlink.nsw.gov.au/adb

NSW Police Service

1 Charles Street
(Locked Bag 5102)
Parramatta, 2150

Telephone: 1800 622 571

Website: www.police.nsw.gov.au

Appendix 1

APPLICATION FOR ALCOHOL-FREE ZONE

(Local Government Act 1993, section 644)

To(Name of Council)

1 I (Full Name)

2 of (Address) (Telephone No.)

3 Being (tick appropriate box):

- (a) a representative of (Name of Community Group in area)
(b) a police officer stationed at
(c) a person living in the area
(d) a person working in the area at (work address)

apply to the Council to establish an alcohol-free zone.

4 Roads or parts of roads ('roads' includes 'footpaths') and/ or public carparks to be included in the alcohol-free zone:

.....
.....
.....
.....
(Specify exactly by referring to street numbers or other landmarks)

5 Reasons for requesting the alcohol-free zone:

.....
.....
.....
.....

(Give details of obstruction, littering, personal injury, property damage, police intervention, etc. that have occurred on those roads or in those carparks)

Signed.....

Date.....

Documents supporting the information on this form may be attached.

Appendix 2

**COUNCILS WHICH MUST CONSULT WITH
THE ANTI-DISCRIMINATION BOARD**

Sixteen councils are required to consult with the NSW Anti-Discrimination Board in their establishment of an alcohol-free zone to provide a measure of protection against the possibility of a discriminatory impact upon certain groups in the community. These councils are:

Blacktown
Bourke
Campbelltown
Dubbo
Kempsey
Lake Macquarie
Liverpool
Moree Plains
Newcastle
Penrith
Randwick
Shoalhaven
South Sydney
Tamworth
Walgett
Wollongong

ORDINARY MEETING OF THE COUNCIL

September 21, 2023

ITEM 11

BROKEN HILL CITY COUNCIL REPORT NO. 191/23

SUBJECT: MINUTES OF THE BROKEN HILL HERITAGE COMMITTEE HELD
29 AUGUST 2023 D23/51443

Recommendation

1. That Broken Hill City Council Report No. 191/23 dated September 21, 2023, be received.
2. That minutes of the Broken Hill Heritage Committee Meeting held 29 August 2023 be received.

Executive Summary:

Council has received minutes of the Broken Hill Heritage Committee Meeting held 29 August 2023 for endorsement by Council.

Report:

As per Council’s Section 355 Advisory Committee Framework Manual and the Constitution of the Broken Hill Heritage Committee, the Committee is required to provide Council with a copy of their meeting minutes following each Committee meeting.

Accordingly, the Broken Hill Heritage Committee has submitted minutes from its Meeting held 29 August 2023 for Council’s endorsement.

Community Engagement:

Community representatives participate in the Broken Hill Heritage Committee.

Strategic Direction:

Key Direction:	4	Our Leadership
Objective:	4.1	Openness and transparency in decision making
Strategy:	4.1.5	Support the organisation to operate its legal framework

Relevant Legislation:

Section 355 of the Local Government Act 1993.

Financial Implications:

Nil

Attachments

1. [↓](#) Heritage Committee minutes from meeting held 29 August 2023

JAY NANKIVELL
GENERAL MANAGER

MINUTES

TUESDAY 27 JUNE 2023

Present:

Councillor Darria Turley (Chairperson) (via audio), Councillor Marion Browne, Simon Molesworth (via Teams), Tracey Stephens, Rachel Merton, General Manager Jay Nankivell, Razija Numan.

Apologies: Jen Thompson, Gigi Barbe, Christine Adams, Gary Cook, Liz Vines.

Meeting Commenced: 5:05pm

Acknowledgement of Country

Matters arising – Heritage committee agenda

1	1919 NSW Railway Station Restoration Proposal	<p>Ongoing.</p> <p>Recommendation from Committee required to Council meeting for consideration of matter by Council (requiring funding, preparation of precinct plan etc).</p> <p>Simon Molesworth spoke to the matter in noting that rather than seeking funding just for the Railway station building itself, that the reasoning behind having a precinct type plan should be consideration to the whole precinct. Greater chance to obtain funding, if Council goes for the bigger picture.</p> <p>Moved Councillor Browne Seconded Simon Molesworth</p>
2	Repository for Demolition materials	<p>Jay advised that Council will wait to implement a temporary location once the new Manager Waste and Sustainability commences employment. The matter has been included into Council's new Waste and Sustainability Strategy. The new Manager will likely be starting in approximately 4 weeks time.</p> <p>Simon is happy to give input into what type of materials etc should be collected.</p>
3	Mining heritage	<p>Update provided – staff.</p> <p>Committee in April meeting had requested an update from Foundation BH about what involvement or discussions they have had about end of mining life.</p> <p>Staff had sought an update.</p> <p>Jay advised that Foundation BH have provided the following update:</p> <p>Foundation BH have held initial discussions with Perilya regarding the Perilya Eastern Precinct, with the intention of</p>

		Heritage Committee minutes from meeting held 29 August 2023
		<p>Foundation Broken Hill looking at options (for heritage, tourism, and community purposes).</p> <p>It is only in the very early stages, with the initial discussions focused around identifying the pathway needed to satisfy regulators such as crown lands, resources regulator, Council etc. Further consultation with relevant parties then can occur.</p> <p>Jay further advised that Council has written to CBH Resources advising that it supports their intent to give consideration to heritage in their Rehabilitation plans.</p> <p>Once matters have settled at Perilya with their staff restructure then Council and Crown lands can be contacted to discuss as a combined response to the matter. Both mining companies understand their responsibility in involving council.</p> <p>Simon – important that all authorities and companies understand their responsibilities to work together. Critical that early discussions are in place. Forward planning inherent.</p> <p>Councillor Turley commented that Liz Vines needs to be involved in ongoing discussions. Concerned that time is getting away.</p>
4	Museum Advisor	<p>Update from Jay – The Museum Advisor has been invited to present to the Committee. It is suggested on perhaps a quarterly basis.</p> <p>Director Corporate will organise the request to the Advisor.</p>
5	Miners' Memorial Day 8 October 2023	<p>Ongoing.</p> <p>Councillor Browne noted for interest that Mount Isa are to host the Australian Mining City Alliance (of which Broken Hill is a member), and that they are holding their Miners Memorial Day at same time. Cr Browne noted how potentially some ideas can be brought back on how they run their day, for our future events.</p>
6	140th Broken Hill birthday 5 September 2023	<p>Rachel Merton spoke to the Event Proposal Plan which has been prepared for the celebration.</p> <p>Target audience will be local, especially families. Date selected is the actual day of the birthday celebration (5 September).</p> <p>Majority of event will be in evening (5pm – 9pm).</p> <p>Key points of interest: Drawcard activation – Laser light show. Fireworks can not be let off from Sturt Park. The laser light show will something a little different. The laser light show would highlight the Line of Lode.</p> <p>CBD shopfront competition – 1 September to 8 October.</p>

		<p>Heritage Committee minutes from meeting held 29 August 2023</p> <p>Music – Kapooka Army Band and Australiana Band from Adelaide.</p> <p>Awaiting on confirmation of availability from Kapooka Army Band (confirmation should be made within next 2 weeks).</p> <p>Food/dining – multicultural. Highlight the different cultures which helped build BH.</p> <p>Horse and cart rides – Councillor Browne suggested contact could be made with Ray Johnstone as he possibly has a buggy/cart that may be able to do horse and cart rides. Rachel Merton will follow up and make contact.</p> <p>Heritage passport – would be launched at the event.</p> <p>Councillor Browne suggested possibly consider a badge machine (additional to the passport). Was popular at GlamFest. Rachel will follow up, and all agreed it could be done at the Park.</p> <p>Cemetery tour is a popular tour. Could capitalise on the success of the Heritage Festival cemetery tours during the October long weekend and school holiday period. Dependent on Christine’s availability as to when the tours could occur.</p> <p>Councillor Browne requested whether Barrier Truth could print one of their special anniversary type editions. Rachel will follow up.</p> <p>At the Heritage Committee Workshop conducted on 2 February 2023, it was decided that the committee conduct a review of the Heritage Awards. A recommendation from the workshop was for the awards to be presented at the 140th Anniversary celebration.</p> <p>Councillor Turley and the committee decided to postpone further discussion on the Heritage Awards until July 2023 meeting, due to limited number of attendees at this meeting.</p> <p>Event Proposal Plan supported by the Committee, with no adjustments recommended.</p> <p>Copy of Event Proposal Plan attached to these minutes.</p>

Further business:

ICOMOS tour-

Council’s Heritage Advisor has been informed by ICOMOS that the proposed pre-conference tour (September 2023) has been cancelled, due to insufficient numbers. The conference organisers thanked the Advisor and Council for their efforts in organising the tour.

Rachel advised that Council has been informed that the Regional Council of Goyder is going to hold a wheelbarrow push event. Terowie to Burra (overnight) – 1st October 2023. Looking at whether a 6 person team from Broken Hill would like to participate.

Councillor Turley noted that Goyder Council would like in the future to initiate the Burra to Broken Hill wheelbarrow race again. (was a popular event held many years ago, particularly during the 1980's).

Meeting closed: 5:55pm

Next Meeting: Tuesday 25 July 2023 at 5pm, Ground floor meeting room, Council Administration Building.

ORDINARY MEETING OF THE COUNCIL

September 14, 2023

ITEM 12**BROKEN HILL CITY COUNCIL REPORT NO. 192/23**

SUBJECT: MINUTES OF THE LOCAL TRAFFIC COMMITTEE - MEETING
NO.439, HELD ON TUESDAY, 5 SEPTEMBER 2023 D23/50158

Recommendation

1. That Broken Hill City Council Report No. 192/23 dated September 14, 2023, be received.
2. That the minutes of the Local Traffic Committee – Meeting No. 439, held on Tuesday, 5 September 2023 be endorsed.
3. That Item No. 439.8.1 recommendation be endorsed:
 - That a response be provided advising Uber services are permitted to park in 'Loading Zones' and 'No Parking' areas for the purpose to drop off and pick up passengers, loading or unloading items, for less than two minutes, with the driver remaining within 3 meters of the vehicle.
4. That Item No. 439.8.2 recommendation be endorsed:
 - That Council develop a concept plan for the three angle parking spaces, located between the two driveways for Hungry Jacks on Argent Street, to be changed to two parallel parking spaces.
5. That Item No. 439.8.3 recommendation be endorsed:
 - That Council place Variable Message Signs (VMS) boards on Horsington Drive during the period for the Mundi Mundi Bash in 2024.

Executive Summary:

Under Guidelines published in March 2009 by the Roads and Traffic Authority (now known as Transport for NSW), entitled 'A guide to the delegation to councils for the regulation of traffic states':

'The Local Traffic Committee (LTC) has no decision-making powers and is primarily a technical review committee. It only advises the Council on matters for which the Council has delegated authority, being certain prescribed traffic control devices and traffic control facilities.

The Council must refer all traffic related matters to the LTC prior to exercising its delegated functions. Matters related to State Roads or functions that have not been delegated to the elected Council must be referred directly to Transport for NSW or relevant organisation. Such matters must not be referred to the LTC.

Council is not bound by the advice given by its LTC. However, if Council does wish to act contrary to the unanimous advice of the LTC or when the advice is not unanimous, it must notify Transport for NSW and the NSW Police and wait 14 days before proceeding.'

Report:

This report is to provide Council with the minutes and action list of the Local Traffic Committee meeting, held on Tuesday, 5 September 2023 which details recommendations to Council for consideration of endorsement.

Strategic Direction:

Key Direction:	4.	Our Leadership
Objective:	4.1	Openness and transparency in decision making
Strategy:	4.1.1	Support the organisation to operate its legal framework

Relevant Legislation:

- *Road Transport (Safety and Traffic Management) Regulation 1999*, and
- Road Rules 2008
- A guide to the delegation to councils for the regulation of traffic (guidelines)

Financial Implications:

Financial implications for any of the recommendations to Council will be detailed in the LTC minutes, if relevant.

Attachments

1. Minutes of the Local Traffic Committee - Meeting No. 439, held on Tuesday, 5 September 2023



CODIE HOWARD
DIRECTOR INFRASTRUCTURE AND ENVIRONMENT

JAY NANKIVELL
GENERAL MANAGER

LOCAL TRAFFIC COMMITTEE

MINUTES OF MEETING No.439

Meeting held on Tuesday, 5 September 2023

Meeting commenced at 2pm

Location: Second Floor Meeting Room, Council Administrative Centre

439.1 Acknowledgment of Country

Council's Director Infrastructure & Environment, Codie Howard chaired the meeting and welcomed all representatives present and recited the 'Acknowledgment of Country.'

"We pay respect to the Traditional Owners of the Broken Hill region, the Wilyakali People, on whose land we live and work upon. We acknowledge, pay respect, and celebrate the ongoing cultural traditions and contributions to Broken Hill and the surrounding region by Aboriginal people. We acknowledge their Elders past, present, and emerging."

439.2 Present

Codie Howard	Director Infrastructure & Environment (Council)
Jenene House	Associate Community and Safety Partner – Far West Precinct, Transport for NSW (TfNSW)
Faisal Salah	Projects Engineer (Council Observer)
Tanya Ralph	Administrative Officer (Council - Minute Taker)

439.3 Apologies

Peter Beven	Local Member Delegated Representative
Chris Wallace	Acting Inspector, NSW Police
Barry Walker	Compliance Officer (Council Observer)
David Vant	Road Safety and Traffic Management, Transport for NSW (TfNSW)
Councillor Marion Browne	Councillor Delegate (Observer)

439.4 Absent - NIL

439.5 Disclosure of Interest – NIL

439.6 Adoption of Previous Minutes

Amendment of Minutes – Meeting No. 438:

Item No. 432.7.1 - Cummins and Zebina Streets, Page 18:

Updated traffic counter data to be forwarded to **Transport for NSW representative** to review for this matter to be discussed at the September meeting.

The above should reflect:

*Updated traffic counter data to be forwarded to the **Local Traffic Committee members** to review for this matter to be discussed at the September meeting.*

Item No. 437.10.3 - Town Square Credit Union Parking Area – Concept Plan, Page 31:

Transport for NSW Representatives reviewed the concept design of the car park area adjacent to the Credit Union as a part of the Town Square redevelopment project.

The above should reflect:

Transport for NSW Representatives reviewed the concept design of the car park area adjacent to the Credit Union as a part of the Town Square redevelopment project.

Detailed plans should be forwarded when prepared for review by Local Traffic Committee.

Minutes approved as amended.

The minutes from the previous meeting held on **Tuesday, 10 August 2023** were confirmed and approved.

All in favour

Moved: Jenene House

Seconded: Codie Howard

439.7 Council Resolutions

The Committee Recommendations over the page were adopted by Council at its meeting held on **Wednesday, 30 August 2023.**

ITEM 17 - BROKEN HILL CITY COUNCIL REPORT NO. 166/23 - DATED AUGUST 11, 2023 - MINUTES OF THE LOCAL TRAFFIC COMMITTEE - MEETING NO.438, HELD ON THURSDAY, 10 AUGUST 2023 D23/42833

RESOLUTION

Resolved

Minute No. 47305

Councillor M Browne
moved)

Councillor D Turley
seconded)

1. That Broken Hill City Council Report No. 166/23 dated August 11, 2023, be received.
2. That the minutes of the Local Traffic Committee – Meeting No.438, held on Thursday, 10 August 2023 be endorsed.
3. That Item No. 427.6.1 recommendations be endorsed:
 - That the Local Traffic Committee supports relocation of the 'Bus Stop' on Blende Street, adjacent to the Con Crowley Retirement Village.
4. That Item No. 427.9.1 recommendation be endorsed:
 - That Council continues to liaise with KFC Management regarding traffic matters and that no further action be required by the Local Traffic Committee.

5. That Item No. 436.8.1 recommendation be endorsed:
- That Council's Community Safety Officer-Ranger's continue to monitor the 15-minute timed parking, adjacent to Aruma Lodge – Southern Cross Care.
6. That Item No. 437.8.2 recommendation be endorsed:
- That the Local Traffic Committee endorse the Traffic Control/Management Plans provided for the Broken Heel Festival in principle, dependent on supply of additional details to be included on the Traffic Control/Management Plans.
7. That Item No. 438.8.1 recommendations be endorsed:
- That the Local Traffic Committee supports the request from Damascus College, Ballarat Victoria's Sustainable Race Team to access Broken Hill's local roads for the fundraiser in principle, dependent on Transport for NSW comments following review.

CARRIED UNANIMOUSLY

439.8 Correspondence In

Item No.	EDRMS No.	Details
439.8.1	D23/43773	Request for designated parking for Uber Services at Regional Airport
439.8.2	D23/31108	Request to remove the three angle parking spaces on Argent Street, adjacent to Hungry Jacks
439.8.3	D23/46545	Vehicles speeding on Horsington Drive, heading to Silvertown from Albert Morris Avenue, prior to reaching the 90 km signs, during the Mundi Mundi Bash
439.8.4	D23/46582	Resident Response – Speeding motorist in Patton Lane
434.11.5	N/A	Local Traffic Committee to readdress temporary Accessible parking at voting facilities for the next election
439.8.5	D23/46869	Matter Referred by Councillors at the August Council meeting – Request for disability signage for parking space adjacent the Theatre Royal Hotel
439.8.6	D23/46869	Matters referred to Traffic Committee at August Council meeting – Request to change Crystal Lane, between Sulphide and Bromide Streets, to one way to stop congestion in the lane and replace the faded 'Loading Zone' and 'No Stopping' signs

439.9 Correspondence Out

Item No.	EDRMS No.	Details
436.8.1	D23/43811	Committee Response – Request to modify parking arrangements on Beryl Street, adjacent Aruma Lodge – Southern Cross Care
437.8.1	D23/46607	Committee Response - Request for disability parking spaces in the vicinity of Camille's Salon in Oxide Street

439.10 General Business

Item No.	EDRMS No.	
439.10.1	D23/47493	Request for 'Loading Zone' on Crystal Street for delivery trucks, adjacent to the Old Saltbush Restaurant, 1 Oxide Street.
		<p>Council's Director Infrastructure & Environment advised he will contact the owner of the Old Saltbush Restaurant for clarification of the request.</p> <p>An inspection of the area will be completed by Council and the findings will be discussed at the October meeting.</p>
Item No.	EDRMS No.	
439.10.2	D23/49746	Request for the access road to be serviced before the Mundi Mundi Bash 2024.
		<p>Police Representative, Chris Wallace requested this matter be discussed at the meeting. The Mundi Mundi Bash organiser, Greg Donovan, wants to know who owns and services the unsealed access road from Silverton Road to the Mundi Mundi Bash venue.</p> <p>Council's Director Infrastructure & Environment advised the access road is outside of Council's authority. Associate Community and Safety Partner, Transport for NSW, Jenene House mentioned Transport for NSW, David Vant has regular meetings with the organisers of the Mundi Mundi Bash and he will provide them this information.</p>
Item No.	EDRMS No.	
439.10.3	N/A	Request for 'No Parking' signs in a section of Mica Lane, adjacent to the Broken Hill Public School to allow access to the rear of the property at 97 Marks Street.
		<p>The resident at 97 Marks Street advised Council the access to rear of his property is interrupted by the line marking completed on the school side of Mica Lane.</p> <p>Council's Director Infrastructure & Environment advised this matter will be carried over to the next meeting, to allow time to inspect the area of concern for action to be taken by Council.</p>
Item No.	EDRMS No.	
431.6.1	D23/47772	Trucks parking and blocking the driveway access at 554 Argent Street
		<p>Council's Director Infrastructure & Environment advised the driveway area, adjacent to the property at 554 Argent Street, will be hatched to help deter trucks from parking and blocking the driveway.</p> <p>The work will be included on the schedule to be completed in the round of line making.</p> <p>There is no further action required by the Local Traffic Committee.</p>

439.11 Transport for NSW – School Safety

Associate Community and Safety Partner, Transport for NSW, Jenene House advised there is no update available for this meeting and suggested this agenda item be moved to general business. Matters raised by Transport for NSW that involve a traffic matter will be raised for LTC to address.

439.12 Action Item List

Date	Item Details
February 2022	Cummins and Zebina Streets – Complaint regarding traffic
Item No.	432.7.1
EDRMS No.	D23/2233
CRM No.	N/A
Responsible Officer	Director Infrastructure & Environment
Current Status	Complete
Date	Committee Recommendation/s
June 2023	<i>That Council trim the trees on the nature strip adjacent to the property at 341 Zebina Street. The trees are obstructing the line of sight for the residents when reversing from the property.</i>
February 2023	<ul style="list-style-type: none"> • <i>That traffic counters to be placed across Zebina Street prior to the Zebina and Cummins Street intersection, to capture the speed of motorist at the crest of the hill.</i> • <i>That the data collected from the traffic counters sent to the NSW Police, to assist in investigating the complaint and observing the area.</i> • <i>That a Council Officer consult with residents in the area to identify any concerns/issues.</i>
Action Date	Running Actions
September 2023	Council's Director Infrastructure & Environment advised the committee that trees have been trimmed and lifted and the Police have been undertaking additional patrols of the area. There is no further action required by the Local Traffic Committee.
August 2023	Updated traffic counter data to be forwarded to Transport for NSW representative to review for this matter to be discussed at the September meeting.
July 2023	The committee were provided the traffic count data report for Zebina Street and were asked to review prior to the meeting to provide feedback. It was identified, the data collected on Zebina Street was calibrated for a 60km/h speed zone, whereas the area is a 50km/h speed zone. Associate Community and Safety Partner, Transport NSW, Jenene House requested this

	<p>data be updated to reflect the correct speed calibration and reissued to the committee to be able to provide feedback for the accurate data.</p> <p>Council's Project Engineer outlined there was a trend around the school zone times when speeding motorist had increased.</p> <p>This matter referred to next meeting for further discussion.</p>
June 2023	<p>Traffic count data was not available for the committee at the time of the meeting. This data will be distributed to the committee following the meeting.</p> <p>Council's Projects Engineer informed the committee the traffic counters were installed across Zebina Street for a period of two weeks, with the first installation occurring in the second week of the Easter school holidays and the first week of the school term recommencing.</p> <p>The data collected identified that during the school drop off and pick times, there was a significant increase in the speed of the vehicles.</p> <p>Council's Director Infrastructure & Environment explained that the new traffic counters can collect specific information, as the parameters can be changed to capture the data for the purpose of the investigation.</p> <p>There has been increased Police presence in the area to monitor traffic and speeding motorists.</p> <p>Recommendation:</p> <p><i>That Council trim the trees on the nature strip adjacent to 341 Zebina Street, as the trees are obstructing the line of sight for the residents when reversing from the property.</i></p> <p><i>Moved: Codie Howard</i></p> <p><i>Second: Jenene House</i></p> <p><i>All in favour</i></p>
May 2023	<p>Council's Projects Engineer, informed the committee the two-week period for placement of the traffic counters across Zebina Street will conclude on Wednesday, 3 May 2023 and the data collected will presented to the committee at the next scheduled meeting.</p>
April 2023	<p>Traffic counters to be installed and data provided to the committee at the next meeting.</p>
March 2023	<p>Traffic counters to be installed.</p>
February 2023	<p>Two residents from 341 Zebina Street and 487 Cummins Street are concerned that with motorists travelling at speed up the rise in Zebina Street, between Cummins and Uranium Streets, they are not able to see vehicles when reversing from these properties onto Zebina Street. Residents reversing from these properties cannot see oncoming traffic until it breasts the hill, risking a collision.</p> <p>The residents have requested that Council erect signage to alert oncoming traffic to vehicles reversing onto the roadway (as per the preceding school zone signage).</p> <p>Associate Community and Safety Partner, Transport for NSW, Jenene House suggested that traffic counters be placed across Zebina Street to collect data for the speed of vehicles and for the matter to then be referred to the NSW Police to monitor and observe speeding vehicles in the area.</p>

	<p>Any additional information available, specifically relating to accidents involving reversing vehicles in the area may assist with the investigation.</p> <p>A question was raised - Are the residents reversing into the travel lane on Zebina Street or are they crossing the double white lines?</p> <p>Council's Compliance Officer, Barry Walker advised the committee that drivers are permitted to cross the double white line to enter or exit a property.</p> <p>Recommendations:</p> <ul style="list-style-type: none"> • That traffic counters to be placed across Zebina Street prior to the Zebina and Cummins Street intersection the capture the speed of motorist at the crest of the hill. • That the data collected from the traffic counters sent to the NSW Police for observation and monitoring of the area. • That a Council Officer consult with residents in the area to identify and issues/concerns. <p>Move: Codie Howard Second: Jenene House All in favour</p> <p>Local Member delegated representative, Peter Beven declared he had a conflict of interest, being that he is an acquaintance of the complainant; withdrawing from any decision making/recommendations on the matter.</p> <p>It was raised that the committee are not able to make any decisions or recommendations without an NSW Police representative present.</p> <p>All actions and recommendations are to be approved by both the Transport for NSW and NSW Police before any action can be taken by Council relating to traffic matters.</p> <p>This matter and correspondence will be forwarded to the NSW Police representative to review and provide comments.</p>
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Date	Item Details
June 2023	Request for the 'No Stopping' zone to change to a 'Loading Zone' on Chloride Street, adjacent to the Civic Centre, to help loading and unloading equipment for events – Council Events Team.
Item No.	436.8.5
EDRMS No.	D23/25571
CRM No.	N/A
Responsible Officer	Director Infrastructure & Environment
Current Status	Pending

Date	Committee Recommendation/s
June 2023	<ul style="list-style-type: none"> • That Council changes the 'No Stopping' signs to 'No Parking' signs on Chloride Street, adjacent to the Civic Centre, for a trial period of two months. • That the Local Traffic Committee review again at the August meeting.
Action Date	Running Actions
September 2023	<p>Council's Director Infrastructure & Environment advised the signs have been changed and the trial period has commenced. The exact date when the signs were changed has not been advised.</p> <p>Feedback from Council's Event staff has been positive with no complaints.</p> <p>This matter will be readdressed by the committee at the November meeting, at the end of the trial period for the committee to make a final decision.</p>
August 2023	<p>Council's Director Infrastructure & Environment will follow up the request for the removal of the 'No Stopping' signs with 'No Parking' signs on Chloride Street, adjacent to the Civic Centre with Council Operations. When the signs have been installed the two-month trial period will commence.</p> <p>This matter will be readdressed by the Local Traffic Committee at the November meeting, following the trial period.</p>
July 2023	<p>Customer Request (CRM 52457/2023) entered into Council's Customer Request Management System, to request Council's Assets Team to replace 'No Stopping' signs with 'No Parking' signs on Chloride Street, adjacent to the Civic Centre for a trial period of two months as recommended by the committee and endorsed by Council at the June Council meeting.</p>
June 2023	<p>Council's Events have requested the 'No Stopping' zone at the front of the Civic Centre in Chloride Street to be changed to a 'Loading Zone,' to allow event staff and organisers of events to park in this area to load and unload from their vehicles.</p> <p>Council's Compliance Officer explained there are currently two other areas that can be utilised as a loading zone on either side of the Civic Centre. These include the driveway on the Blende Street side of the building and the loading dock accessible from the Beryl Street side of the building.</p> <p>The area on Chloride Street is highly used by bus companies to drop off and pick up children during school events and cars with passengers during other events at the Civic Centre.</p> <p>The committee agreed that the proposed change to replace the 'No Stopping' signs to 'No Parking,' on Chloride Street adjacent to the Civic Centre, for a trial period of two months.</p> <p>Recommendations:</p> <ul style="list-style-type: none"> • That Council changes the 'No Stopping' signs to 'No Parking' signs on Chloride Street, adjacent to the Civic Centre, for a trial period of two months. • That the Local Traffic Committee review again at the August meeting. <p>Moved: Codie Howard</p>

Second: Jenene House

All in Favour



Date	Item Details
August 2023	Request to access local roads for Damascus College, Ballarat Victoria's Sustainable Race Team to raise money for cancer research – Monday, 9 October 2023.
Item No.	438.8.1
EDRMS No.	N/A
CRM No.	D23/38785
Responsible Officer	Director Infrastructure & Environment
Current Status	Complete
Date	Committee Recommendation/s
September 2023	<i>That the comments provided by Transport for NSW, be forwarded to the event organiser from Damascus College, Ballarat Victoria's Sustainable Race Team, to provide the supporting information back to Council.</i>
August 2023	<ul style="list-style-type: none"> • <i>That the Local Traffic Committee supports the request from Damascus College, Ballarat Victoria's Sustainable Race Team to access Broken Hill's local roads for the fundraiser in principle, dependent on Transport for NSW comments following review.</i> • <i>That the coordinator of the Sustainable Racing Team at Damascus College, Ballarat be advised of the committee determination.</i>

Action Date	Running Actions
September 2023	<p>The request was forwarded to Transport for NSW, Customer Operations Planner, Joel Breaden following the August meeting, to review and the following comments and requests were received:</p> <ul style="list-style-type: none"> • The event proponent states in his email below that the 'recumbent electric assist bike' is road legal however, this doesn't necessarily mean that it is road registered. There are rules relating to the use of vehicles on roads, and the event proponent would need to ensure their vehicle and those driving it comply with any applicable registration provisions and road transport legislation ie, is it registered? If not, is it exempt from the registration provisions? • The event proponent also mentions that the trike is limited to 250 watts of power and the approximate road speed is 40 to 70 km/h. If this speed is the actual speed of the electric assist bike, there are serious concerns about the safety of the secondary school students who will be riding the trike, especially in high-speed road environments such as the Silver City Highway, which is trafficked by significantly larger heavy vehicles (road trains). Its power and speed may also mean certain registration and licensing requirements apply. • A specific Traffic Management Plan (TMP) should also be developed and submitted. The TMP should set out the traffic management arrangements required to facilitate the event, to ensure it can be safely implemented with appropriate consideration and management of all risks. TMPs would usually include things like the event description, risk management, how other road users and the community will be impacted, staging plans or schedules, specific traffic management elements including Traffic Guidance Schemes (TGS) etc. TMPs and TGSs must be developed by suitably accredited persons, which are usually traffic management companies. It is the responsibility of the event organiser to arrange these. • The proposed travel arrangement diagram included is not adequate. Advanced warning/escort vehicle arrangements need to be detailed and reflect the various road conditions the event will be conducted on ie, the requirements for a 50 km/h zone may be different to the requirements of travel in a 110 km/h zone, to manage the different risks. Distances between escort vehicles should be indicated as well as specific vehicle mounted warning signs. • There are concerns with the use of buses as escort/advance warning vehicles. The rear bus is towing a trailer which is fitted with flashing lights and signage. <p>Recommendation:</p> <p>That the comments provided by Transport for NSW, be forwarded to the event organiser from Damascus College, Ballarat Victoria's Sustainable Race Team, to provide the supporting information back to Council.</p> <p>Moved: Jenene House Second: Codie Howard All in favour</p> <p>It was determined they will only be accessing regional roads. No further action required by the Local Traffic Committee.</p>

August 2023	<p>The Local Traffic Committee received notification from Ballarat Victoria's Sustainable Race Team, advising they are planning a journey for a recumbent electric assist trike to travel over a five-day period, from Broken Hill to Ballarat, to raise money for cancer research.</p> <p>They are seeking permission to access local roads for the commencement of the fundraiser in Broken Hill on Monday, 9 October 2023.</p> <p>Transport for NSW, Associate Community & Safety Partner, Jenene House will review the plans and maps provided and will provide the committee an update following the meeting. The request has also been forwarded to Transport for NSW, Customer Operations Planner, Joel Breaden to review.</p> <p>Details provided show two buses that will be positioned at the front and rear of the trike for the entire journey.</p> <p>Recommendations:</p> <ul style="list-style-type: none"> • That the Local Traffic Committee supports the request from Damascus College, Ballarat Victoria's Sustainable Race Team to access Broken Hill's local roads for the fundraiser in principle, dependent on Transport for NSW comments following review. • That the Coordinator of the Sustainable Racing Team at Damascus College, Ballarat be advised of the committee's determination. <p>Moved: Codie Howard Second: Chris Wallace All in favour</p>
Date	Item Details
June 2023	Race across NSW (Board2Beach) Traffic and Transport Management Plan – 21 September to 2 October 2023 – Charity Run to raise money for Burns Unit at Westmead Children's Hospital.
Item No.	436.8.9
EDRMS No.	D23/27563
CRM No.	N/A
Responsible Officer	Director Infrastructure & Environment
Current Status	Pending
Date	Committee Recommendation/s
	Nil

Action Date	Running Actions
September 2023	<p>Associate Community and Safety Partner, Transport for NSW, Jenene House advised that the TGS and traffic control plans outlined in the Traffic Management Plan provided by the event organiser were not attached the notification email.</p> <p>Council has requested this information be provided. Once received the plans will be forwarded to the committee to review.</p>
August 2023	<p>Associate Community and Safety Partner, Transport for NSW, Jenene House advised the committee she will check the progress of the review being undertaken by Customer Operations Planner, Transport for NSW, Joel Breaden and will provide an update to the committee at its September 2023 meeting.</p>
July 2023	<p>Associate Community and Safety Partner, Transport for NSW, Jenene House informed the committee the request for the Boarder2Beach event has been forwarded to Joel Breaden, Customer Operations Planner/Customer Coordination and Service Delivery Regional and Outer Metropolitan, Transport for NSW to review. He determined a majority of the event is along state roads, with a large portion of which, is not suitable or safe for this type of event to be conducted on. There is also no TGS indicating escort vehicle arrangements. However, the TMP provided by the event organiser does provide some mention of the use of one or more escort vehicles, although what that actually looks like cannot be determined based on the amount of information provided.</p> <p>Council has requested the event organiser to provide a more detailed plan for the escort vehicles to Transport for NSW to assist with their review.</p>
June 2023	<p>The committee have been asked to review the request for a solo Charity Run from Broken Hill to Bondi Beach, conducted by NSW Fire and Rescue Officer Rob Mason, which will commence 21 September to 2 October 2023. The Charity Run is raising money for the burn's unit at Westmead Children's Hospital.</p> <p>The organiser of the event has mentioned the Charity Run is classified as a Class 4 event and consent is not required.</p> <p>Associate Community and Safety Partner, Transport for NSW, Jenene House will liaise with Transport for NSW – Customer Operations Planner and ask them to review the proposal, as the Police are required to manage a Class 4 event. The committee will be provided an update at the next meeting.</p>
Date	Item Details
July 2023	Request for Disabled Parking Space adjacent to Camille's Salon in Oxide Street
Item No.	437.8.1
EDRMS No.	D23/33608
CRM No.	N/A
Responsible Officer	Director Infrastructure & Environment

Current Status	Pending
Date	Committee Recommendation/s
July 2023	<ul style="list-style-type: none"> • That correspondence be sent to the respondent to inform of the requirement and rules for use of a 'Loading Zone,' outlining parking is permitted in 'Loading Zone' for a period of two minutes, to enable drop off and pick up only, with the driver remaining within 3 meters of the vehicle. • That Council design a concept plan for the proposal to change the parallel parking to angle parking, to increase the number of parking spaces on Oxide Street, between Crystal and Argent Street, whilst looking at the width and sight distances to identify the need for additional parking.
Action Date	Running Actions
September 2023	A concept plan for the proposed changes will be completed by Council and provided to the committee for discussion at the October meeting.
August 2023	<p>Council is currently reviewing the parking arrangements in Argent and Oxide Streets to identify the existing number of disability parking spaces in the area; for consideration of angle parking on Oxide Street, between Argent Street and Crystal Lane.</p> <p>Measurements of the area and a concept plan will be prepared by Council and presented to the committee for review at its September 2023 meeting.</p>
July 2023	<p>A request has been received, requesting the Local Traffic Committee consider installing disability parking spaces in the vicinity of Camille's Salon at 16 Oxide Street, or somewhere between Crystal and Argent Streets, as there are currently unavailable.</p> <p>An inspection undertaken by Council identified the closest disability parking space is located on Argent Street, adjacent to the RSL Office at 399 Argent Street and adjacent to the Workingman's Club on the opposite side of the road. These disability parking spaces are a fair distance for an elderly person to walk to Camille's Salon.</p> <p>It was determined the reason for this request was the result of the respondent being fined for parking her vehicle in the 'Loading Zone' in Crystal Lane, to drop off and walk an elderly person into Camille's Salon.</p> <p>The committee were informed this section of Crystal Lane has a 'Loading Zone' on one side and the other side is 'No Stopping.'</p> <p>The considerations outlined by the committee does not warrant changing the current parking arrangements. Council normally operates on a 2% of the overall parking available to disability parking.</p> <p>NSW Police representative, Chris Wallace suggested that Council consider changing the parallel parking on Oxide Street, between Crystal and Argent Streets, to angle parking to allow for additional parking.</p> <p>Recommendations:</p> <ul style="list-style-type: none"> • That correspondence be sent to the respondent to inform of the requirement and rules for use of a 'Loading Zone,' outlining parking is permitted in 'Loading Zone' for a period of two minutes, to enable drop off and pick up only, with the driver remaining within 3 meters of the

	vehicle.
	<ul style="list-style-type: none"> That Council design a concept plan for the proposal to change the parallel parking to angle parking, to increase the number of parking spaces on Oxide Street, between Crystal and Argent Street, whilst looking at the width and sight distances to identify the need for additional parking. <p>Moved: Chris Wallace Second: Jenene House All in favour</p>
Date	Item Details
September 2023	Request for designated parking for Uber Services at Regional Airport
Item No.	439.8.1
EDRMS No.	D23/43773
CRM No.	
Responsible Officer	Director Infrastructure & Environment
Current Status	Pending
Date	Committee Recommendation/s
September	<i>That a response be provided advising Uber services are permitted to park in hire car spaces, 'Loading Zones' and 'No Parking' areas for the purpose to drop off and pick up passengers, loading or unloading items, for less than two minutes, with the driver remaining within 3 meters of the vehicle.</i>
Action Date	Running Actions
September 2023	<p>Council's Director Infrastructure & Environment confirmed there is no shared Taxi-Uber designated parking in NSW. Although Sydney Airport has designated parking for Uber services, everywhere else in NSW, Ubers are expected to make use of hire car parking, 'Loading Zones' and 'No Parking'. Parking is permitted in a 'Loading Zone' and 'No Parking' area for the exception to drop off and pick up passengers, loading and unloading items, for less than 2 minutes, with the driver remaining within 3 meters of the vehicle. This information can be found on the Transport for NSW website, Parking rules NSW Government.</p> <p>Associate Community and Safety Partner, Transport for NSW, Jenene House advised that an Uber is not classified as a Taxi and therefore, not permitted to park in a Taxi zone.</p> <p>The committee determined the existing parking arrangements at the Regional Airport is adequate at the present time, as Council's Airport Master Plan is in the process of being finalised for the upgrade of the Regional Airport, that will include future changes to parking arrangements.</p>

	<p>Associate Community and Safety Partner, Transport for NSW, Jenene House suggested the 'No Parking' sign could be updated to identify Uber services.</p> <p>Recommendation:</p> <p><i>That a response be provided advising Uber services are permitted to park in hire car spaces, 'Loading Zones' and 'No Parking' areas for the purpose to drop off and pick up passengers, loading or unloading items, for less than two minutes, with the driver remaining within 3 meters of the vehicle.</i></p> <p>Moved: Codie Howard Second: Jenene House All in favour</p> <p>No further action required by the Local Traffic Committee.</p>
Date	Item Details
September 2023	Request to remove the three angle parking spaces on Argent Street, adjacent to Hungry Jacks.
Item No.	439.8.2
EDRMS No.	D23/31108
CRM No.	
Responsible Officer	Director Infrastructure & Environment
Current Status	Pending
Date	Committee Recommendation/s
September 2023	<i>That Council develop a concept plan for the three angle parking spaces, located between the two driveways for Hungry Jacks on Argent Street, to be changed to two parallel parking spaces.</i>
Action Date	Running Actions
September 2023	<p>The committee received a request for the three angle parking spaces, located between the two driveways for Hungry Jacks on Argent Street, to be removed. This has been raised as a safety concern, as the line of sight for vehicles exiting the driveways is obstructed by vehicles parking in the angle parking.</p> <p>Parking in this area was identified as being parallel parking and was then changed to angle parking. The reason for the change is unknown and could have been to increase the parking spaces.</p> <p>Recommendation:</p> <p><i>That Council develop a concept plan for the three angle parking spaces, located between the two driveways for Hungry Jack on Argent Street, to be changed to two parallel parking spaces.</i></p> <p>Moved: Codie</p>

	<i>Second: Jenene</i>
	<i>All in favour</i>
Date	Item Details
September 2023	Vehicles speeding on Horsington Drive, heading to Silverton from Albert Morris Avenue, prior to reaching the 90 km signs, during the Mundi Mundi Bash.
Item No.	439.8.3
EDRMS No.	D23/56545
CRM No.	
Responsible Officer	Director Infrastructure & Environment
Current Status	Complete
Date	Committee Recommendation/s
September 2023	<i>That Council place Variable Message Signs (VMS) boards on Horsington Drive during the period for the Mundi Mundi Bash in 2024.</i>
Action Date	Running Actions
September 2023	<p>It was raised at the Mundi Mundi Bash debrief meeting there were issues with motorist speeding along Horsington Drive, heading to Silverton from Albert Morris Avenue, prior to reaching the 90 km signs, during the Mundi Mundi Bash.</p> <p>The organisers of the event request Council place <i>Variable Message Signs (VMS)</i> boards on Horsington Drive, as a speed check message displaying the speed limit during the period for the Mundi Mundi Bash in 2024.</p> <p>Recommendation:</p> <p><i>That Council place Variable Message Signs (VMS) boards on Horsington Drive during the period for the Mundi Mundi Bash in 2024.</i></p> <p><i>Moved Codie Howard</i></p> <p><i>Second: Jenene House</i></p> <p><i>All in Favour</i></p>

Date	Item Details
September 2023	Resident feedback – Change of conditions on Patton Lane
Item No.	439.8.4
EDRMS No.	D23/46582
CRM No.	
Responsible Officer	Director Infrastructure & Environment
Current Status	Complete
Date	Committee Recommendation/s
September 2023	<i>That the Police be advised of the concern and request they monitor Patton Lane for speeding motorists.</i>
Action Date	Running Actions
September 2023	<p>The Local Traffic Committee received feedback from a resident in the vicinity of Patton Lane, advising the parents of children attending the preschool are the ones that are speeding along Patton Lane.</p> <p>Council's Director Infrastructure & Environment advised a letterbox drop notification was distributed in the areas to residents, advising of the permanent change to traffic arrangements, making Patton Lane one direction.</p> <p>Recommendation:</p> <p><i>That the Police be advised of the concern and request they monitor Patton Lane for speeding motorists.</i></p> <p><i>Moved Codie Howard</i></p> <p><i>Second: Jenene House</i></p> <p><i>All in favour</i></p> <p>No further action required by the Local Traffic Committee.</p>
Date	Item Details
September 2023	Provision of accessible parking at voting facilities for upcoming 2023 Referendum on the 14 October 2023.
Item No.	434.11.5
EDRMS No.	N/A
CRM No.	

Responsible Officer	Director Infrastructure & Environment
Current Status	Complete
Date	Committee Recommendation/s
	Nil
Action Date	Running Actions
September 2023	<p>This matter was readdressed by the Local Traffic Committee for Council to arrange accessible parking at each of the voting locations for the upcoming 2023 Referendum on the 14 October 2023.</p> <p>Council's Director Infrastructure & Environment explained this is an operational matter and arrangements will be made by Council for the provision of accessible parking and access ramps at the voting facilities.</p> <p>No further action required by the Local Traffic Committee.</p>
Date	Item Details
September 2023	August Council Meeting – Councillor Questions – Request to Change Crystal Lane, between Sulphide and Bromide Streets to one way to stop congestion of traffic in the lane
Item No.	439.8.5
EDRMS No.	N/A
CRM No.	
Responsible Officer	Director Infrastructure & Environment
Current Status	Complete
Date	Committee Recommendation/s
September 2023	<i>That the Councillor be advised, Crystal Lane is permanently one way. The signs at either end of the lane are covered to allow for two-way direction in Crystal Lane, only during the Broken Heel Festival period.</i>
Action Date	Running Actions
September 2023	<p>During the Councillor Questions at the August Council meeting, it was requested that Crystal Lane be made one way to stop congestion of traffic.</p> <p>Council's Director Infrastructure & Environment advised Crystal Lane is already 'One Way,' with the signs being covered during the Broken Heel Festival to allow two-way traffic during this period.</p>

	Recommendation:
	<p><i>That the Councillor be advised, Crystal Lane is permanently one way. The signs at either end of the lane are covered to allow for two-way direction in Crystal Lane, only during the Broken Heel Festival period.</i></p> <p><i>Moved: Codie Hoard</i></p> <p><i>Second: Jenene House</i></p> <p><i>All in favour</i></p> <p>No further action required by the Local Traffic Committee.</p>
Date	Item Details
September 2023	August Council Meeting – Councillor Questions – Request to replace the faded 'Loading Zone' and 'No Stopping' signs in Crystal Lane
Item No.	434.11.5
EDRMS No.	D23/46869
CRM No.	53022/2023
Responsible Officer	Director Infrastructure & Environment
Current Status	Complete
Date	Committee Recommendation/s
	Nil
Action Date	Running Actions
September 2023	<p>Council's Director Infrastructure & Environment explained the request is an operation matter and that a CRM, reference number CRM 53022/2023 has been entered in Council's Customer Management System for the faded 'Loading Zone' and 'No Stopping' signs in Crystal Lane to be replaced by Council.</p> <p>No further action required by the Local Traffic Committee.</p>

439.12 Next Meeting Date: Tuesday, 10 October 2023.

439.13 Meeting Close – 2.52pm.

For Action	Division: Committee: Ordinary Council	Date From: 1/04/2018 Date To: 21/09/2023
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Meeting	Officer/Director	Section	Subject
Ordinary Council 26/04/2018	Howard, Codie Nankivell, Jay	Reports	COMPULSORY ACQUISITION OF WARNOCK GOSSAN STREET ROAD RESERVE
Resolved:			
<ol style="list-style-type: none"> That Broken Hill City Council Report No. 59/18 dated April 6, 2018, be received. That Council make an application to the Minister and Governor for approval to acquire the sections of Warnock and Gossan Street traversing Crown Land in Lot 7469 in Deposited Plan 1182254, under Section 177 of the <i>Roads Act 1993</i> and Section 186 of the <i>Local Government Act 1993</i>. That the acquisition be undertaken in accordance with the requirements of the <i>Land Acquisition (Just Terms Compensation) Act 1991</i>. That upon acquisition, Council to undertake required actions to open the subject road by registration of a plan in accordance with Section 7 of the <i>Roads Act 1993</i>. 			
<p>16 May 2018 9:45am Bartlett, Leisa Subject of report to September 2023 Council Meeting., COMPLETE</p> <p>15 Aug 2018 3:32pm Bartlett, Leisa MPDC advised - OLG advised that the land is subject to a Native Title Claim and that compulsory acquisition cannot go ahead at this stage. Council is waiting for further advice from OLG.</p> <p>11 Sep 2018 4:40pm Bartlett, Leisa No change, awaiting advice from OLG.</p> <p>09 Oct 2018 5:08pm Bartlett, Leisa Awaiting OLG advice</p> <p>13 Nov 2018 9:26am Bartlett, Leisa Awaiting OLG advice due to Native Title.</p> <p>06 Feb 2019 1:51pm Bartlett, Leisa In discussions with Crown Lands regarding Native Title.</p> <p>07 Mar 2019 1:55pm Bartlett, Leisa No change, awaiting response from Crown Lands.</p> <p>15 May 2019 10:41am Falkner, Georgina Crown Lands have advised they have no objection to receiving Proposed Acquisition Notices. Investigating budget and Native Title prior to making application to OLG.</p> <p>14 Jun 2019 3:27pm Bartlett, Leisa no change in status</p> <p>04 Jul 2019 1:51pm Bartlett, Leisa no change in status</p> <p>20 Aug 2019 3:39pm Misagh, Anthony Acquisition is on hold and most likely will not be going ahead at this point. It holds native title and it is getting somewhat expensive.</p> <p>17 Oct 2019 9:54am Bartlett, Leisa Discussions being held with month with the Department of Crown Lands.</p> <p>14 Nov 2019 4:35pm Bartlett, Leisa Seeking legal advice from Council's Solicitors</p> <p>12 Feb 2020 12:12pm Bartlett, Leisa Legal advice received. Matter in progress.</p> <p>07 Apr 2020 10:14am Bartlett, Leisa 11/03/2020 - Matter in progress.</p> <p>08 Apr 2020 11:16am Bartlett, Leisa In progress.</p> <p>08 May 2020 11:58am Bartlett, Leisa Matter in progress.</p> <p>10 Jun 2020 2:35pm Bartlett, Leisa Matter in progress.</p> <p>15 Jul 2020 1:45pm Bartlett, Leisa Matter in progress.</p> <p>12 Aug 2020 9:41am Bartlett, Leisa Matter in progress.</p> <p>17 Sep 2020 3:05pm Bartlett, Leisa Matter on hold until the Federation Way Acquisition is complete.</p> <p>16 Oct 2020 8:42am Bartlett, Leisa Matter on hold.</p>			

For Action	Division: Ordinary Council	Date From: 1/04/2018
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<p>10 Nov 2020 4:11pm Bartlett, Leisa Matter on hold.</p> <p>30 Nov 2020 2:06pm Bartlett, Leisa Matter on hold.</p> <p>12 Feb 2021 10:00am Bartlett, Leisa Matter on hold until Federation Way Acquisition is complete</p> <p>18 Mar 2021 4:38pm Bartlett, Leisa In progress.</p> <p>16 Apr 2021 10:41am Bartlett, Leisa In progress.</p> <p>12 May 2021 12:10pm Bartlett, Leisa On hold until Federation Way acquisition is complete.</p> <p>15 Jul 2021 12:13pm Bartlett, Leisa On hold until Federation Way acquisition is complete.</p> <p>12 Aug 2021 3:03pm Bartlett, Leisa On hold.</p> <p>16 Dec 2021 11:49am Bartlett, Leisa On hold.</p> <p>18 Jan 2022 2:54pm Butcher, Lacey On hold</p> <p>21 Mar 2022 3:44pm Bartlett, Leisa no change in status.</p> <p>19 May 2022 11:21am Bartlett, Leisa no change in status.</p> <p>22 Jun 2022 11:03am Guerin, Emily No change in status</p> <p>18 Jul 2022 3:05pm Guerin, Emily No change in status</p> <p>24 Aug 2022 3:28pm Bartlett, Leisa No change in status.</p> <p>07 Sep 2022 3:23pm Guerin, Emily - Reallocation Action reassigned to Mason, Michael by Guerin, Emily</p> <p>20 Sep 2022 12:16pm Guerin, Emily No change in status.</p> <p>18 Oct 2022 9:36am Guerin, Emily No change in status</p> <p>16 Nov 2022 8:25am Guerin, Emily No change in status</p> <p>17 Jan 2023 11:18am Guerin, Emily No change in status</p> <p>13 Feb 2023 11:43am Guerin, Emily No change in status</p> <p>21 Mar 2023 1:29pm Guerin, Emily No change in status</p> <p>18 Apr 2023 11:19am Guerin, Emily No change in status</p> <p>23 May 2023 8:48am Butcher, Lacey No change in status</p> <p>14 Jun 2023 11:34am Guerin, Emily - Reallocation Action reassigned to Howard, Codie by Guerin, Emily</p> <p>20 Jun 2023 8:48am Butcher, Lacey No change in status</p> <p>22 Aug 2023 10:50am Falkner, Georgina No change in status</p> <p>20 Sep 2023 8:53am Howard, Codie No change in Status</p>
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Meeting	Officer/Director	Section	Subject
Ordinary Council 29/07/2020	Howard, Codie Nankivell, Jay	Confidential Matters	WILLYAMA COMMON TRUST LICENCE OF PART LOT 7315 DP 1183447 TO BROKEN HILL SPEEDWAY CLUB
Resolved			
1. That Broken Hill City Council Report No. 105/20 dated July 1, 2020, be received.			

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2. That Council (as Trust Manager for the Willyama Common Trust) lease Part Lot 7315 in Deposited Plan 1183447 to the Broken Hill Speedway Club for the purpose of a motocross track extension and associated access.
3. That the lease term be 25 years and the annual rental be the minimum Crown Lands rental.
4. That the Mayor and General Manager be authorised to sign and execute any documents under the Common Seal of Council, the absence of a Trust Seal.

CARRIED UNANIMOUSLY

12 Aug 2020 10:00am Bartlett, Leisa

Solicitors are drawing up the licence agreement.

17 Sep 2020 3:09pm Bartlett, Leisa

Draft lease being finalised.

16 Oct 2020 9:20am Bartlett, Leisa

Draft lease with Solicitors.

10 Nov 2020 4:26pm Bartlett, Leisa

Licence is with the Broken Hill Speedway Club for signature.

30 Nov 2020 2:11pm Bartlett, Leisa

Licence with Speedway Club for signature.

12 Feb 2021 10:04am Bartlett, Leisa

Licence signed by all parties and is now with the Minister for approval.

18 Mar 2021 4:40pm Bartlett, Leisa

In progress.

16 Apr 2021 10:42am Bartlett, Leisa

In progress.

12 May 2021 12:14pm Bartlett, Leisa

In progress.

17 Jun 2021 4:55pm Bartlett, Leisa

Waiting on response from Local Aboriginal Land Council.

15 Jul 2021 12:15pm Bartlett, Leisa

Solicitor is awaiting a response from the Local Aboriginal Land Council.

12 Aug 2021 3:04pm Bartlett, Leisa

Council's Solicitor is awaiting a response from the Local Aboriginal Land Council.

15 Sep 2021 9:06am Bartlett, Leisa

Council staff following up with Local Aboriginal Land Council.

14 Oct 2021 4:12pm Bartlett, Leisa

Awaiting response from Local Aboriginal Land Council.

11 Nov 2021 9:02am Bartlett, Leisa

Awaiting response from the Local Aboriginal Land Council.

16 Dec 2021 11:51am Bartlett, Leisa

Awaiting response from Local Aboriginal Land Council.

18 Jan 2022 2:55pm Butcher, Lacey

Awaiting response from Aboriginal Land Council

15 Feb 2022 10:58am Bartlett, Leisa

Awaiting response from Aboriginal Land Council.

23 Mar 2022 2:42pm Bartlett, Leisa

No change in status.

19 May 2022 11:23am Bartlett, Leisa

No change in status.

22 Jun 2022 11:04am Guerin, Emily

No change in status

18 Jul 2022 3:07pm Guerin, Emily

No change in status

24 Aug 2022 3:28pm Bartlett, Leisa

No change in status.

07 Sep 2022 3:24pm Guerin, Emily - Reallocation

Action reassigned to Mason, Michael by Guerin, Emily

20 Sep 2022 12:16pm Guerin, Emily

No change in status.

18 Oct 2022 9:36am Guerin, Emily

Still awaiting response from Aboriginal Land Council. Further follow up with LALC to again occur.

16 Nov 2022 8:25am Guerin, Emily

No change in status

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<p>13 Dec 2022 8:56am Guerin, Emily No change in status</p> <p>17 Jan 2023 11:16am Guerin, Emily No change in status</p> <p>13 Feb 2023 11:43am Guerin, Emily No change in status</p> <p>21 Mar 2023 1:29pm Guerin, Emily No change in status</p> <p>18 Apr 2023 11:20am Guerin, Emily No change in status</p> <p>23 May 2023 8:48am Butcher, Lacey No change in status</p> <p>14 Jun 2023 11:34am Guerin, Emily - Reallocation Action reassigned to Howard, Codie by Guerin, Emily</p> <p>20 Jun 2023 8:49am Butcher, Lacey No change in status</p> <p>22 Aug 2023 10:50am Falkner, Georgina No change in status</p> <p>20 Sep 2023 10:31am Howard, Codie No change in status.</p>

Meeting	Officer/Director	Section	Subject
Ordinary Council 31/03/2021	Howard, Codie Nankivell, Jay	Notice of Motion	STREET LIGHTING
Resolved			
<ol style="list-style-type: none"> That Motions of Which Notice has been Given No. 8/21 dated March 19, 2021, be received. That Broken Hill City Council prepares a report to be tabled at the May 2021 Council Meeting regarding the installation of street lighting on Holten Drive, McGillivray Drive and Federation Way. That at the end of the roll-out of the Southern Lights project, an assessment be undertaken of any further need for street lighting including the lighting to the roads mentioned in part 2 (Holten Drive, McGillivray Drive and Federation Way). 			
			CARRIED
<p>16 Apr 2021 10:53am Bartlett, Leisa Report being prepared for the May Council Meeting.</p> <p>12 May 2021 4:35pm Bartlett, Leisa Awaiting advice on public lighting code requirements, prior to report being finalised.</p> <p>20 Jul 2021 1:45pm Bartlett, Leisa Report still being completed. Meeting with Essential Energy delayed due to COVID-19.</p> <p>12 Aug 2021 3:07pm Bartlett, Leisa Meeting with Essential Energy delayed due to COVID-19.</p> <p>14 Sep 2021 4:36pm Bartlett, Leisa Meeting with Essential Energy delayed due to COVID-19.</p> <p>12 Oct 2021 11:09am Bartlett, Leisa Meeting with Essential Energy delayed due to COVID-19.</p> <p>11 Nov 2021 9:03am Bartlett, Leisa Discussions being held with Southern Lights Group around long term ownership of street lights and installation of new poles.</p> <p>16 Dec 2021 11:52am Bartlett, Leisa Discussions ongoing.</p> <p>18 Jan 2022 2:57pm Butcher, Lacey Discussions ongoing</p> <p>15 Feb 2022 11:00am Bartlett, Leisa Discussions ongoing</p> <p>21 Mar 2022 3:15pm Bartlett, Leisa Discussions ongoing.</p> <p>19 Apr 2022 3:01pm Bartlett, Leisa Southern Lights Project still being carried out by South West joint organisation, with discussions ongoing.</p> <p>19 May 2022 11:25am Bartlett, Leisa Engagement of lighting engineer commenced for assessment of current lighting and requirements to meeting the public lighting code.</p>			

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<p>22 Jun 2022 9:43am Guerin, Emily No change in status</p> <p>18 Jul 2022 1:34pm Guerin, Emily Request for Quotation for street lighting assessment have been sent out and are awaiting response</p> <p>24 Aug 2022 3:25pm Bartlett, Leisa Quotations have been received and are currently being evaluated.</p> <p>14 Sep 2022 10:53am Guerin, Emily Awaiting schedule from contractors on when works can be completed</p> <p>18 Oct 2022 9:27am Guerin, Emily No change in status</p> <p>21 Nov 2022 2:20pm Guerin, Emily Assessment currently being completed</p> <p>13 Dec 2022 11:51am Guerin, Emily No change in status</p> <p>16 Jan 2023 2:23pm Guerin, Emily Report from assessment due in February 2023</p> <p>13 Feb 2023 2:07pm Guerin, Emily No change in status</p> <p>23 Mar 2023 9:49am Guerin, Emily Assessment has been completed and data recieved. Report will be prepared and presented to April Works Committee for comment.</p> <p>19 Apr 2023 11:25am Guerin, Emily Data is still being interpreted and integrated into Council's GIS System</p> <p>24 May 2023 8:36am Butcher, Lacey Data transfer is ongoing</p> <p>21 Jun 2023 3:44pm Butcher, Lacey No change in status</p> <p>23 Aug 2023 11:51am Howard, Codie No change in status</p> <p>20 Sep 2023 10:39am Howard, Codie No change in status.</p>

Meeting	Officer/Director	Section	Subject
Ordinary Council 26/05/2021	Howard, Codie Nankivell, Jay	Reports	UPDATE ON PROPOSED ACQUISITION OF FEDERATION WAY
Resolved			
<ol style="list-style-type: none"> That Broken Hill City Council Report No. 75/21 dated April 27, 2021, be received. That Council note the progress update on the proposed acquisition of Federation Way. That Council seek to negotiate an Indigenous Land Use Agreement (ILUA) with the Barkandji Corporation, to allow Council to acquire the Crown Land while preserving the Barkandji's Native Title rights and interests. That the Mayor and General Manager be authorised to negotiate the terms and conditions of the proposed Indigenous Land Use Agreement (ILUA) with the Barkandji Corporation; and that at the finalisation of negotiations, a report be provided to Council advising the outcome of the negotiations for Council's approval to enter an ILUA with the Barkandji Corporation. 			
CARRIED UNANIMOUSLY			
<p>18 Jun 2021 3:31pm Bartlett, Leisa All parties agreed to extension of acquisition timeline. Native Title negotiations to commence in July.</p> <p>15 Jul 2021 12:23pm Bartlett, Leisa In progress - Solicitors working out date for negotiations.</p> <p>12 Aug 2021 3:09pm Bartlett, Leisa Meeting re negotiations delayed due to COVID-19.</p> <p>26 Aug 2021 3:27pm Falkner, Georgina - Completion Action completed by Bartlett, Leisa</p> <p>15 Sep 2021 9:10am Bartlett, Leisa Meeting likely to be organised remotely due to COVID-19. Solicitors are currently trying to organise potential dates.</p> <p>14 Oct 2021 4:16pm Bartlett, Leisa</p>			

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Meeting proposed for early November 2021.

11 Nov 2021 9:05am Bartlett, Leisa
Initial meeting held, further negotiations to continue.

16 Dec 2021 11:57am Bartlett, Leisa
Further negotiations continuing.

18 Jan 2022 2:59pm Butcher, Lacey
Further negotiations continuing

15 Feb 2022 11:07am Bartlett, Leisa
Negotiations continuing.

23 Mar 2022 2:43pm Bartlett, Leisa
No change in status.

19 Apr 2022 10:14am Bartlett, Leisa
An update report regarding the progress of this matter is provided to the April 2022 Health & Building Committee Meeting.

19 May 2022 11:26am Bartlett, Leisa
On hold, pending further discussion with Crown Lands as per the April 2022 Council Meeting Resolution.

22 Jun 2022 3:28am Guerin, Emily
Correspondence sent to Crown Lands

18 Jul 2022 3:08pm Guerin, Emily
No change in status

24 Aug 2022 3:31pm Bartlett, Leisa
No change in status.

07 Sep 2022 3:25pm Guerin, Emily - Reallocation
Action reassigned to Mason, Michael by Guerin, Emily

20 Sep 2022 12:16pm Guerin, Emily
No change in status.

18 Oct 2022 9:46am Guerin, Emily
No change in status

16 Nov 2022 8:26am Guerin, Emily
No change in status

13 Dec 2022 8:56am Guerin, Emily
No change in status

17 Jan 2023 11:17am Guerin, Emily
No change in status

13 Feb 2023 11:43am Guerin, Emily
No change in status

21 Mar 2023 1:30pm Guerin, Emily
No change in status

18 Apr 2023 11:23am Guerin, Emily
No change in status

23 May 2023 8:49am Butcher, Lacey
No change in status

14 Jun 2023 11:34am Guerin, Emily - Reallocation
Action reassigned to Howard, Codie by Guerin, Emily

20 Jun 2023 2:22pm Falkner, Georgina
No change in status

23 Aug 2023 11:51am Howard, Codie
No change in status

20 Sep 2023 10:39am Howard, Codie
No change in status.

Meeting	Officer/Director	Section	Subject
Ordinary Council 12/01/2022	Nankivell, Jay Nankivell, Jay	Council Resolution	Council Resolution
<u>Resolved</u>			
1. That the Mayoral Minute 2/22 dated the 12/01/22 be received.			
2. That an Ordinary Council Meeting be held on the 27/01/2022 at 6.30pm.			
3. That a workshop be held on Wednesday 19/01/2022 at 5.30pm to organise amendments to Council's Code of Meeting Practice, so that the public forum will be part of Councils Ordinary and Extraordinary Meetings. Other			

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amendments to the Code of Meeting Practice will also be made, that the amendments discussed will be put in a draft form for adoption at the January Council Meeting on Thursday 27/01/2022.

4. That Council immediately advertises for community groups interested in hosting public meetings to discuss Council matters. The public meetings will be held monthly and business forums bi-monthly; that a report will be presented to the February 2022 meeting of Council about potential arrangements for public meetings.
5. That at the February 2022 meeting of Council, Councillors are to be presented with the required policies, with amendments included, that will allow for cash payments to be accepted at all Council operated facilities.
6. That a workshop will be held to discuss amendments to the following policies, The Code of Conduct, Compliance and Enforcement Policy, Debt Recovery Policy, Local Orders Policy, Media Relations Policy, Social Media Policy and Tree Management Policy.
7. That all expenditure, plans and actions related to the development of the Council's Library hub be abandoned and that the General Manager be invited to present a report to the Council Meeting on 27/1/2022 outlining the use of federal grant money for a purpose built archive that is located in the proposed position of the Library hub. The report will include staffing requirements.
8. That the General Manager be invited to advertise for expressions of interest for a community group to facilitate the removal and replacement of the gateway signage, that Councillors are presented with a report at the February 2022 Council Meeting detailing the cost of replacing one of the gateway signs with a sign chosen by Deanna Spicer from her designs.
9. That the General Manager be invited to provide a report to Council with options on how to manage a complaints committee that is operated locally, the committee will deal with disputed fines and disputed orders.
10. That the General Manager be invited to provide a report to March 2022 Ordinary Council Meeting that details the structure and operations of the former 355 committee known as "The Regional Tourism Association" with a view to re-establish the committee. The goal of the committee will be to market tourism and encourage migration to the city.
11. That the General Manager be invited to provide a report to Council detailing the requirements for dedicated full time Council employed staff to maintain footpaths and nature strips.
12. That the over \$6M collected from waste disposal from the Wentworth to Broken Hill pipeline is removed from the Library hub project reserve and placed into a general projects reserve.
13. That Council forms a 355 committee that deals with all matters that affect our senior citizens and that the formation of the committee is to be advertised to the community for membership and expressions of interest.
14. That Council forms a 355 committee that has the role to bring projects and services to the city that benefit young children, teenage children and young adults and that the formation of the committee will be advertised and expressions sought.
15. That the General Manager be invited to provide a report to Council detailing what amendments need to be made to the constitutions of all Council 355 committees as to provide more autonomy to the committees to operate and

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manage Council facilities.

16. That the Mayor be invited to organise a meeting with the Local Member Roy Butler and Essential Water as early as possible to significantly accelerate the process to open the Imperial Lake. That a site visit is organised with Essential Energy for Councillors to view the Imperial Lake. That the General Manager be invited to obtain an independent engineers report into the safety of the dam wall. Expressions of interest are advertised immediately for community representation on a working group to facilitate volunteers and the opening of the Lake and that Landcare and RANA are contacted to gauge interest.
17. That options to increase street lighting be referred to the Policy and General committee.
18. That the General Manager be invited to immediately advertise for expression of interest from the community to form a working party to provide Council with advice on projects that Council undertakes, with a view to reduce the Council's reliance on consultants.
19. That the General Manager be invited to hold a workshop to explain to Councillors how line budgets will be implemented for the 2022/23 budget.
20. That the Mayor be invited to host a meeting with the Local State Member Roy Butler and the Local Federal Member Mark Coulton and that John Lynch, and a representative from the RFDS are invited to discuss proposals and options for an airport upgrade and options.
21. That options to increase childcare be referred to the Policy and General committee.
22. That the Works committee discuss and provide options for the removal of residential waste gate charges, this will also apply to commercial businesses that are disposing of residential rubbish, the committee will also discuss greenwaste and other recycling options. Any findings will be discussed at a number of public meetings.
23. That the General Manager be invited to provide the Council with a report detailing the legal expenditure to defend against the Ombudsman's report into the Occupation Certificate and Civic Centre usage. The report will detail any decision to expend funds to mount such defence. This report will be provided to the February 2022 meeting.
24. That the General Manager be invited to hold a workshop on 24/01/2022 at 5.30 pm to provide Councillors with all reports and information pertaining to the Civic Centre litigation.
25. That the Policy and General committee consider proposals to reduce commercial and industrial rates and to make residential rates more equitable.
26. That the General Manager be invited to advertise for expressions of interest to paint murals and provide other street art and that a report be provided at the January 27th 2022 meeting explaining why the proposed mural in Argent Street from the Country Women's Association was rejected and options to invite them to resubmit their application.
27. That the Policy and General committee investigate the cost for Council to provide more focus on applying for grant funding and the opportunity to apply for grants for local organisations as a fee for service.

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	Further Report Required:	Including Further Reports		

28. That the Mayor be invited to send correspondence to the Local State Member Roy Butler asking that he make representations to the State Government on behalf of the Broken Hill community to have a permanent Wentworth pipeline subsidy implemented. That the State Member be asked to facilitate a meeting with the appropriate Minister to meet with himself and the Mayor to discuss the subsidy.
29. That the General Manager be invited to provide Council with a report at the on the progress of the Netball, Norm Fox redevelopment and a tour is organised for Councillors to see all Council parks, ovals and sporting facilities.
30. That the General Manager be invited to organise a meeting with IPART and Essential Energy to discuss options to increase water usage at a lower cost so that the city can be greened.
31. That the Mayor be invited to send correspondence to the Local Member Roy Butler to ask him to organise a meeting with the appropriate Ministers to discuss the management of the Menindee Lakes and the Darling River.
32. That General Manager be invited to immediately advertise for expressions of interest from the community to remove dead trees.
33. That the Works committee investigate options to plant different tree species that are asset friendly and fast growing.
34. That the General Manager be invited to provide Councillors with a report on options to address the issues of roaming dogs and cats. That a meeting be organised of the committee that was formed to address this issue and the findings referred to the Policy and General committee.
35. That the General Manager be invited to provide a report about the process to get funding for a mining, truck, car and motorbike museums. The report will include previous reports on the matters and the offer made by Perilya a number of years ago about mining assets.
36. That the General Manager advertise for expressions of interest to form a working group to address the homeless issue, drug and alcohol use and suicide prevention.
37. That the General Manager be invited to provide a report to Council detailing options to facilitate a truck wash and truck stop.
38. That the General Manager be invited to provide a report to the January meeting about any positions in the employee structure that remain unfilled and the expense to date for wages compared to the budgeted amount. Also the expected wage amount to year end with only the current positions filled.
39. That the General Manager be invited to contact the appropriate Aboriginal organisations to facilitate communication for the purpose of establishing a green space at the rear of Creedon Street.
40. That the General Manager provides a report to the January 27 2022 Ordinary Council Meeting outlining timelines for the implementation of the resolutions of Mayoral Minute No. 2/22.

CARRIED

21 Jan 2022 5:25pm Bartlett, Leisa

<p>For Action</p> <p>Action Sheets Report</p>	<p>Division:</p> <p>Committee: Ordinary Council</p> <p>Officer:</p> <p>Further Report Required: Including Further Reports</p>	<p>Date From: 1/04/2018</p> <p>Date To: 21/09/2023</p> <p>Printed: Thursday, 21 September 2023 12:48:48 PM</p>
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2. - COMPLETE, 3. - COMPLETE. Draft for public exhibition presented to the January Council Meeting., 4. - Report to be presented to the February Council Meeting., 5. - Report to be presented to the February Ordinary Council Meeting, 6. - Workshops to be scheduled during February to enable consideration of amended policies at the March Committee meetings., 7. - Report presented to the January Council Meeting., 8. - Report to be presented to the February Council Meeting., 9. - Report to be presented to the March Policy & General Committee Meeting., 10. - Report to be presented to the March Ordinary Council Meeting, 11. - Workshops to be held with Council through the development of the 2022/23 Operational Plan and Resourcing Strategy, with a report provided to the April 2022 Policy & General Committee., 12. - Internal transfer of reserves has been completed. An updated internal reserve table will be presented as part of the December Quarterly Review Report., 13. - A workshop will be held with Councillors in March to formulate a TOR for presentation to the March Committee Meetings., 14. - A workshop will be held with Councillors in March to formulate a TOR for presentation to the March Committee Meetings., 15. - Report to be presented to the March Works Committee meeting., 16. - Site visit being arranged with Essential Water for the week commencing 31 January 2022., 17. - Options to be presented at the April Works Committee meeting., 18. - Projects Steering Group Terms of Reference to be formulated and presented to the February Ordinary Council Meeting., 19. - Workshops to be held during March 2022 as part of the 2022/23 budget process., 20. - Meeting to be scheduled for February 2022., 21. - Further consultation with Foundation Broken Hill is recommended during February 2022 with options for Council support to be presented to the March Health and Building Committee Meeting., 22. - to occur during March 2022 as part of the 2022/23 budget process., 23. - Report to be presented to the February Council Meeting., 24. - Workshop held on 24 January 2022., 25. - to occur during March 2022 as part of the 2022/23 budget process., 26. - Report presented at this Council Meeting. EOI for murals and street art in accordance with Council's Public Art Policy to be advertised in February 2022., 27. - This will be workshopped with Council through the development of the 2022/23 Operational Plan and Resourcing Strategy, with a report provided to the April Policy and General Committee meeting., 28. - Letter being drafted., 29. - Report presented to January Council Meeting with site visits and further workshops scheduled for February., 30. - Meeting to be organised for February 2022., 31. - Letter being drafted., 32. - EOI to be advertised during February 2022 following the results of the tree audit to identify high priority areas of removal in the first instance., 33. - Tree Management Policy and Tree Management Plan to be workshopped with Councillors during February 2022 for presentation to the March Works Committee Meeting., 34. - Report will be provided to Councillors in March 2022, following the commencement of Council's recently appointed Executive Manager Planning and Community Safety., 35. - Priority projects and funding to be discussed and workshopped as part of the development of the 2022/23 Operational Plan and Resourcing Strategy., 36. - Working Groups Terms of Reference to be developed in consultation with the appropriate stakeholders and presented to the April Health and Building Committee Meeting., 37. - Report to be presented to the February Council Meeting for further consideration to occur as part of the 2022/23 budget process., 38. - Report presented to the January Council Meeting - COMPLETE, 39. - Contact and further investigation to occur during February 2022 when appropriate Officers return from leave., 40. - Report presented to January Council Meeting - COMPLETE

11 Feb 2022 5:02pm Bartlett, Leisa

2 - COMPLETE. 3 - Code of Meeting Practice Policy placed on public exhibition-COMplete. 4 - Report prepared to February Council Meeting regarding Business Meetings. 5 - Report prepared to February Council Meeting - COMPLETE. 6 - Workshops scheduled for 7&9 March 2022. 7 - Report presented to 27/01/22 Council Meeting - COMPLETE. 8 - Report presented to February Council Meeting tracking of further action will continue with that report resolution - COMPLETE. 9 - Report to be presented to March Policy and General Committee Meeting. 10 - Report prepared for February Council Meeting and tracking of further action will continue with that report resolution - COMPLETE. 11 - to be included in Budget Workshops with a report to April Policy & General Committee. 12 - Funds moved, adjustments to be made in Quarter 3 budget review report. 13&14 Report to February Council Meeting and tracking of further action will continue with that report-COMplete. 15 - Report to be presented to March Works Committee. 16 - Site visit has been held. 17 - Report to be presented to April Works Committee. 18 - Report to February Council Meeting and tracking of further action will continue with that report resolution - COMPLETE. 19 - Budget workshops to be held in March. 20 - Meeting scheduled for 21/02/22. 21. Meeting being scheduled with Foundation Broken Hill. 22 - To be discussed during Budget workshops in March. 23 - Report prepared for February Council Meeting - COMPLETE. 24 - Councillor Briefing has been held - COMPLETE. 25 - To be included in Budget workshops in March. 26 - Report presented to February Council Meeting and advertising to occur in February. 27 - To be workshopped with Operational Plan 2022/23 and a report to the April Policy & General Committee. 28 - Draft Letter with Mayor for signature. 29 - Report was presented to 27 January Council Meeting, site visit scheduled for 25/2/22. 30 - Meeting being scheduled. 31 - Draft Letter with Mayor for signature. 32 - EOI to be advertised following completion of the Tree Audit. 33 - Policy workshop being scheduled. 34 - Report to be presented to March Policy and General Committee. 35 - To be included in Operational Plan 2022/23 workshop. 36 - Report prepared to February Council Meeting. 37 - Report prepared to February Council Meeting and further tracking will be included with resolution of new report - COMPLETE. 38 - Report presented to 27 January Council Meeting - COMPLETE. 39 - Report prepared to February Council Meeting and further tracking will be included with the resolution of the new report - COMPLETE. 40 - Report presented to 27 January Council Meeting - COMPLETE.

23 Mar 2022 3:05pm Bartlett, Leisa

2-COMplete, 3-COMplete, 4-report regarding public meetings to be presented to Council, 5-COMplete, 6- Code of Conduct, Media Relations Policy and Social Media Policy have been workshopped. Workshops to be arranged for the Compliance & Enforcement Policy, Debt Recovery Policy, Local Orders Policy and Tree Management Policy. 7-COMplete, 8-COMplete, 9-Report to be presented to Council following the Policy Workshop on the Local Orders Policy. 10-COMplete, 11- report to be presented to the April Policy & General Committee following the budget workshop. 12-adjustments made in quarter 3 budget review report-COMplete. 13&14-COMplete, 15-report presented to March Policy and General Committee-COMplete, 16-Site visit held and investigations ongoing, 17-report to be presented to April Works Committee, 18-COMplete, 19-Budget workshops to be held in March, 20-Meeting held COMPLETE, 21-Report presented to March Health and Building Committee-COMplete, 22-to be discussed at budget workshops in March, 23-COMplete, 24- COMPLETE, 25-to be discussed at budget workshops in March, 26-included in Public Art Policy Workshop held on 10 March and policy updated as per resolution-COMplete, 27-to be workshopped with operational plan and a report to April Policy & General Committee, 28-letter sent-COMplete, 29-Site visit scheduled-COMplete, 30-meeting being scheduled. 31-letter sent-COMplete, 32-EOI to be advertised following completion of the tree audit, 33-Policy workshop being scheduled, 34-report to be presented to Council. 35- to be included in operational plan workshop, 36-interagency group formed-COMplete, 37-COMplete, 38-COMplete, 39-COMplete, 40-COMplete

13 Apr 2022 2:40pm Bartlett, Leisa

<p>For Action</p> <p>Action Sheets Report</p>	<p>Division:</p> <p>Committee: Ordinary Council</p> <p>Officer:</p> <p>Further Report Required: Including Further Reports</p>	<p>Date From: 1/04/2018</p> <p>Date To: 21/09/2023</p> <p>Printed: Thursday, 21 September 2023 12:48:48 PM</p>
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2-COMplete, 3-COMplete, 4-Public Forums introduced to Council Meetings and Foundation Broken Hill to commence community meetings, Business Forums already being held-COMplete, 5-COMplete, 6-Councillor Workshop to consider the remaining policies scheduled for 10 May 2022-COMplete, 7-COMplete, 8-COMplete, 9-To be considered at Councillor Workshop on 10 May 2022-COMplete, 10-COMplete, 11-Report to be provided following the Councillor Budget Workshop, 12-COMplete, 13-COMplete, 14-COMplete, 15-COMplete, 16-Councillor Briefing by Landcare scheduled for 28/4/22 regarding the Imperial Lakes Nature Park Project-COMplete, 17-Report to be presented to Council following the Councillor Budget Workshop scheduled for 26/4/22, 18-COMplete, 19-part of full-day Councillor Budget Workshop scheduled for 26/4/22-COMplete, 20-COMplete, 21-COMplete, 22-to be considered at an Extraordinary Council Meeting along with the 2022/23 budget-COMplete, 23-COMplete, 24-COMplete, 25-included in Councillor Budget Workshop and will be included in budget report to Extraordinary Council Meeting-COMplete, 26-COMplete, 27-To be considered at an Extraordinary Council Meeting along with the budget report-COMplete, 28-COMplete, 29-COMplete, 30-meeting to be scheduled, 31-COMplete, 32-EOI to be advertised following completion of the Tree Audit, 33-Tree Management Policy currently being reviewed and provided to Council Meeting, 34 report to be presented to Council, 35-to be included in Councillor Budget Workshop scheduled for 26/4/22-COMplete, 36-COMplete, 37-COMplete, 38-COMplete, 39-COMplete, 40-COMplete

19 May 2022 11:38am Bartlett, Leisa
6-Councillor Workshop to consider the remaining policies re-scheduled for 15 June 2022-COMplete, 9- Councillor Workshop scheduled for 15 June 2022-COMplete, 17-Report to be presented to Council following the adoption of the Budget in May 2022, 1, 30-meeting to be scheduled, , 32-EOI to be advertised following completion of the Tree Audit, 33-Tree Management Policy currently being reviewed and provided to Council Meeting, 34 report to be presented to Council

15 Jun 2022 1:28pm Nankivell, Jay - Completion
Action completed by Bartlett, Leisa

22 Jun 2022 10:26am Guerin, Emily
17. No change in status. 30. Representatives of the Broken Hill City Council will attend a public hearing for the Essential Water and WaterNSW Pipeline reviews in September 2022 (date TBC). 32- EOI to be advertised following completion of the Tree Audit, 33 - No change in status 34. Nominations for Working Group closed 17/6/22. Community Members to be determined by General Manager. First meeting will be held in due course.

19 Jul 2022 9:48am Guerin, Emily
17. No change in status. 30. Council briefing has been organised for Councillors to review IPART draft report into the review of Water NSW prices for thed Murray River to Broken Hill pipeline, being held Tuesday, 9 August 2022. 32. No change in status. 33. No change in status. 34. Community Representatives appointed by General Manager, welcome letters sent to Committee Members beginning of July. First meeting date TBC.

24 Aug 2022 3:34pm Bartlett, Leisa
17. Quotations for street lighting assessment have been received and are currently being evaluated. 30. - COMplete, 32. Advertising to occur in September, conversations iwht suppliers held in August. 33 - COMplete, 34 - First meeting of the Working Group to be arranged.

24 Aug 2022 3:56pm Butcher, Lacey
17. No change in status 30. Complete 32. Advertising to occur in September, Conversations held ith suppliers in August. 33 Complete. 34 Complete.

19 Sep 2022 1:18pm Guerin, Emily
17. Contractors awarded, awaiting works schedule. 32. No change in status

20 Oct 2022 1:07pm Guerin, Emily
17. No change in status 32. No change in status

21 Nov 2022 2:05pm Guerin, Emily
17. No change in status 32. No change in status

13 Dec 2022 11:55am Guerin, Emily
17. No change in status 32.No change in status

16 Jan 2023 2:25pm Guerin, Emily
17. No change in status 32. No change in status

13 Feb 2023 11:47am Guerin, Emily
17. No change in status 32. No change in status

22 Mar 2023 11:54am Guerin, Emily
17. No change in status 32. No change in status

23 May 2023 3:16pm Butcher, Lacey
Item - 17.No change in status Item 32. EOI to go out in the last week of May.

21 Jun 2023 4:37pm Butcher, Lacey
32 - EOI issued Item 17 - No change in status

19 Jul 2023 9:23am Guerin, Emily
17. Audit completed, assessment of data being undertaken

22 Aug 2023 9:59am Butcher, Lacey
Item 17 - No change in status

Meeting	Officer/Director	Section	Subject
Ordinary Council 23/02/2022	Nankivell, Jay Nankivell, Jay	Confidential Matters	LEGAL EXPENDITURE - CIVIC CENTRE OMBUDSMAN'S REPORT
<u>Resolved</u>			
1. That Broken Hill City Council Report No. 54/22 dated February 15, 2022, be received.			

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2. That the General Manager be invited to contact the Auditor General to investigate the legality of the expenditure to defend the Ombudsman's report in the absence of Council's approval to do so.

CARRIED UNANIMOUSLY

24 Mar 2022 5:35pm Bartlett, Leisa
Communication initiated with the Audit Office to commence the investigation and the best course of action.

19 May 2022 11:47am Bartlett, Leisa
No change in status.

20 Jul 2022 4:05pm Guerin, Emily
No change in status

24 Aug 2022 4:05pm Butcher, Lacey
Awaiting advice from Audit Office

19 Sep 2022 11:32am Guerin, Emily
No change in status

21 Nov 2022 2:29pm Guerin, Emily
No change in status

07 Dec 2022 9:37am Guerin, Emily
Ongoing

17 Jan 2023 11:22am Guerin, Emily
Nothing further

14 Feb 2023 1:43pm Guerin, Emily
Ongoing

21 Mar 2023 1:50pm Guerin, Emily
Ongoing

18 Apr 2023 2:09pm Guerin, Emily
Ongoing

23 May 2023 3:19pm Butcher, Lacey
Ongoing

21 Jun 2023 4:39pm Butcher, Lacey
Ongoing

19 Jul 2023 9:24am Guerin, Emily
No change in status

22 Aug 2023 3:45pm Butcher, Lacey
Ongoing

Meeting	Officer/Director	Section	Subject
Ordinary Council 27/07/2022	Howard, Codie Nankivell, Jay	Confidential Matters	WILLYAMA COMMON TRUST LEASE TO SILVER CITY ARCHERS
Resolved			
1. That Broken Hill City Council Report No. 167/22 dated June 22, 2022, be received.			
2. That Council (as the Willyama Common Trust) enter into a new 20 year lease agreement with Silver City Archers, for lease of their existing site on the Willyama Common (Part Lot 7388 Deposited Plan 1200953).			
3. That the rent remain \$250 per annum.			
4. That in the absence of a Trust Seal, the lease documents be executed by the Mayor and General Manager under the Common Seal of Council.			
CARRIED UNANIMOUSLY			
25 Aug 2022 1:02pm Butcher, Lacey Council's solicitors are preparing the draft lease			
20 Sep 2022 11:29am Guerin, Emily Continuing use as currently arranged while new template is being reviewed.			
18 Oct 2022 9:35am Guerin, Emily Template being reviewed. Current lease ongoing			

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16 Nov 2022 8:26am Guerin, Emily
Lease under review

13 Dec 2022 8:56am Guerin, Emily
Draft lease sent to Silver City Archers for review

17 Jan 2023 11:17am Guerin, Emily
No change in status

13 Feb 2023 11:44am Guerin, Emily
No change in status

21 Mar 2023 1:30pm Guerin, Emily
Solicitors are making minor amendments to lease document

18 Apr 2023 11:23am Guerin, Emily
Amendments made and lease to be sent to Silver City Archers for review and signing

22 May 2023 3:50pm Butcher, Lacey
lease is now with Council for signing

14 Jun 2023 11:33am Guerin, Emily - Reallocation
Action reassigned to Howard, Codie by Guerin, Emily

20 Jun 2023 8:48am Butcher, Lacey
lease with Silver City Archers for signing

22 Aug 2023 10:52am Falkner, Georgina
Lease signed by Council and Silver City Archers. Lease has been sent to Crown Lands for Ministerial consent.

20 Sep 2023 10:40am Howard, Codie
No change in status.

Meeting	Officer/Director	Section	Subject
Ordinary Council 28/09/2022	Howard, Codie Nankivell, Jay	Works Committee Reports	UPDATE FOR THE ESTABLISHMENT OF A COMMUNITY GARDEN AT THE FORMER ALMA POOL SITE
Resolved			
1. That Broken Hill City Council Report No. 202/22 dated September 9, 2022, be received.			
2. That Council formulate a Community Gardens Policy with associated Guidelines for presentation to the community for input and consultation.			
CARRIED UNANIMOUSLY			
18 Oct 2022 9:31am Guerin, Emily No change in status			
21 Nov 2022 2:51pm Guerin, Emily No change in status			
13 Dec 2022 11:52am Guerin, Emily Policy currently being created.			
16 Jan 2023 2:24pm Guerin, Emily No change in status			
13 Feb 2023 2:08pm Guerin, Emily No change in status			
23 Mar 2023 9:50am Guerin, Emily No change in status			
19 Apr 2023 11:25am Guerin, Emily No change in status			
23 May 2023 3:24pm Butcher, Lacey No change in status			
21 Jun 2023 3:46pm Butcher, Lacey No change in status			
23 Aug 2023 11:52am Howard, Codie No change in status			
20 Sep 2023 10:40am Howard, Codie No change in status.			

Meeting	Officer/Director	Section	Subject
Ordinary Council 30/11/2022	Howard, Codie	Works Committee Reports	RENEWABLE ENERGY ACTION PLAN STAGE 2

For Action	Division: Ordinary Council	Date From: 1/04/2018
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Nankivell,
Jay

Resolved

- That Broken Hill City Council Report No. 246/22 dated November 11, 2022, be received.
- That Council adopt and proceed with Stage II of the Renewable Energy Action Plan incorporating the pre-feasibility stage of a Mid-Scale Solar Array.
- That subject to recommendation two, Council notes the General Manager will identify budgetary adjustments and impacts in the September Quarterly Budget Review.
- That subject to recommendation two, Council commence the process with Crown Lands to either lease or acquire the land and obtain Ministerial Consent dependent on the most financially feasible and time appropriate process.

CARRIED UNANIMOUSLY

13 Dec 2022 11:52am Guerin, Emily
Purchase order to be raised.

16 Jan 2023 2:23pm Guerin, Emily
No change in status

13 Feb 2023 2:10pm Guerin, Emily
No change in status

23 Mar 2023 9:48am Guerin, Emily
No change in status

19 Apr 2023 11:25am Guerin, Emily
No change in status

21 Jun 2023 3:47pm Butcher, Lacey
No change in status

23 Aug 2023 11:53am Howard, Codie
No change in status

20 Sep 2023 10:52am Howard, Codie
No change in status.

Meeting	Officer/Director	Section	Subject
Ordinary Council 30/11/2022	Howard, Codie Nankivell, Jay	Notice of Motion	BUSY KIDS CHILDCARE CENTRE

Resolved

- That Motions of Which Notice has been Given No. 3/22 dated November 14, 2022, be received.
- That the General Manager be invited to correspond with Crown Lands to urgently seek a solution to expedite the process of extinguishing Native Title on the 4048m² allotment at Lot 4444/DP757298, being 123 Bagot Street; and for the allotment to be made freehold with a change of land use to enable a purchaser to establish a childcare centre on the allotment.

CARRIED UNANIMOUSLY

13 Dec 2022 8:53am Guerin, Emily
Letter to Crown Lands being drafted

17 Jan 2023 11:17am Guerin, Emily
Letter to Crown Lands has been sent

13 Feb 2023 11:44am Guerin, Emily
No change in status

21 Mar 2023 1:31pm Guerin, Emily
No change in status

18 Apr 2023 11:23am Guerin, Emily
Crown Lands seeing alternate avenues.

23 May 2023 8:50am Butcher, Lacey

For Action	Division:	Date From:	1/04/2018
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No change in status
14 Jun 2023 11:34am Guerin, Emily - Reallocation
 Action reassigned to Howard, Codie by Guerin, Emily
23 Aug 2023 11:52am Howard, Codie
 Still awaiting response from Crown Lands.
20 Sep 2023 10:52am Howard, Codie
 No change in status.

Meeting	Officer/Director	Section	Subject
Ordinary Council 24/01/2023	Nankivell, Jay Nankivell, Jay	Confidential Matters	LAND ACQUISITION
Resolved			
<ol style="list-style-type: none"> That Broken Hill City Council Report No. 15/23 dated January 18, 2023, be received. That Council authorise and delegate to the General Manager to pursue the purchase of 'the subject' land via either private treaty or at the upcoming Sale of Land for Unpaid Rates Auction to be held on 15 & 16 February 2023. That the General Manager be delegated authority to increase Council's purchase bid by up to 50% in order to secure the purchase of 'the subject' land via either private treaty or at the upcoming Sale of Land for Unpaid Rates Auction to be held on 15 & 16 February 2023. That Council authorise the General Manager to engage a consultant to develop and prepare a feasibility study, preliminary concept designs and a business case for the development of multi-story residential apartment buildings on 'the subject land' specifically for the accommodation of key workers in the City. That following initial discussions with Ministers and key stakeholders within NSW Government, the General Manager proceeds with formal negotiations to secure a Memorandum of Understanding and Partnership Agreement for the development of key worker housing apartments. 			
CARRIED UNANIMOUSLY			
14 Feb 2023 1:44pm Guerin, Emily Contract for sale signed awaiting settlement 18 Apr 2023 2:32pm Guerin, Emily No change in status 23 May 2023 3:20pm Butcher, Lacey No change in status 21 Jun 2023 4:39pm Butcher, Lacey Delayed due to the passing of the owner 19 Jul 2023 9:20am Guerin, Emily No change in status 22 Aug 2023 3:46pm Butcher, Lacey No change in status			

Meeting	Officer/Director	Section	Subject
Ordinary Council 29/03/2023	Brown, Simon Nankivell, Jay	General Business	MATTER OF URGENCY - COUNCIL CHAMBERS BUILDING
Resolved			
That handrails be considered as part of the 2023/24 budget for the steps to the public galleries in the Council Chambers building to assist members of the public when attending Council Meetings.			
CARRIED UNANIMOUSLY			
18 Apr 2023 10:34am Guerin, Emily			

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To be considered as part of budget workshops held in May
23 May 2023 9:23am Butcher, Lacey
 Handrails being assessed by the Assets team
14 Jun 2023 5:20pm Butcher, Lacey
 Quotations currently being sourced
19 Jul 2023 9:16am Guerin, Emily
 No change in status
22 Aug 2023 9:27am Butcher, Lacey
 No change in status

Meeting	Officer/Director	Section	Subject
Ordinary Council 29/03/2023	Nankivell, Jay Nankivell, Jay	Policy And General Reports	ESTABLISHMENT BROKEN HILL TOURISM ORGANISATION
Resolved			
<ol style="list-style-type: none"> That Broken Hill City Council Report No. 49/23 dated February 16, 2023, be received. That the General Manager develop a proposal and business case to establish a member based not-for-profit company limited by guarantee for the purposes of a tourism organisation. That the proposal, including associated documentation required by the Office of Local Government, deliverables, and proposed budget, be presented to Council for consideration prior to being submitted to the Minister via the Office for Local Government as required under Section 358 of the <i>Local Government Act 1993</i>. 			
CARRIED UNANIMOUSLY			
19 Apr 2023 9:49am Guerin, Emily Proposal being drafted 23 May 2023 3:08pm Butcher, Lacey No change in status 23 May 2023 3:09pm Butcher, Lacey - Reallocation Action reassigned to Nankivell, Jay by Butcher, Lacey 21 Jun 2023 4:47pm Butcher, Lacey ongoing 19 Jul 2023 9:20am Guerin, Emily No change in status 22 Aug 2023 3:46pm Butcher, Lacey No change in status			

Meeting	Officer/Director	Section	Subject
Ordinary Council 26/04/2023	Howard, Codie Nankivell, Jay	Further Reports	MINUTES OF THE LOCAL TRAFFIC COMMITTEE - MEETING NO.434, HELD ON TUESDAY, 4 APRIL 2023
Resolved			
<ol style="list-style-type: none"> That Broken Hill City Council Report No. 77/23 dated April 18, 2023, be received. That the Minutes of the Local Traffic Committee – Meeting No.434, held on Tuesday, 4 April 2023 be endorsed. That the Local Traffic Committee (LTC) – Terms of Reference be adopted. That Item No.431.6.1 – That Council reinstate faded line marking and replace 'Children Crossing' signage in Gossan Street, between Wolfram and Cobalt Streets. That Item No.431.6.4 – That Council install rumble bars and line marking at the base of the banner poles in Argent Street, between Bromide and Iodide Streets and Patton Street, between Comstock and South Streets. 			

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	Further Report Required: Including Further Reports	

6. That Item No.433.7.4 – That Council reinstate the 4-hour timed parking signage at the parking spaces that are not sign posted in the Kintore Reserve.

CARRIED UNANIMOUSLY

24 May 2023 8:43am Butcher, Lacey
Works have been scheduled with the Infrastructure Team for completion

21 Jun 2023 3:51pm Butcher, Lacey
Action Item 5 is complete, Items 4 and 6 currently with Infrastructure team for completion

23 Aug 2023 11:54am Howard, Codie
Line marking contractor due in town last week of August to complete final actions.

20 Sep 2023 10:53am Howard, Codie
COMPLETED - All works have been completed.

Meeting	Officer/Director	Section	Subject
Ordinary Council 31/05/2023	Howard, Codie Nankivell, Jay	Confidential Matters	PROPOSED WILLYAMA COMMON ACCESS LICENCE TO A-CAES NSW PTY LTD
Resolved			
<ol style="list-style-type: none"> That Broken Hill City Council Report No. 81/23 dated April 27, 2023, be received. That Council (as Trust Manager of the Willyama Common Trust) provide consent for an access licence to be granted to A-CAES NSW Pty Ltd for the purpose of geotechnical site investigation on Part Lot 7320 DP 1201053. That the licence be issued for a period of twelve (12) months and the annual rent be \$574 (current Crown Lands minimum rent). That the Mayor and General Manager be authorised to sign and execute the licence documents under the Common Seal of Council. 			
CARRIED UNANIMOUSLY			
20 Jun 2023 2:23pm Falkner, Georgina Draft licence document being finalised			
22 Aug 2023 10:54am Falkner, Georgina Licence being prepared for signing			
20 Sep 2023 10:53am Howard, Codie No change in status.			

Meeting	Officer/Director	Section	Subject
Ordinary Council 28/06/2023	Howard, Codie Nankivell, Jay	Confidential Matters	PROPOSED LICENCE OF PART 86, PRO HART WAY TO THE ROYAL FLYING DOCTOR SERVICE OF AUSTRALIA-SOUTH EASTERN SECTION
Resolved			
<ol style="list-style-type: none"> That Broken Hill City Council Report No. 113/23 dated June 13, 2023, be received. That Council enter into a licence agreement with the Royal Flying Doctor Service of Australia South Eastern Section, for use of part Lot 1 DP 1249242 for the purposes of storage and parking. That the licence be issued for a duration of two years, with an option to extend for an additional 12 months if required. That the General Manager be delegated to set the rental as per current market valuation. 			

<p>For Action</p> <p>Action Sheets Report</p>	<p>Division:</p> <p>Committee: Ordinary Council</p> <p>Officer:</p> <p>Further Report Required: Including Further Reports</p>	<p>Date From: 1/04/2018</p> <p>Date To: 21/09/2023</p> <p>Printed: Thursday, 21 September 2023 12:48:48 PM</p>
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<p>5. That the Mayor and General Manager be authorised to sign and execute the licence document under the Common Seal of Council.</p> <p style="text-align: right;">CARRIED UNANIMOUSLY</p> <p>22 Aug 2023 11:01am Falkner, Georgina Negotiations in progress</p> <p>20 Sep 2023 10:55am Howard, Codie No change in status.</p>

Meeting	Officer/Director	Section	Subject
Ordinary Council 28/06/2023	Bartlett, Leisa Nankivell, Jay	Mayoral Minute	TAIXING CHINA SISTER CITY RELATIONSHIP
Resolved			
<ol style="list-style-type: none"> That Mayoral Minute No. 12/23 dated June 28, 2023, be received. That Council investigates the rekindling of the sister city relationship and the City of Taixing, China and how the relationship could benefit both communities through possible economic development opportunities, trade opportunities, friendship and cultural exchanges. That Council sends reply correspondence to the Consulate General of the People's Republic of China in Sydney, advising that Council has resolved to investigate rekindling the sister city relationship with the City of Taixing, China. <p style="text-align: right;">CARRIED UNANIMOUSLY</p> <p>05 Jul 2023 10:26am Bartlett, Leisa Letter sent to Consulate General for China in Sydney advising that Council had resolved to investigate rekindling the sister city relationship with Taixing China.</p> <p>20 Sep 2023 3:01pm Bartlett, Leisa Letter to Taixing to be drafted following investigation.</p>			

Meeting	Officer/Director	Section	Subject
Ordinary Council 26/07/2023	Nu'man, Razija Nankivell, Jay	Further Reports	MINUTES OF THE S355 YOUTH ADVISORY COMMITTEE MEETING HELD 21 MARCH 2023
Resolved			
<ol style="list-style-type: none"> That Broken Hill City Council Report No. 144/23 dated July 17, 2023, be received. That the minutes of the S355 Youth Advisory Committee meeting held on 21 March 2023 be received. That Council support the Community Development Officer in investigating the opportunity for a youth coordination day enhancing the voice of youth in 2024. That Council prepare and send correspondence to the former Community Development Officer acknowledging and thanking her for her contribution and support while in the role. That Council encourage and invite service organisations and providers to participate as committee members to assist in Youth being represented. <p style="text-align: right;">CARRIED UNANIMOUSLY</p>			

For Action	Division:	Date From:	1/04/2018
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23 Aug 2023 9:58am Brealey, Jodie
Items 4 and 5 Completed
23 Aug 2023 10:22am Merton, Rachel
Item 3 - Community Development Officer commencing 11/9/2023 to follow up on commencement.

Meeting	Officer/Director	Section	Subject
Ordinary Council 26/07/2023	Butcher, Lacey Nankivell, Jay	Further Reports	MINUTES OF THE BROKEN HILL HERITAGE COMMITTEE MEETING HELD 27 JUNE 2023
Resolved			
<ol style="list-style-type: none"> That Broken Hill City Council Report No. 143/23 dated July 17, 2023, be received. That minutes of the Broken Hill Heritage Committee Meeting held 27 June 2023 be received. That the matter be deferred to the next Council meeting so that a Councillor Briefing can be held with the Heritage Advisor regarding the \$5,000 proposal for the restoration and masterplan of the Old Railway Station precinct in Crystal Street. 			
CARRIED UNANIMOUSLY			
22 Aug 2023 3:39pm Butcher, Lacey Briefing to be scheduled			

Meeting	Officer/Director	Section	Subject
Ordinary Council 26/07/2023	Nu'man, Razija Nankivell, Jay	Policy And General Reports	PROPOSAL TO RENAME SOUTH COMMUNITY CENTRE TO 'FRED JOBSON SOUTH COMMUNITY CENTRE'
Resolved			
<ol style="list-style-type: none"> That Broken Hill City Council Report No. 133/23 dated July 7, 2023, be received. That the Broken Hill City Council Asset Naming Committee Meeting Minutes dated 28 April 2023, be received. That Council notes that as per Minute No. 47217, the proposal to rename the South Community Centre to the 'Fred Jobson South Community Centre' was placed on public exhibition closing 25 June 2023, during which time Council received one anonymous invalid submission. That Council approves the renaming of the South Community Centre to the 'Fred Jobson South Community Centre'; and that the Patton Village Broken Hill Association Inc be advised of the success of their proposal. That all necessary actions be taken, including replacement of signage at the South Community Centre and an official renaming event be held at a date to be determined in consultation with Patton Village Broken Hill Association Inc. 			
CARRIED UNANIMOUSLY			
18 Aug 2023 3:23pm Blunden, Lauren Correspondence sent to Patton Village Broken Hill Association Chairperson, awaiting response			

Meeting	Officer/Director	Section	Subject
Ordinary Council 30/08/2023	Howard, Codie Nankivell, Jay	Further Reports	MINUTES OF THE LOCAL TRAFFIC COMMITTEE - MEETING NO.438, HELD ON THURSDAY, 10 AUGUST 2023

For Action	Division: Ordinary Council	Date From: 1/04/2018
Action Sheets Report	Committee: Ordinary Council	Date To: 21/09/2023
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	Further Report Required: Including Further Reports	

Resolved

- That Broken Hill City Council Report No. 166/23 dated August 11, 2023, be received.
- That the minutes of the Local Traffic Committee – Meeting No.438, held on Thursday, 10 August 2023 be endorsed.
- That Item No. 427.6.1 recommendations be endorsed:
 - That the Local Traffic Committee supports relocation of the 'Bus Stop' on Blende Street, adjacent to the Con Crowley Retirement Village.
- That Item No. 427.9.1 recommendation be endorsed:
 - That Council continue to liaise with KFC Management regarding traffic matters and that no further action be required by the Local Traffic Committee.
- That Item No. 436.8.1 recommendation be endorsed:
 - That Council's Community Safety Officer-Ranger's continue to monitor the 15-minute timed parking, adjacent to Aruma Lodge – Southern Cross Care.
- That Item No. 437.8.2 recommendation be endorsed:
 - That the Local Traffic Committee endorse the Traffic Control/Management Plans provided for the Broken Hill Festival in principle, dependent on supply of additional details to be included on the Traffic Control/Management Plans.
- That Item No. 438.8.1 recommendations be endorsed:
 - That the Local Traffic Committee supports the request from Damascus College, Ballarat Victoria's Sustainable Race Team to access Broken Hill's local roads for the fundraiser in principle, dependent on Transport for NSW comments following review.

CARRIED UNANIMOUSLY

20 Sep 2023 11:01am Howard, Codie
 Item No. 427.6.1 - with operational team for completion., Item No. 427.9.1 - COMPLETED., Item No. 436.8.1 - COMPLETED., Item No. 437.8.2 - COMPLETED., Item No. 438.8.1 - COMPLETED - Action with TfNSW & NSW Police for approval - No Further Action.

Meeting	Officer/Director	Section	Subject
Ordinary Council 30/08/2023	Nankivell, Jay Nankivell, Jay	Confidential Matters	SALE OF LOT 2, 3, 4, 5, 6 & 7 IN DP 1102740

Resolved

- That Broken Hill City Council Report No. 164/23 dated August 21, 2023, be received.
- That Lots 2 to 7 in DP 1102740 be sold to the current leaseholders, Broken Hill Lifestyle Village.
- That the General Manager be authorised to negotiate a sale price with Broken Hill Lifestyle Village, with the current market value as listed within the report as a basis.
- That Council protect its development interests in the land by placing a positive covenant on the sale of the land and/or stagger the sale of individual lots based on development progress.
- That the Mayor and General Manager be authorised to sign and apply the Common Seal of Council on necessary documents to execute the sale.

<p>For Action</p> <p>Action Sheets Report</p>	<p>Division:</p> <p>Committee: Ordinary Council</p> <p>Officer:</p> <p>Further Report Required: Including Further Reports</p>	<p>Date From: 1/04/2018</p> <p>Date To: 21/09/2023</p> <p>Printed: Thursday, 21 September 2023 12:48:48 PM</p>
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CARRIED
<p>21 Sep 2023 11:57am Bartlett, Leisa Solicitors drafting contract.</p>

Meeting	Officer/Director	Section	Subject
Ordinary Council 30/08/2023	Nu'man, Razija Nankivell, Jay	Policy And General Reports	MEMORANDUM OF UNDERSTANDING - THE PALACE HOTEL (BROKEN HEEL FESTIVAL) AND BROKEN HILL CITY COUNCIL
<p><u>Recommendation</u></p> <ol style="list-style-type: none"> That Broken Hill City Council Report No. 161/23 dated August 10, 2023, be received. That the General Manager be authorized to negotiate and execute a Memorandum of Understanding for a period of three (3) years with The Palace Hotel (Broken Heel Festival) and Broken Hill City Council That Council authorise the General Manager to include in the MOU up to \$10,000 cash and \$3,000 in-kind contribution. <p>08 Sep 2023 12:31pm Merton, Rachel Signed Agreement emailed to The Palace Hotel - COMPLETE</p>			

Meeting	Officer/Director	Section	Subject
Ordinary Council 30/08/2023	Nu'man, Razija Nankivell, Jay	Policy And General Reports	MINUTES OF THE S355 YOUTH ADVISORY COMMITTEE MEETING HELD 25 JULY 2023
<p><u>Resolved</u></p> <ol style="list-style-type: none"> That Broken Hill City Council Report No. 162/23 dated August 9, 2023, be received. That the minutes of the S355 Youth Advisory Committee meeting held on 25 July 2023 be received. That Council support the Invitation to Student Support Officers from Broken Hill High School and Willyama High School to join the S355 Youth Advisory Committee. That Council invites representatives from the services providers (Mission Australia, PCYC, Scouts and Lifeline) to join the S355 Youth Advisory Committee. <p style="text-align: right;">CARRIED UNANIMOUSLY</p> <p>07 Sep 2023 11:23am Nu'man, Razija Items 3 and 4 completed.</p>			

Meeting	Officer/Director	Section	Subject
Ordinary Council 30/08/2023	Brown, Simon Nankivell, Jay	Confidential Matters	ACQUISITION OF LAND - ASSESSMENT 36970
<p><u>Resolved</u></p> <ol style="list-style-type: none"> That Broken Hill City Council Report No. 163/23 dated August 14, 2023, be received. That Council proceed with the transfer of Assessment 36970 – 101 Cornish Lane into Councils possession in accordance with Section 570 of the <i>Local Government Act 1993</i> 			

<p>For Action</p> <p>Action Sheets Report</p>	<p>Division:</p> <p>Committee: Ordinary Council</p> <p>Officer:</p> <p>Further Report Required: Including Further Reports</p>	<p>Date From: 1/04/2018</p> <p>Date To: 21/09/2023</p> <p>Printed: Thursday, 21 September 2023 12:48:48 PM</p>
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3. That Council write off outstanding rates on the property of \$4,688.78 with an upper limited of \$5,000 to allow for any additional interest and costs yet to be attributed and finalised.

4. That Council delegate authority to the General Manager to sign documents required to complete the transfer.

5. That Council pay conveyancing costs to complete the transfer.

CARRIED UNANIMOUSLY

21 Sep 2023 12:42pm Butcher, Lacey
conveyancing process is in progress

Meeting	Officer/Director	Section	Subject
Ordinary Council 30/08/2023	Nankivell, Jay Nankivell, Jay	Confidential Matters	Civic Centre Legal Matter Update & Ombudsman Cost Recovery
Resolved			
<p>1. That Broken Hill City Council Report No. 165/23 dated July 31, 2023, be received.</p> <p>2. That Council note the below Cost Settlement with AJ&C, with the amount to be disclosed publically when able to do so.</p> <p>3. That Council note the Ombudsman legal fee recovery from Insurers of \$517,665.</p> <p>4. That Council note the update below regarding the Legal Cost dispute with Redenbach Group Pty Ltd trading as Redenbach Legal.</p> <p>5. That a redacted version of the section regarding the Ombudsman legal fees be presented to Council in the open section of the Ordinary Council Meeting to be held 27 September 2023.</p>			
CARRIED UNANIMOUSLY			
21 Sep 2023 11:58am Bartlett, Leisa Report to September Council Meeting., COMPLETE			

Meeting	Officer/Director	Section	Subject
Ordinary Council 30/08/2023	Nankivell, Jay Nankivell, Jay	Confidential Matters	GENERAL MANAGER'S PERFORMANCE REVIEW 2022/2023
Recommendation			
<p>1. That Mayoral Minute No. 14/23 dated August 18, 2023, be received.</p> <p>2. That Council note the view of the GM Performance Review Panel that General Manager, Jay Nankivell has performed at a very high level in the second year of his contract of employment as General Manager of Broken Hill City Council and congratulates him on that performance and his leadership of the staff, and encourages him to continue the progress made in the organisation and in his personal development to ensure the Council's continued financial sustainability.</p> <p>3. That the five (5) priorities for 2023/24 listed in the Mayoral Minute be adopted and included in the General Manager's Performance Agreement for 2023/24 and the General Manager will develop an Action plan for submission to the Mayor and Deputy Mayor to outline the actions to be taken to address the five (5) priorities so</p>			

For Action Action Sheets Report	Division: Committee: Ordinary Council Officer: Further Report Required: Including Further Reports	Date From: 1/04/2018 Date To: 21/09/2023 Printed: Thursday, 21 September 2023 12:48:48 PM
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progress can be reviewed in February 2024. The five (5) priorities being:

- a. **Delivery of Stage One of the Airport Masterplan** – by 30 June 2024
- b. **Library and Archives Project** – successful commencement and project management of Stage by 28 February 2024 and ongoing delivery – 30 June 2024
- c. **Financial Sustainability** – continue to balance the budget and deliver the Asset Management Plans as follows:
 - Buildings & Structures – 30 June 2024
 - Parks & Open Spaces – 30 June 2024
 - Roads & Footpaths – 30 June 2024
- d. **Trainees and Apprentices** – a focus on the Council growing its own staff to boost capacity to deliver streetscape improvements including footpath weed removal and dead tree removal in particular – with additional funding and recruitment required – and success to be measured by the change in employment profile (5% of workforce trainees/cadets/apprentices) and observable streetscape improvements.
- e. **Organisation Culture** – continued improvements in culture to be pursued as measured by retention rates & reduction in staff turnover.

4. That the General Manager's Total Remuneration Package be increased by 3.5% to recognise his high performance and a week of special leave be granted to enable the General Manager to visit a high performing council within Australia to bring back ideas which would be of benefit to the Broken Hill community.

5. That the General Manager be congratulated on his performance for 2022/2023.

13 Sep 2023 2:01pm Bartlett, Leisa
 Instructions sent from People & Culture Department to Payroll to apply the increase to the General Manager's salary. General Manager to provide an Action Plan to the Mayor and Deputy Mayor to outline the actions to be taken to address the 5 priorities, in order that progress can be reviewed in February 2024.

Meeting	Officer/Director	Section	Subject
Ordinary Council 30/08/2023	Howard, Codie Nankivell, Jay	Confidential Matters	T23/1 - SUPPLY OF 1 X BITUMEN SPRAYER
Resolved			
1. That Broken Hill City Council Report No. 149/23 dated August 10, 2023, be received.			
2. That Council purchase the plant package tendered by Matthews Brothers Engineering for the total price of \$655,492.20 (inc. GST).			
3. That Council proceed to public auction to dispose of Council's current Bitumen Sprayer (Fleet 2300) and if unsuccessful proceed to sale for scrap.			
CARRIED UNANIMOUSLY			
20 Sep 2023 2:49pm Howard, Codie Successful notification letter has been sent to contractor, with Purchase Order still to be raised.			

Meeting	Officer/Director	Section	Subject
Ordinary Council 30/08/2023	Nu'man, Razija Nankivell, Jay	Policy And General Reports	MEMORANDUM OF UNDERSTANDING - ST PATRICK'S RACE CLUB AND BROKEN HILL CITY COUNCIL
Recommendation			

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1. That Broken Hill City Council Report No. 160/23 dated August 10, 2023, be received.
 2. That the General Manager be authorised to negotiate and execute a Memorandum of Understanding for a period of three (3) years with the Broken Hill St Patrick’s Race Club.
 3. That Council authorise the General Manager to include in the MOU up to \$10,000 per annum in-kind contribution.
- 08 Sep 2023 12:32pm Merton, Rachel**
MOU Agreement emailed to St Pat’s Race Officer for signature - IN PROGRESS

Meeting	Officer/Director	Section	Subject
Ordinary Council 30/08/2023	Nankivell, Jay Nankivell, Jay	Policy And General Reports	COUNCIL MEETING ARRANGEMENTS AND CHRISTMAS SHUT DOWN PERIOD
Resolved			
<ol style="list-style-type: none"> 1. That Broken Hill City Council Report No. 152/23 dated August 4, 2023, be received. 2. That Council’s Ordinary Monthly Meeting for December be held 20 December 2023. 3. That the December Standing Committee Meetings be held as follows <ol style="list-style-type: none"> a. Works Committee Meeting to be held Monday December 11, 2023, at 5:30pm b. Health and Building Committee Meeting to be held Tuesday December 12, 2023, at 5:30pm c. Policy and General Committee Meeting to be held Wednesday December 13, 2023, at 5:30pm 4. That Standing Committee Meetings not be held in January 2023. 5. That the Council shutdown period for the Administrative Centre and the Warnock Street Works Depot be from 5pm Friday December 22, 2023, and reopening Monday, January 8, 2023. 6. That Council advertise the shutdown period for the Administrative Centre and the Warnock Street Works Depot and that this advertisement also includes the operating hours for all other Council facilities during this period. 			
CARRIED UNANIMOUSLY			

Meeting	Officer/Director	Section	Subject
Ordinary Council 30/08/2023	Nu’man, Razija Nankivell, Jay	Policy And General Reports	2022-2026 DELIVERY PROGRAM INCLUDING 2022/2023 OPERATIONAL PLAN OUTCOMES - FINAL KEY PERFORMANCE INDICATORS PROGRESS REPORT FOR PERIOD ENDING 30 JUNE 2023
Resolved			
<ol style="list-style-type: none"> 1. That Broken Hill City Council Report No. 153/23 dated July 28, 2023, be received. 2. That Council receive the 2022-2026 Delivery Program including 2022/2023 Operational Plan outcomes – Final Key Performance Indicators Progress Report for period ending 30 June 2023. 3. That the 2022-2026 Delivery Program including 2022/2023 Operational Plan outcomes – Final Key Performance Indicators Progress Report for period ending 30 June 2023 be placed on Council’s website. 			

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CARRIED UNANIMOUSLY

20 Sep 2023 3:10pm Brealey, Jodie
KPI Progress Report uploaded to website - COMPLETE

Meeting	Officer/Director	Section	Subject
Ordinary Council 30/08/2023	Bartlett, Leisa Nankivell, Jay	Mayoral Minute	MUNDI MUNDI BASH
Resolved			
<ol style="list-style-type: none"> That Council provides advocacy support to the Outback Music Festival Group (organisers of the Mundi Mundi Bash) for the sealing of the Wilangee Road between Umberumberka turn-off and the Mundi Mundi Bash site; and that Council sends correspondence to the Local Member, NSW Premier The Hon Chris Minns MP and the appropriate Minister. 			
CARRIED UNANIMOUSLY			
20 Sep 2023 12:32pm Bartlett, Leisa Letter being drafted.			

Meeting	Officer/Director	Section	Subject
Ordinary Council 30/08/2023	Bartlett, Leisa Nankivell, Jay	Policy And General Reports	MOTIONS TO THE LOCAL GOVERNMENT NSW ANNUAL CONFERENCE TO BE HELD IN SYDNEY 12-14 NOVEMBER 2023
Resolved			
<ol style="list-style-type: none"> That Broken Hill City Council Report No. 151/23 dated August 4, 2023, be received. That Council notes that Council's successful motions to the 2023 Western Division Councils of NSW Conference will be submitted to the Local Government NSW Conference by the Western Division Councils secretariat. That Council writes to the Local Members, and appropriate Ministers and Shadow Ministers regarding the importance of ClubGRANTS funds, that are generated through local Clubs, remain in the local communities. 			
CARRIED UNANIMOUSLY			
20 Sep 2023 12:33pm Bartlett, Leisa Letters being drafted.			

Meeting	Officer/Director	Section	Subject
Ordinary Council 30/08/2023	Nu'man, Razija Nankivell, Jay	Policy And General Reports	PUBLIC ART AUDIT, CONDITION REPORTS AND CONSERVATION PLANS
Resolved			
<ol style="list-style-type: none"> That Broken Hill City Council Report No. 157/23 dated August 6, 2023, be received. That the Public Art Audit be noted. That a budget submission be prepared for items classified as 3 (poor) and 4 (very poor) in the treatment classification index of the Grimwade report and submitted for consideration as part of next year's budget process. 			

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CARRIED UNANIMOUSLY

07 Sep 2023 11:21am Nu'man, Razija
 Manager Gallery and Museum will prepare item to next year's budget - complete.

Meeting	Officer/Director	Section	Subject
Ordinary Council 30/08/2023	Nu'man, Razija Nankivell, Jay	Policy And General Reports	2023/2024 EVENT SPONSORSHIP
Recommendation			
<ol style="list-style-type: none"> That Broken Hill City Council Report No. 159/23 dated August 9, 2023, be received. That Council provides \$5,000 cash and \$2,091.91 in-kind sponsorship to the Broken Hill Junior Soccer Association to host the SA Junior Soccer Association Country Championships 			
08 Sep 2023 12:27pm Merton, Rachel BHJSA advised of successful sponsorship. Acquittal link emailed - COMPLETE			

Meeting	Officer/Director	Section	Subject
Ordinary Council 30/08/2023	Nu'man, Razija Nankivell, Jay	Policy And General Reports	DISABILITY INCLUSION ACTION PLAN 2022-2026 - KEY PERFORMANCE INDICATORS PROGRESS REPORT FOR PERIOD ENDING 30 JUNE 2023
Resolved			
<ol style="list-style-type: none"> That Broken Hill City Council Report No. 154/23 dated August 8, 2023, be received. That Council note the Disability Inclusion Action Plan 2022-2026 – Key Performance Indicators Progress Report for the reporting period ending 30 June 2023. That the Disability Inclusion Action Plan 2022-2026 – Key Performance Indicators Progress Report for the reporting period ending 30 June 2023 be placed on Council’s website. That Council call a meeting of the Disability Inclusion Action Plan Monitoring Group to assess the outcomes of the progress report. 			
CARRIED UNANIMOUSLY			
20 Sep 2023 3:11pm Brealey, Jodie KPI Progress Report uploaded to website - COMPLETE, DIAP Monitoring Group meeting to be held October 2023 - COMPLETE			

Meeting	Officer/Director	Section	Subject
Ordinary Council 30/08/2023	Bartlett, Leisa Nankivell, Jay	Policy And General Reports	ADOPTION OF DRAFT ASSET NAMING POLICY
Resolved			
<ol style="list-style-type: none"> That Broken Hill City Council Report No. 156/23 dated August 8, 2023, be received. That Council notes that the Draft Asset Naming Policy was placed on public exhibition for a period of 28 days during which time Council received nil submissions from the public. 			

For Action	Division:	Ordinary Council	Date From:	1/04/2018
Action Sheets Report	Committee:		Date To:	21/09/2023
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3. That Council adopts the Draft Asset Naming Policy as a Policy of Council and notes that this action will render the 'Naming of Parks and Community Facilities Policy' obsolete.

CARRIED UNANIMOUSLY

13 Sep 2023 1:58pm Bartlett, Leisa
All action taken to adopt Policy, place on Council's website and advise staff., COMPLETE

QUESTIONS TAKEN ON NOTICE FROM PREVIOUS COUNCIL MEETINGS

- 1. QUESTIONS ON NOTICE NO. 9/23 - DATED SEPTEMBER 07, 2023 - COUNCILLOR QUESTIONS TAKEN ON NOTICE AT THE 26 JULY 2023 AND 30 AUGUST 2023 COUNCIL MEETINGS (D23/48909)522

ORDINARY MEETING OF THE COUNCIL

September 7, 2023

ITEM 1

QUESTIONS ON NOTICE NO. 9/23

SUBJECT: COUNCILLOR QUESTIONS TAKEN ON NOTICE AT THE 26 JULY 2023 AND 30 AUGUST 2023 COUNCIL MEETINGS D23/48909

Summary

This report provides responses to questions raised by Councillors during the 26 July 2023 and 30 August 2023 Council Meetings, which were taken on notice.

Recommendation

1. That Questions On Notice No. 9/23 dated September 7, 2023, be received.

Background

Following are the responses to questions raised by Councillors which the Mayor and/or General Manager took on notice at the 26 July 2023 Council Meeting for which information was not provided to the 30 August 2023 Council Meeting and questions taken on notice at the 30 August 2023 Council Meeting:

Ordinary Council Meeting held 26 July 2023	
Question:	Shorty O'Neill Village <i>Councillor Algate requested that a report be presented to a future Council meeting in relation to Council's sale of Shorty O'Neill Village.</i>
Response:	A report will be presented to the October Policy and General Committee Meeting.

Ordinary Council Meeting held 30 August 2023	
Question:	<u>From Item 5 – Local Government Conference</u> <i>Councillor Browne asked for clarification on the Government's proposal for ClubGRANTS funds to go into State Revenue and a government committee be responsible for the distribution of these funds to communities.</i> The Mayor took the question on notice.

Response:	Attached to this report is correspondence from the Acting CEO of Hospitality and Racing, Department of Enterprise, Investment and Trade, Mr Tarek Barakat dated 4 September 2023 advising of changes to the ClubGRANTS Scheme that have now come into effect with the commencement of the new gaming machine tax year (September-September) and providing a copy of the new Guidelines and a summary of the changes.
Question:	<p><u>From Item 17 – Minutes of the Local Traffic Committee</u></p> <p><i>Councillor Turley advised that the disability park adjacent to the Theatre Royal Hotel is marked on the road pavement but does not have a corresponding parking sign installed. Councillor Turley asked if this matter could be raised with the Traffic Committee.</i></p> <p>The Mayor took the matter on notice and agreed that it be referred to the Local Traffic Committee</p>
Response:	This matter was raised at the Local Traffic Committee Meeting held 5 September 2023 and the Committee resolved that the matter is an operational matter of Council. A CRM has been entered into Council’s Customer Request Management System for the disabled parking sign to be installed.
Question:	<p><u>From Item 17 – Minutes of the Local Traffic Committee</u></p> <p><i>Councillor Gallagher advised of an Argent St business owner whose premises backs onto Crystal Lane between Sulphide and Bromide Streets has requested that the lane be made one-way traffic to stop congestion in the lane. Councillor Gallagher asked that the Local Traffic Committee consider the matter and if approved, erect the appropriate one-way signage.</i></p> <p><i>Councillor Boland also requested that the no-loading and no-stopping signs in this section of Crystal Lane be replaced as they are faded and hard for motorists to read.</i></p> <p>The Mayor took the matter on notice and agreed that it be referred to the Local Traffic Committee</p>
Response:	<p>This matter was raised at the Local Traffic Committee Meeting held Tuesday 5 September 2023 and the Committee’s recommendation is contained in the Traffic Committee Minutes Report that Councillors note that the lane is already a one-way lane with signage to indicate this. The lane was temporarily made a two-way lane during the Broken Heel Festival with the one-way signs covered.</p> <p>The Committee resolved that the faded traffic signs in this section of Crystal Lane are an operational matter of Council. A CRM has been entered into Council’s Customer Request Management System for the faded signs to be replaced.</p>

<p>Question:</p>	<p><u>From Minutes for Confirmation and the Public Forum Session – Broken Hill Family Day Care</u></p> <p><i>Councillor Turley requested that a site visit of the Broken Hill Family Day Care facility be arranged for Councillors.</i></p> <p>The Mayor took the question on notice and advised that a site visit will be arranged for Councillors.</p>
<p>Response:</p>	<p>A Councillor site visit of the Family Day Care facility was held on Thursday 21 September 2023.</p>

Attachments

1. Correspondence from the Department of Enterprise, Investment and Trade re
[↓](#) ClubGRANTS Scheme
2. ClubGRANTS Guidelines - September 2023
[↓](#)
3. ClubGRANTS Scheme - Table of Changes to Guidelines
[↓](#)

LEISA BARTLETT
EXECUTIVE OFFICER

JAY NANKIVELL
GENERAL MANAGER

Ref: DF23/017736
4 September 2023

Mr Jay Nankivell
General Manager
Broken Hill City Council

By email: council@brokenhill.nsw.gov.au

Revised ClubGRANTS Guidelines

Dear Mr Nankivell

I am writing to inform you that the Minister for Gaming and Racing has approved revised ClubGRANTS Guidelines (Guidelines). The updated Guidelines will commence today in line with the beginning of the 2022-23 gaming machine tax year.

The revised Guidelines update the membership, role and responsibilities of ClubGRANTS local committees. This may impact your council's role in the ClubGRANTS scheme.

A copy of the Guidelines and a table outlining key changes are attached for your information. The Guidelines are also available on the Liquor & Gaming NSW website.

The update to the Guidelines was completed to include additional reporting requirements and to improve the transparency and clarity of the scheme. These changes aim to:

- Ensure funding decisions are driven by local priorities
- Increase transparency and oversight of ClubGRANTS expenditure and
- Streamline, simplify and clarify existing requirements of clubs.

Further guidance materials will be distributed to local committees in the coming weeks outlining how they can discharge their new obligations.

You may also be aware the NSW Government has committed to a 'root and branch' review of all categories – 1, 2 and 3 of the ClubGRANTS Scheme. This review will commence soon and these updated Guidelines serve as an interim measure to improve the Scheme's operation until the full review has been completed. Public consultation will take place as part of the review, ensuring councils and other local committee members can have their say.

If you have any queries, please contact Bronwen Sandland, Manager, Policy & Legislation (Gaming & Clubs) on (02) 8737 6370 or at bronwen.sandland@liquorandgaming.nsw.gov.au.

Department of Enterprise, Investment and Trade

4 Parramatta Square, Parramatta NSW 2150
GPO Box 7060, Sydney NSW 2001

1

1300 024 720
www.liquorandgaming.nsw.gov.au

Hospitality & Racing

Department of Enterprise,
Investment and Trade re
ClubGRANTS Scheme

Sincerely,



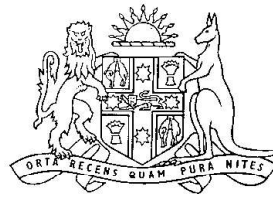
Tarek Barakat
A/Chief Executive Officer
Hospitality and Racing
Department of Enterprise, Investment and Trade

Department of Enterprise, Investment and Trade

4 Parramatta Square, Parramatta NSW 2150
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2

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ClubGRANTS GUIDELINES

Gaming Machine Tax Act 2001

September 2023

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1 CLUBGRANTS GUIDELINES, CHAPTER 1 - OVERVIEW

ClubGRANTS is designed to ensure that larger registered clubs in NSW contribute to the provision of frontline services to their local communities; and to ensure that the disadvantaged in the community are better positioned to benefit from the substantial contributions made by those clubs. ClubGRANTS also facilitates contributions by larger clubs towards infrastructure to support sporting, health and community activities.

The *Gaming Machine Tax Act 2001* (the Act) outlines the legislative arrangements for the granting of a rebate of gaming machine tax levied on registered clubs. Under the Act, a tax rebate is made available to registered clubs of up to 1.85% of a club's gaming machine profits over \$1 million during a "tax year" (as defined in section 3(1) of the Act) provided that the Independent Liquor & Gaming Authority (the Authority) constituted under the *Gaming and Liquor Administration Act 2007* is satisfied that the required amount has been applied to expenditure on community development and support (refer to expenditure Categories 1 and 2, as provided for in these guidelines).

Under the Act, a further 0.4% of a club's gaming machine profits over \$1 million during a "tax year" is paid into the ClubGRANTS Fund on behalf of the club to be used for large scale projects or services associated with sport, health or community infrastructure (refer to expenditure Category 3, as provided for in these guidelines).

The Act authorises the Minister to publish guidelines that determine what constitutes the application of profits and to define the terms for Category 1, 2 and 3 projects and services for ClubGRANTS purposes.

In these guidelines, the gaming machine tax rebate of 1.85% of gaming machine profits over \$1 million for Categories 1 and 2 is referred to as the "ClubGRANTS liability".

In the Act, a distinction is made between three classes of expenditure:

Category 1: Expenditure on specific community welfare and social services, community development, community health services and employment assistance activities.

Category 2: Expenditure on other community development and support services.

Category 3: Contributions by clubs to the ClubGRANTS Fund.

To qualify for the gaming machine tax rebate of 1.85%, clubs must allocate at least 0.75% of those funds over \$1 million to Category 1 purposes, with the remainder allocated to Category 2 purposes (maximum 1.1%). Excess Category 1 expenditure may be used to cover shortfalls in Category 2, but the reverse does not apply.

As a general rule, it is important that funding preference is not given to projects or services that can be readily assisted by an existing Government funding program.

2 CLUBGRANTS GUIDELINES, CHAPTER 2 - CATEGORY 1 & 2 EXPENDITURE

2.1 CATEGORY 1 EXPENDITURE

Eligible **Category 1 expenditure** is for projects and/or services that contribute to the welfare and broader social fabric of the local community and are aimed at improving the living standards of low income and disadvantaged people.

2.1.1 Community welfare and social services

- family support
- supported emergency or low cost accommodation
- counselling services
- domestic violence services
- child care and child protection
- aged, disability or youth services
- veteran welfare services
- services to victims of natural or other disasters¹
- volunteer emergency services, such as surf life-saving and rural fire services.

2.1.2 Community development

- neighbourhood centre activities
- community education programs
- youth drop-in facilities
- community transport services
- tenants' services
- state-wide or regional services developing social policies and providing advocacy for local community services.

¹ Note paragraph 2.3.4 of the guidelines states "Expenditure Outside of New South Wales" - Expenditure on community development and support outside NSW is only recognised if it is made to locally based activities that are of a genuine cross-border nature or to nationally operating organisations with a presence in NSW or expenditure in accordance with 2.3.6 of the Guidelines.

2.1.3 Community health services

- early childhood health
- child and family services
- community nursing
- therapy, including art therapy
- community mental health services
- health promotion initiatives
- drug and alcohol services
- palliative care/women's health/dental/ disability services
- Aboriginal and Torres Strait Islander health services
- home and community care services

Funding for buildings and equipment for in-patient care may be recognised as Category 1 expenditure in certain limited circumstances, so long as the expenditure is identified by the ClubGRANTS local committee to be of very considerable potential importance and value to the local community. Otherwise such grants will only be recognised as Category 2 expenditure. Funding for medical research is not eligible as Category 1 expenditure.

2.1.4 Employment assistance activities

- employment placement services
- group training
- employment advocacy
- community enterprises
- local job creation schemes

2.1.5 Treatment of expenditure 'in kind'

Category 1 expenditure 'in kind' provided to the community is acceptable provided that claims for such expenditure do not exceed market value, are properly documented and are eligible for Category 1 expenditure as defined in these guidelines. Expenditure 'in kind' is not acceptable if the organisation receiving the expenditure makes a comparable reciprocal 'in kind' contribution to the club. 'In kind' expenditure cannot exceed 20% of combined Category 1 and Category 2 ClubGRANTS expenditure.

However, clubs may apply to the Authority for exemptions to the 20% limit. Applications for exemptions must be accompanied by such information as may be required by the Authority.

2.1.6 ClubGRANTS local committee recommendations

Clubs must not allocate less than 75% of Category 1 funds in accordance with the local committee's recommendations.

Where a club does not meet this requirement, they must submit a report to L&GNSW within 45 days of finalising all Category 1 funding decisions, detailing:

- The recommendations made by the local committee
- The reason why the recommendations were not accepted
- The projects that the funds have instead been allocated to
- The exceptional circumstances that resulted in the club not meeting the requirement.

Liquor & Gaming NSW will conduct a yearly report at the end of each tax year to monitor clubs' observance of this requirement and report back to the Authority for it to consider whether the rebate is provided or not. This measure will commence in the 2023-24 tax year.

2.2 CATEGORY 2 EXPENDITURE

Eligible **Category 2 expenditure** is that expenditure allocated to community development and support activities and projects not listed under Category 1 and expenditure allocated to a club's core activities (such as sport, returned servicemen's league/veteran welfare, golf course and bowling green maintenance, including for wages paid to staff to carry out the maintenance).

Category 2 expenditure can be allocated for professional sport purposes including National Rugby League, except for monetary payments to professional or semi-professional sports persons and their coaches and managers.

There are several specific funding allocations that are disallowed under Category 2, as follows:

- professional entertainers and entertainment provided for club patrons and used for the purpose of directly promoting activities associated with the trading operations of the club;
- expenditure on a club's commercial activities or activities directly related to fulfilling its obligations under the legislative and licence requirements applying to its trading operations (for example, Occupational Health and Safety); and
- capital and related expenditure on club facilities where the project is primarily commercial in nature, or related to the upgrading or enhancement of gaming facilities, or when the facility is operated on a profit basis. However, this does not exclude funding for upgrading buildings, improving access to buildings, or upgrading communications technology or connections to utilities for club facilities, provided that the building or facility is not primarily commercial in nature, is not related to gaming and is not operated on a profit basis.

Despite the above, Category 2 funding may be allocated to establishing and/or improving a club's community care infrastructure or undertaking a capital upgrade to a club's core property or equipment in the circumstances described in paragraphs 2.2.4 and 2.3.8.

2.2.1 Tourism promotion

Category 2 expenditure on the promotion of tourism is acceptable provided the expenditure is not specifically targeted to promoting the club.

2.2.2 Treatment of expenditure 'in kind'

Category 2 expenditure 'in kind' provided to the community is acceptable provided the claims for such expenditure do not exceed the market value, are properly documented and represent eligible expenditure as defined in these guidelines. Expenditure 'in kind' is not acceptable if the organisation receiving the expenditure makes a comparable reciprocal 'in kind' contribution to the club. As noted above, 'in kind' expenditure cannot exceed 20% of combined Category 1 and Category 2 ClubGRANTS expenditure.

2.2.3 Cultural activities, visual/performing arts

Category 2 expenditure may be provided for non-profit cultural activities, or non-profit visual and performing art activities and programs.

2.2.4 Capital upgrades for emergency situations

Capital expenditure on an upgrade that relates to a club's core property or equipment may be recognised as Category 2 expenditure provided that the primary purpose of the upgrade is to improve a local community's preparedness for, response to and/or recovery from an emergency. An emergency has the same meaning given by section 4 of the *State Emergency and Rescue Management Act 1989*.

Category 2 expenditure on a capital upgrade that would improve a club's capability or capacity to act as an evacuation centre is acceptable only if a Local Emergency Management Committee has endorsed the club as a potential emergency evacuation centre. These committees typically maintain a list of potential centres for each local government area as part of local emergency management plans established under the *State Emergency and Rescue Management Act 1989*.

Further, clubs must be able to demonstrate that proposed upgrades are consistent with, and do not duplicate, established emergency management arrangements and infrastructure in New South Wales. In the event of an emergency, existing arrangements in most cases provide local communities access to mobile catering, off-site commercial accommodation, backup power generators, and child friendly spaces/play equipment. This will depend on the location and type of emergency. Clubs should therefore consult their Local Emergency Management Committee before undertaking a proposed capital upgrade.

Examples of eligible capital upgrades

- Establishing backup power supplies, communications or other support capability necessary to set up a club as a potential emergency evacuation centre for a local community, where the Local Emergency Management Committee has confirmed that club's use for this purpose and the proposed upgrade is consistent with the role of an evacuation centre in an emergency.

- Expanding a dam on club property where the Local Emergency Management Committee advises that the expansion would improve the local community's capacity to respond to a bushfire.

2.3 EXPENDITURE GENERALLY

2.3.1 Reciprocal contributions

Expenditure is ineligible if the organisation receiving the expenditure makes a comparable reciprocal contribution to the club in return for the expenditure.

2.3.2 Political parties/industry organisations

ClubGRANTS funds may not be provided to any registered political parties, any political candidates, any political campaigns or to any industry organisations.

2.3.3 Administration costs

Category 1 or Category 2 expenditure may be provided for reasonable costs incurred in the provision of administrative support for the local committee. The maximum allowable amount of funding is limited to either \$1,000 per club or 10% of available combined Category 1 and Category 2 funds (whichever is lesser).

2.3.4 Gambling counselling projects and services²

ClubGRANTS funds may not be provided for gambling counselling services except in the following circumstances:

- A registered club that is party to an existing contract with a counselling service that provides gambling counselling services to the club's patrons may make a claim under the ClubGRANTS Scheme for funds provided to that service.
- A registered club in an existing contract can claim 20% of funds provided to the gambling counselling service until the contract with the gambling counselling service expires. Once an existing contract expires, a rebate can no longer be claimed for funds provided to that service.
- An existing contract in paragraph 2.3.3 means a contract that a registered club has entered with a gambling counselling service before 10 February 2012.

2.3.5 Treatment of club bingo and charity housie

Club Bingo

Club Bingo is disallowable expenditure under Category 1 and Category 2, as it is conducted for the purpose of promoting a club's services.

Charity Housie

² This provision commenced on 10 February 2012

The market value of providing a venue, equipment or staff member for Charity Housie is allowable in-kind expenditure:

- under Category 1, provided the funds raised through Charity Housie are expended on activities or services covered by Category 1; or
- under Category 2, provided the funds raised through Charity Housie are expended on activities or services covered by Category 2.

Where a promoter of Charity Housie provides a club with an in-kind benefit to conduct Club Bingo, such as supplying personnel, the club must deduct the market value of this in-kind benefit from any in-kind benefit that the club provides to the charity.

For example, where a club provides a venue to conduct Charity Housie and the charity provides staff to conduct Club Bingo, the club must deduct the market value of the staff supplied from the market value of the venue provided to calculate the allowable in-kind expenditure.

2.3.6 Expenditure outside of New South Wales

Expenditure on community development and support outside NSW is only recognised if it is made to locally based activities that are of a genuine cross-border nature or to nationally operating organisations with a presence in NSW or expenditure in accordance with 2.3.7 of the Guidelines.

2.3.7 Expenditure to support overseas travel and education programs

Expenditure may not be allocated for overseas travel and/or education programs, unless approved by the Authority. To apply for this approval, the applicant must make a written request to the Authority and sufficiently demonstrate how the proposed travel meets expenditure eligibility criteria.

2.3.8 Expenditure to assist victims of interstate or international natural or other disasters

Any registered club that qualifies for the gaming machine tax rebate under section 17 of the Act may make a claim through ClubGRANTS for funds provided to any interstate or international natural or other disaster relief fund but only if the following conditions are met:

- (a) The Minister has advised the club industry that expenditure provided to victims of a particular interstate or international natural or other disaster is eligible expenditure and has identified the natural or other disaster relief fund the funds should be deposited into;
- (b) The amount claimed cannot exceed 10% of a registered club's total eligible Category 1 and Category 2 ClubGRANTS expenditure;
- (c) The total amount expended must be shared equally between Category 1 and Category 2 funding; and
- (d) The expenditure is deposited into the relevant disaster relief fund within 12 months of the natural or other disaster's occurrence.

2.3.9 Expenditure on community care infrastructure

Expenditure to establish and/or improve a club's community care infrastructure may be recognised as Category 1 and Category 2 expenditure.

Community care infrastructure includes:

- aged-care facilities
- facilities for people with a disability
- mental health facilities
- child-care facilities
- domestic violence shelters

Category 1 and Category 2 expenditure may not be allocated by a club for any expenditure associated with the ongoing operation of the club's community care infrastructure.

Despite paragraph 2.2, Category 2 expenditure may be allocated by a club to establish and/or improve a club's community care infrastructure if the facility is leased and operated by an accredited third party, whether on a not-for-profit or for-profit basis.

3 CLUBGRANTS GUIDELINES, CHAPTER 3 – CATEGORY 3 EXPENDITURE

Category 3 expenditure is the portion of a registered club's gaming machine profits over \$1 million which is paid into the ClubGRANTS Fund to the NSW Government on behalf of the club to support and develop, by way of grants, large scale projects or services associated with sport, health or community infrastructure. The amount paid into the ClubGRANTS Fund on behalf of each club is 0.4% of the club's gaming machine profits over \$1 million during a gaming machine tax year.

3.1 CLUBGRANTS FUNDING

ClubGRANTS funding can be provided for designing, building, upgrading, renewing, funding or acquiring land or property for projects and services that are within the categories of sport, health or community. Eligible streams for funding within the categories are determined by the Minister for each grant round and are published on the NSW Government's website.

Category 3 projects and services funded by ClubGRANTS cannot be funded under Category 1 or Category 2.

3.2 PAYMENTS FROM THE CLUBGRANTS FUND

The Minister approves funding for projects submitted as grants from the ClubGRANTS Fund for sport, health and community infrastructure. The Minister may approve payment from the ClubGRANTS Fund for reasonable costs incurred in administering and managing the ClubGRANTS Fund.

3.3 CLUBGRANTS GRANTS PROCESS

The Minister delegates the operations of administering and processing grant applications to the Office of Responsible Gambling. To determine funding allocation on projects, the Minister may call on:

- a) the expertise of an independent assessment panel, comprising assessors with subject matter expertise
- b) other government agencies with expertise in categories
- c) input from ClubsNSW
- d) and give consideration to projects and services which will benefit:
 - Aboriginal and Torres Strait Islander communities;

- regional and remote communities;
- disadvantaged communities; and
- culturally and linguistically diverse communities.

3.4 APPLICATION GUIDELINES

The Minister approves the eligibility, criteria and application dates for grant rounds under ClubGRANTS Category 3. The Minister also approves the title of grant rounds. Should the grant round title not include the term “ClubGRANTS or Category 3”, then ClubGRANTS must be acknowledged as the source of funding in the Application Guidelines and other related material.

The Office of Responsible Gambling is to arrange for Application Guidelines to be placed on the NSW Government Grants and Funding Finder site at nsw.gov.au/grants-and-funding.

3.5 CLUBGRANTS FUND AND GRANT MANAGEMENT

The Office of Responsible Gambling is responsible for operational management of the ClubGRANTS Fund, contract management of funded projects, acquittals and reporting.

4 CLUBGRANTS GUIDELINES, CHAPTER 4 - ACCOUNTABILITY & REPORTING

4.1 GENERAL PRINCIPLES

In allocating ClubGRANTS expenditure which is claimed to fall within Categories 1 or 2, a club needs to:

- (a) ensure that it can satisfy the Authority that the activities funded fall within Category 1 or Category 2 as defined in the guidelines; that appropriate expenditure has been applied to Category 1 and Category 2 purposes; and that it has maintained appropriate records;
- (b) indicate whether the Category 1 activities funded by the club are in line with the local community service priorities identified by the local committee, as must be noted in the club's ClubGRANTS expenditure return to the Authority and reported to the local committee;
- (c) ensure that it has provided to the local committee details of any long-term Category 1 funding commitments;
- (d) obtain a certificate of attendance from the local committee, and signed by the convenor of the local committee, and forward this to the Authority with the club's annual return;
- (e) follow the special provisions in section 4.5 relating to trusts and section 2.3.2 relating to benefiting organisations located outside NSW; and
- (f) satisfy the Authority that all relevant reports and statutory declarations have been sought from benefiting organisations.

4.2 REPORTING FORM

Each registered club claiming a tax reduction under the ClubGRANTS expenditure must satisfy the Authority that appropriate expenditure has been applied to Category 1 and Category 2 purposes.

A standard electronic form has been developed for reporting Category 1 and Category 2 expenditure. The form must be completed by qualifying clubs and submitted to the Authority within 7 days of the end of the tax year i.e. by 7 September of that year.

On and after the gaming machine tax year commencing on 1 September 2022, ClubGRANTS qualifying clubs and local committees must use the system known as ClubGRANTS Online, provided by ClubsNSW, to accept applications, record funding decisions and manage acquittals.

Funding decisions recorded in ClubGRANTS Online will be considered formal reports to the Authority in relation to Category 1 and 2 expenditure.

ClubGRANTS Online must be made available to all clubs, committees and the public and must be maintained by ClubsNSW. ClubGRANTS Online access for ClubGRANTS local committees and the public is free of charge. Non-member clubs may be charged a reasonable cost-recovery fee.

If a club's expenditure is less than the ClubGRANTS liability, the difference must be paid to Revenue NSW. The shortfall will be added to the August quarter tax assessment payable by direct debit on 21 September. If the amount expended is more than 1.85%, the difference may not be accumulated and used to offset shortfalls in future years' ClubGRANTS expenditure.

Clubs must ensure that successful applicants receive their funding before 31 August in order for that expenditure to qualify for the current tax year. This means that cheques must be cleared, or cash advanced, before 31 August. The Authority will consider any funding received after this date to be part of the next tax year's ClubGRANTS expenditure allocations. This may mean that a club will need to make up the shortfalls in the current year's expenditure.

If a project cannot be completed and allocated ClubGRANTS funding remains unspent, a club may request permission in writing from the Authority to reallocate this funding to a similar project or organisation after the end of the tax year.

4.3 REPORTS FROM BENEFITING ORGANISATIONS

ClubGRANTS qualifying clubs are also responsible for requesting reports from organisations receiving ClubGRANTS funding from a club as to the manner in which that funding was applied.

Clubs must require all benefitting organisations to provide the following reports:

- An acquittal report (or progress report, if the project is incomplete) six months after receiving funding; and
- If the recipient submits a progress report, an acquittal report (or additional progress report) one year from the original project completion date listed by the organisation in the ClubGRANTS application.

Where an individual grant exceeds \$7,500, the club must also enter a formal contract with the benefitting organisation.

Acquittal and progress reports must detail expenditure to date.

Benefitting organisations must verify in-kind support by providing a statutory declaration confirming funds were spent as represented in their ClubGRANTS application.

Clubs should provide the acquittal or progress report to the relevant local committee in cases where funding has been granted in line with the local committee's identification of local community service priorities.

If a required acquittal or progress report is not received by a club from a benefitting organisation, no further Category 1 funding should be considered for future ClubGRANTS funds, except in exceptional circumstances.

Acquittal reports should be proportional to the amount of funding received.

4.4 JOINT FUNDING OF PROJECTS AND POOLED FUNDING ARRANGEMENTS

The joint funding of projects is allowable where each individual club directly forwards its own contribution to a project to the benefiting organisation, keeps a record of its own direct contribution to the project, and receives reports and returns from the benefiting organisation confirming how the club's Category 1 allocation was applied.

However, if several clubs' ClubGRANTS Category 1 funds are pooled and allocations made from a central fund administered, for example, through a local committee, pooled funding is not eligible for ClubGRANTS Category 1 expenditure. That is to say, clubs can still provide funds directly to a project or organisation that is in receipt of funds from other clubs as part of a joint funding project. However, the collective club funds for joint projects are not to be placed under the control of a third party, external to the club, purely for the purposes of distribution of those funds by that third party. This would not include the establishment of trusts.

4.5 ESTABLISHMENT OF TRUSTS

Club directors considering the establishment of a trust as a potential benefiting organisation need to carefully consider the administrative, financial and legal implications of doing so, and should seek professional advice. Ideally, trust proposals should be supported by the local committee.

Clubs should also ensure that ClubGRANTS allocations are spread, as far as possible, across a wide variety of activities.

As outlined previously, trusts involving pooled funding arrangements will not be recognised as eligible ClubGRANTS Category 1 expenditure. Neither Liquor & Gaming NSW, nor the Authority will assume responsibility for the control or administration of any trust or trust funds.

4.6 NOTIFICATION TO LOCAL COMMITTEES OF ALL CATEGORY 1 FUNDING ALLOCATIONS

Each club must advise its local committee in writing at the beginning of each tax year of their Category 1 funding allocations made in the previous tax year.

The information to be provided by each club must include the names of the funding recipients and the amount of funding for each Category 1 project, together with advice as to whether the club's Category 1 allocations were in line with the local community priorities identified by the local committee. Clubs must provide some evidence and/or written explanation to indicate how their Category 1 projects aligned with the local community service priorities identified by the local committee.

4.7 REPORTING REQUIREMENTS

Clubs must ensure all required information is provided in their reports to the Authority, including ABNs of organisations.

Clubs must include with their reports to the Authority:

- a signed statement by the Club Secretary confirming the provided information is true and correct, and
- the certificate of attendance at Local Committee meeting, signed by the local committee convener.

Clubs must ensure records of all transactions related to their ClubGRANTS Category 1 and Category 2 expenditure are maintained in ClubGRANTS Online, including documents that support information provided in their reports to the Authority.

Clubs must produce records to the Authority in a timely manner upon request, ensuring documents are clearly labelled.

Clubs must keep reports for at least five³ years in the event of later review either of the club or of the benefiting organisation by the Authority. The Authority retains the option of removing recognition for ClubGRANTS expenditure if the activity is subsequently found to be non-complying with these guidelines.

4.8 SPECIAL PROVISIONS FOR EXPENDITURE ACROSS LOCAL GOVERNMENT AREA (LGA) BORDERS

Expenditure on community development and support that involves projects or activities that involve more than one LGA is recognised for ClubGRANTS purposes.

Clubs that allocate ClubGRANTS funding to such projects and activities must be able to demonstrate that the project or activity offers a service or benefit to communities within their own LGA.

4.9 ADMINISTRATION COSTS INCURRED BY ORGANISATIONS PROVIDING ADMINISTRATIVE SUPPORT TO A LOCAL COMMITTEE

Category 1 and Category 2 expenditure provided to reimburse organisations for reasonable costs incurred in the provision of administrative support for the local committee in their LGA is acceptable. The maximum allowable amount of funding is limited to either \$1,000 per club or 10% of available combined Category 1 and Category 2 funds (whichever is lesser). For ease of administration, any application for reimbursement of costs is to be made in the tax year following the year in which the costs were incurred.

In this context, administration support is taken to include the provision of goods, such as stationery and postage, the provision of services, such as staff to prepare for meetings or take minutes, or costs of local advertising of ClubGRANTS, but does not include such matters as equipment used at meetings or cost of room hire for meetings.

In order to qualify for this reimbursement, the organisation(s) providing the administrative support must apply in writing to the local committee for the relevant LGA and provide such

³ The requirement that registered clubs keep reports from benefiting organisations for five years instead of three commenced on 10 February 2012

documentation to verify the claim as may be requested by the local committee. A statement must also be included in any media release issued by the local committee, noting that some ClubGRANTS funds have been utilised for costs to the organisation providing administrative support.

Once a local committee has determined that reimbursement is warranted, the costs should be spread equitably across all participating clubs in the LGA and should not be funded from the Category 2 expenditure of a single club. The costs may also be allocated on a pro-rata basis if agreed by the local committee.

4.10 PUBLICISING APPROVED PROJECTS

Clubs and benefiting organisations should make every attempt to publicise the programs, projects or services for which funding has been provided.

In addition, clubs should make every attempt to maintain, on a publicly-accessible website, a list of all programs, projects or services for which funding has been provided in the current and previous gaming machine tax year. The list should be updated every six months.

Commencing no later than 31 October 2023 for the 2022-23 gaming machine tax year, ClubsNSW must maintain on its website a list of all Category 1 and Category 2 grants made by all clubs participating in ClubGRANTS.

ClubsNSW must:

- publish the relevant list by 31 October of each year for the previous gaming machine tax year ending on 31 August;
- make the list accessible on its website free of charge;
- make the list available in a .csv file format;
- retain the list on its website for no less than 3 years after it is first published.

The list must include, for every grant made:

- The relevant club that made the grant
- The name of the recipient
- The name of the program, project or service funded as set out in the ClubGRANTS annual return under the heading "Purpose of Recipients & Funds"
- The total amount of the grant
- Whether the expenditure was Category 1 or Category 2
- Whether the funding was in cash or in-kind

5 CLUBGRANTS GUIDELINES, CHAPTER 5 - CATEGORY 1 APPLICATION & FUNDING PROCESS

5.1 THE APPLICATION PROCESS

The gaming machine tax year commences on 1 September of each year.

It is customary for each local committee to set its own application closing date. Applicants should refer to the local committee list on the ClubsNSW website (www.clubsnsw.com.au) for the relevant deadlines.

Category 1 application forms can be obtained from local committees or from the ClubsNSW website. Category 1 application methods vary between local committees and applicants are advised to refer to the ClubsNSW website for details. Advice regarding eligible Category 1 expenditure is available from the Authority.

There is no Category 2 application form.

5.2 APPLICATION DATES

Applications for Category 1 grants open on 1 February and close on 31 May.

5.3 ADVERTISING

ClubsNSW will advertise in state-wide and regional newspapers on an annual basis to invite Category 1 ClubGRANTS funding applications from community groups.

ClubsNSW may also advertise online, by radio or by way of other forms of print media to invite Category 1 ClubGRANTS funding applications from community groups.

5.4 EXPENDITURE APPROVALS BY CLUBS

Clubs and local committees must process applications for ClubGRANTS funding in a timely manner and should ensure that letters of acknowledgment are sent to applicants promptly. Formal letters of offer should be made to successful organisations along with a request for a report to be forwarded to the club at the completion of the activity.

Unsuccessful applicants should also be notified.

6 CLUBGRANTS GUIDELINES, CHAPTER 6 - LOCAL COMMITTEE PROCESS

6.1 THE ESTABLISHMENT OF LOCAL COMMITTEES

ClubGRANTS, a State Government initiated scheme, should have a broad consultative and advisory process based on the establishment of locally appointed committees in which qualifying clubs and key community service agencies would participate.

Therefore, ClubGRANTS local committees must be established in each local government area (LGA) where the total ClubGRANTS Category 1 liability of local qualifying clubs exceeds \$30,000 in the tax year.

Local committees may also be established in line with these guidelines in LGAs where the total ClubGRANTS Category 1 liability is less than \$30,000, if all parties agree. If a local committee is not formed, the Department of Communities and Justice and the Office of Responsible Gambling must develop a list of social expenditure priorities for the relevant LGA and make this available to the relevant clubs, either directly or through ClubsNSW, for the purposes of determining priorities with respect to the Category 1 funding of community development and support projects.

When considering ClubGRANTS applications for funding, registered clubs in areas where a local committee has not been established may wish to contact the Department of Communities and Justice, the Office of Responsible Gambling or the relevant local council for advice regarding the suitability of specific applications in the context of the listed social expenditure priorities, or of the capabilities of the organisation proposing to undertake the activity for which funding is sought.

6.2 THE MEMBERSHIP OF LOCAL COMMITTEES

The core local committee membership in each LGA is to comprise of:

- (a) Representative/s of ClubGRANTS qualifying clubs;
- (b) Representative/s of the local council;
- (c) Representative/s of the Department of Communities and Justice;
- (d) Representative/s of a community organisation endorsed by the Office of Responsible Gambling; and
- (e) Representative/s of the local Aboriginal community where appropriate.

Local committees may also comprise third parties where appropriate, such as community stakeholders suited to understanding and identifying community needs. These stakeholders must be independent from other representatives on the local committee.

A political representative, including elected councillors, are excluded from becoming local committee members. Political representatives may only be invited as participating or observing guests to a local committee meeting at the discretion of the committee.

The club representatives must ensure that all local committee information is forwarded to the club/s they are representing.

The respective responsibilities of local committee members are as follows:

- qualifying clubs are the ClubGRANTS funding bodies;
- local councils provide local area governance, and provide local community service planning input;
- the Department of Communities and Justice is the lead government agency providing a community service planning, co-ordination, and delivery role across the State; and
- community organisations endorsed by the Office of Responsible Gambling represent local non-profit community organisations.

A local committee may invite representatives of other government or non-government organisations to participate in meetings.

The local council representative will be responsible for convening the first meeting of the local committee. If the council is unable to undertake this task, the Department of Communities and Justice would be expected to convene the meeting. A qualifying club will normally be a member of the local committee in the LGA in which the club is located. Where a club's catchment area and activities cover more than one LGA, it may seek advice from other relevant local committees and allocate funds to organisations in those other areas. A club is at liberty to seek representation on the local committee of a neighbouring LGA, possibly via the representative of another club in that LGA, where the first club's catchment area and activities cover more than one LGA.

The Office of Responsible Gambling is responsible for publishing a register of local committees and the organisations forming their membership on the Liquor & Gaming NSW website. Local committees are required to provide the Office of Responsible Gambling this information, including any changes to its membership, to ensure the register remains updated.

6.3 THE KEY ROLES AND RESPONSIBILITIES OF CLUBS AND LOCAL COMMITTEES

6.3.1 Mandatory provision of information by clubs

Decisions about ClubGRANTS funding allocations are the responsibility of each club's board of directors. However, in all LGAs where it is required that a local committee be established, it is compulsory for all qualifying clubs in that LGA to participate in the local committee processes.

Clubs must advise the local committee of the URL of the webpage which contains their list of ClubGRANTS (see paragraph 4.10).

Where a club has not yet updated its website in accordance with paragraph 4.10, it is mandatory for clubs to disclose in writing to their local committee such information on their Category 1 grants, including those made in previous gaming machine tax years, should their local committee request this information. In addition, Liquor & Gaming NSW will place on its website an estimation of the funds available for the next gaming machine tax year for the relevant LGA as soon as possible after the end of each gaming machine tax year.

The information to be provided by each club must include advice on the funding recipients and amounts of funding for each Category 1 project, together with advice as to whether the club's Category 1 allocations in the previous year were in line with the local community priorities identified by the local committee. Clubs need to provide some evidence and/or written explanation to indicate how their Category 1 projects aligned with the local community service priorities identified by the local committee.

Qualifying clubs with long-term or pre-existing Category 1 commitments to organisations must also provide information on these commitments to their local committee.

6.3.2 Key roles of local committees

The key roles of local committees are to:

- (a) determine the proportion of Category 1 expenditure that should be allocated in accordance with the local committee's recommendations;
- (b) identify the community service priorities for Category 1 expenditure in their LGA based on evidence provided by local government social plans and the Department of Communities and Justice advice on regional and whole-of-government community service priorities;
- (c) advise qualifying clubs in their LGA of the identified community service priorities for Category 1 expenditure;
- (d) assess Category 1 applications received by the local committee as to whether they align with the identified community service priorities;
- (e) inform qualifying clubs in their LGA of the outcomes of the assessment of Category 1 applications;
- (f) inform the Office of Responsible Gambling of the LGA they represent and the organisations forming the membership of the local committee, including when there are any changes to the membership of the local committee, to be published online;
- (g) in the case of Category 1 applications forwarded directly to a club without referral to the local committee and subsequently funded by that club, review the evidence received from clubs as to whether such applications align with the identified community service priorities and whether clubs are working in the spirit and intent of

the guidelines so as to ensure that there is no duplication of funding, and that a club's funding priorities are based on what are known needs in the community;

- (h) if requested by any qualifying club/s, determine a priority listing of Category 1 applications received by the local committee to assist those clubs requiring additional information to determine which projects to fund;
- (i) obtain written reports from local qualifying clubs listing the Category 1 projects funded by them, together with evidence from clubs as to whether these aligned with the community service priorities identified by the local committee;
- (j) provide each qualifying club with a certificate of attendance, signed by the local committee convenor, indicating their attendance or otherwise at local committee meetings, for forwarding with their annual return to the Authority at the end of the tax year; and
- (k) provide to the Authority information about a registered club claiming a tax reduction that has not complied with these guidelines as per the Act.

Local committees are also required to:

- (a) organise local promotion of ClubGRANTS, in conjunction with state-wide and regional advertising of the Scheme by ClubsNSW;
- (b) encourage clubs to publicise and disseminate information on ClubGRANTS funded projects within the local community;
- (c) distribute standard application forms and take enquiries about ClubGRANTS activities; and
- (d) discuss and review on an annual basis the operation and impacts of ClubGRANTS within the LGA.

Local committees are not authorised to veto or disallow Category 1 applications for funding. Local committees are authorised to assess and provide advice as to whether applications align with the identified local community service priorities and, where requested by qualifying club/s, to develop a priority listing of those applications to assist those clubs requiring additional information in order to determine which projects to fund.

In identifying the local community service priorities for Category 1 expenditure, it is expected that local committees would identify a sufficiently broad range of local priorities to allow the funding of a wide range of local community service projects by clubs.

6.4 THE OPERATIONAL PROCEDURES OF LOCAL COMMITTEES

Local committees must provide a fair, transparent and consistent process for managing the local operations of ClubGRANTS, and provide a forum for qualifying clubs to discuss local committee advice and thereby avoid unnecessary duplication of grants.

Every local committee must operate in accordance with the following procedures:

- (a) Annually elect one of its members to chair the local committee.
- (b) Formally adopt rules and procedures for the conduct of local committee meetings, including a rule that the committee will meet on a frequency of:

- (i) at least once a year if the local committee operates in a local government area where the total ClubGRANTS Category 1 liability of local qualifying clubs is \$50,000 or less in the tax year.
- (ii) at least twice a year if the local committee operates in a local government area where the total ClubGRANTS Category 1 liability of local qualifying clubs exceeds \$50,000 in the tax year.
- (c) Local committee members must declare in writing any situation where they or their organisation have any direct or indirect conflict of interest with the priorities set for the local area or with any application for funding. Any member who has declared a conflict of interest must withdraw from the meeting during the discussion of any such matter.
- (d) Ensure adequate notice (at least 14 days) of local committee meetings is given to all local committee members, including all qualifying clubs.
- (e) Keep an accurate record of proceedings of local committee meetings.
- (f) Ensure sufficient resources are made available, by agreement between the parties, for effective implementation of local committee activities and functions.
- (g) Appoint an agency or organisation to provide administrative support and to receive and collate Category 1 applications submitted to the local committee.

A local committee may determine other rules and procedures for the conduct of local committee meetings.

A local committee may, if the Chairperson thinks fit, transact any of its business at a meeting at which members (or some members) participate by telephone, teleconferencing, email or by other means.

6.5 REQUIREMENT TO ADOPT A LOCAL COMMITTEE CHARTER

Local committees are required to adopt a local committee charter. The charter can be adopted from a pro forma or “model” charter developed by ClubsNSW which satisfies minimum requirements. Alternatively, local committees may draft their own charter.

Attachment B - ClubGRANTS Guidelines changes

	Change
Whole document	Minor changes to language and grammar, updates to department and organisation names
2.1.1	Inclusion of domestic violence services.
2.1.6	Inclusion of requirement that 75% of Category 1 funds must be allocated in accordance with local committee recommendations. If a club does not meet this requirement, they must submit a report to L&GNSW within 45 days detailing the reasons why this requirement has not been met. A report will be provided to the Authority to consider whether the rebate is to be provided. This measure commences in 2023-24 tax year.
2.3.1	Reciprocal contributions – expenditure is ineligible if the organisation makes a comparable reciprocal contribution to the club in return for expenditure
2.3.4	Gambling Counselling Services – update to section, remove outdated content
2.3.7	Expenditure to support overseas travel and education programs. Expenditure for overseas travel may not be allocated unless approved by the Authority. The proposal must demonstrate how the travel meets the eligibility criteria.
2.3.9	Community care infrastructure - inclusion of domestic violence shelters.
4.2	Reporting form – inclusion that if a project cannot be completed and allocated ClubGRANTS funding remains unspent, a club may request permission in writing from the Authority to reallocate this funding to a similar project or organisation after the end of the tax year.
4.2.1	Removal of temporary arrangements for COVID 19 relief.
4.3	Reports from benefiting organisations – simplification of section.
4.7	Reporting Requirements Additional information required to be provided in reports to Authority including ABNs, statement, certificate of attendance of local committee, transactions to be maintained on ClubGRANTS online and requirement to produce records for the Authority in a timely manner.
5.2	Inclusion of Application Dates for Category 1 grants.
5.3	Advertising – removal of certain requirements for inclusion in advertisements.
6.2	Removal of NCOSS from the membership of local committees
6.2	Inclusion that local committees may include third parties where appropriate, eg community stakeholders.
6.2	Inclusion that political representatives including elected councillors are excluded from becoming a local committee member but may participate as an observer.
6.2	Removal of NCOSS requirement to endorse community organisations for participation on local committee.
6.2	Requirement for Office of Responsible Gambling (ORG) to publish a register of local committees on the L&GNSW website. Local committees are required to provide ORG with this information to ensure the register remains up to date.
6.3.2	Key roles of local committees – inclusion of requirement to inform the ORG of the LGA they represent and the organisations forming the membership of the local committee to be published online.
6.3.2	Key roles of local committees – inclusion of requirement to provide the Authority with information about a registered club claiming a tax reduction that has not complied with these Guidelines as per the Act.
6.5	Requirement to adopt a local committee charter – new requirement.

CONFIDENTIAL MATTERS

1. BROKEN HILL CITY COUNCIL REPORT NO. 194/23 - DATED SEPTEMBER 13, 2023 - LICENCE OF AIRPORT KIOSK AT THE BROKEN HILL AIRPORT - CONFIDENTIAL

(General Manager's Note: This report considers a licence and is deemed confidential under Section 10A(2) (c) of the Local Government Act, 1993 which provides for information that would, if disclosed, confer a commercial advantage on a person with whom the Council is conducting (or proposes to conduct) business).

2. BROKEN HILL CITY COUNCIL REPORT NO. 170/23 - DATED AUGUST 29, 2023 - PROPOSED LICENCE OF 100 SULPHIDE STREET (PART RESERVE 1003026) TO BCH FITNESS - CONFIDENTIAL

(General Manager's Note: This report considers a licence and is deemed confidential under Section 10A(2) (c) of the Local Government Act, 1993 which provides for information that would, if disclosed, confer a commercial advantage on a person with whom the Council is conducting (or proposes to conduct) business).

3. BROKEN HILL CITY COUNCIL REPORT NO. 171/23 - DATED SEPTEMBER 05, 2023 - PROPOSED LICENCE TO CARSCONNECTION PTY LTD - CONFIDENTIAL

(General Manager's Note: This report considers a licence and is deemed confidential under Section 10A(2) (c) of the Local Government Act, 1993 which provides for information that would, if disclosed, confer a commercial advantage on a person with whom the Council is conducting (or proposes to conduct) business).



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