

NATIONAL LOCAL ROADS AND TRANSPORT CONGRESS 2014

12-14 NOVEMBER 2014
TAMWORTH NSW

PROGRAM &
REGISTRATION

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GOVERNMENT ASSOCIATION

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NATIONAL
LOCAL
ROADS AND
TRANSPORT
CONGRESS
2014

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PRESIDENT'S WELCOME



Mayor Dr Felicity-ann Lewis
ALGA PRESIDENT

Dear Colleagues,

THE NATIONAL LOCAL ROADS AND TRANSPORT CONGRESS has always been, and continues to be, critical in influencing the Federal Government and Opposition on road and infrastructure policies

Our Congresses have a reputation for influencing significant change. For example, the very first Congress resulted in the establishment of the Roads to Recovery program in 2000. Also, the 2011 Congress' campaign to renew the Roads to Recovery program was instrumental in securing the renewal of the program from 2014-2019.

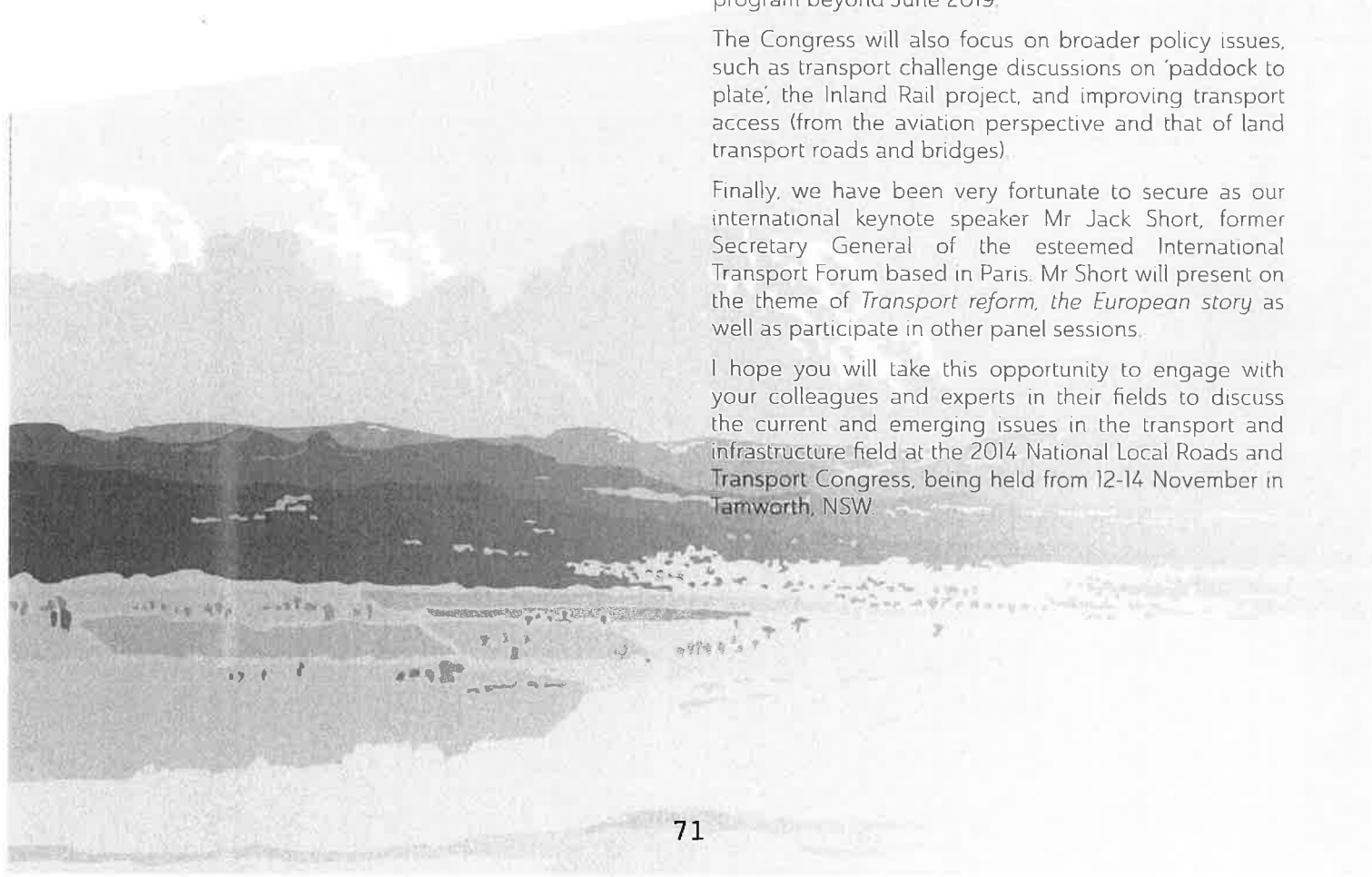
Given the outcomes for local government in the Federal Government's recent budget, it is important that local government stakeholders present a united front when dealing with the new Government on road and transport issues, particularly funding.

A key aim of the upcoming Roads Congress during 12-14 November 2014 is to highlight the importance of federal funding in overcoming road and infrastructure challenges and reinforce the need for increased and permanent funding under the Roads to Recovery program beyond June 2019.

The Congress will also focus on broader policy issues, such as transport challenge discussions on 'paddock to plate', the Inland Rail project, and improving transport access (from the aviation perspective and that of land transport roads and bridges).

Finally, we have been very fortunate to secure as our international keynote speaker Mr Jack Short, former Secretary General of the esteemed International Transport Forum based in Paris. Mr Short will present on the theme of *Transport reform, the European story* as well as participate in other panel sessions.

I hope you will take this opportunity to engage with your colleagues and experts in their fields to discuss the current and emerging issues in the transport and infrastructure field at the 2014 National Local Roads and Transport Congress, being held from 12-14 November in Tamworth, NSW.



CONGRESS PROGRAM

Wednesday 12 November 2014

» TAMWORTH MEMORIAL HALL

-
- 5.00-7.00pm** Welcome Drinks
-
- 5.15-5.25pm** SPEECHES: ALGA President and Mayor of Tamworth
-

Thursday 13 November 2014

» TAMWORTH REGIONAL ENTERTAINMENT AND CONFERENCE CENTRE (TRECC)

-
- 9.00am** Opening Ceremony
-
- 9.05am** ALGA President's Welcome
-
- 9.30am** Transport planning fit for the future
-
- 10.00am** Deputy Prime Minister, **The Hon Warren Truss MP** (invited)
-
- 10.45am** MORNING TEA
-
- 11.15am** *Paddock to Plate*: boosting agricultural competitiveness through integrated transport
-
- 12.30pm** LUNCH
-
- 1.30pm** **The Hon John Anderson AO**
Inland rail and the importance of R2R
-
- 2.00pm** The Council's Forum
-
- 3.00pm** AFTERNOON TEA
-
- 3.30pm** Update on continuing policy priorities
 - Airports
 - Bridges program
 - National Heavy Vehicle Regulator
-
- 4:15pm** Update panel session
-
- 5.00pm** Close
-
- 7.00pm** DINNER
 » THE AUSTRALIAN EQUINE AND LIVESTOCK EVENTS CENTRE (AELEC)
-

Friday 14 November 2014

» TAMWORTH REGIONAL ENTERTAINMENT AND CONFERENCE CENTRE (TRECC)

-
- 9.00am** Shadow Minister for Infrastructure and Transport, **the Hon Anthony Albanese MP** (invited)
-
- 9.45am** INTERNATIONAL SPEAKER: **Jack Short**, former Secretary General of the International Transport Forum (ITF) *Transport reform, the European story*
-
- 10.30am** MORNING TEA
-
- 11.00am** PLENARY SESSION: Forward-looking Road Expenditure Plans
 - Asset management
 - Road Transport planning
-
- 12.30pm** LUNCH
-
- 1.30pm** PANEL SESSION: Are we 'reformed out?'
-
- 2.30pm** Communiqué session
-
- 2.50-3.00pm** President's Close
-



**NATSPEC//
Construction
Information**

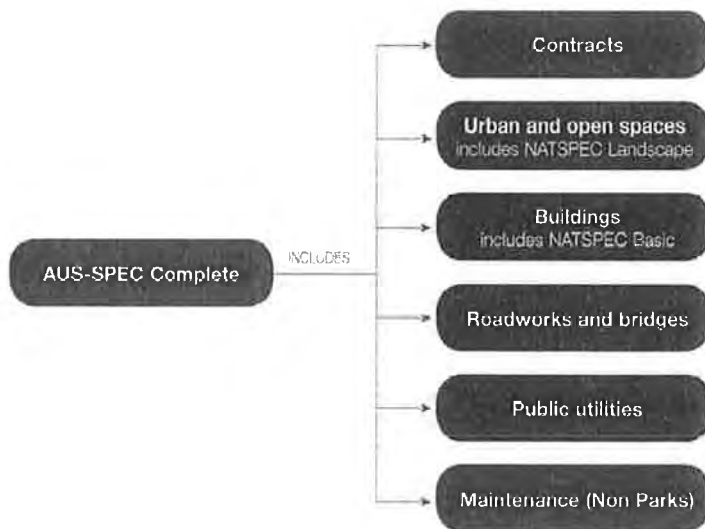


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Chris Champion, National CEO, IPWEA



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INVITED SPEAKERS



THE HON WARREN TRUSS MP

DEPUTY PRIME MINISTER AND MINISTER FOR
INFRASTRUCTURE AND REGIONAL DEVELOPMENT

The Hon Warren Truss MP is Deputy Prime Minister of Australia and the Minister for Infrastructure and Regional Development.

He became Leader of the Nationals in 2007 and is the longest serving federal leader of any political party in Australia today.

A third generation farmer from the Kumbia district near Kingaroy in Queensland, Mr Truss first won the federal seat of Wide Bay in 1990.

He was a Minister in the Howard Government for 10 years, serving as Minister for Customs and Consumer Affairs in October 1997, and a year later, Minister for Community Services. In July 1999 Mr Truss became the Minister for Agriculture, Fisheries and Forestry, where he served for six years. He became Minister for Transport and Regional Services in July 2005 and, in September 2006, was appointed Minister for Trade.

Before entering Parliament, Mr Truss was a Kingaroy Shire Councillor (1976 to 1990), including seven years as Mayor. He was Deputy Chairman of the Queensland Grain Handling Authority and a member of the State Council of the Queensland Graingrowers Association for more than 10 years.

Mr Truss is also former State and National President of the Rural Youth Organisation and President of the Lutheran Youth of Queensland.

THE HON ANTHONY ALBANESE MP

SHADOW MINISTER FOR INFRASTRUCTURE AND
TRANSPORT, SHADOW MINISTER FOR TOURISM

Anthony grew up in a public housing community in Camperdown and recognised early on the need to fight for social justice so that there was equal opportunity in society.

That is what led Anthony to joining the Australian Labor Party. He developed his political activity working for former prisoner of war and legendary Whitlam and Hawke Government Minister Tom Uren.

In 1996 Anthony was elected as the Member for Grayndler in Sydney's inner west, where he has lived his entire life.

Following the election of the Federal Labor Government in November 2007 Anthony became the Minister for Infrastructure and Transport and Leader of the House of Representatives.

Anthony was named Infrastructure Minister of the Year for 2012 by London based publication Infrastructure Investor.

In June 2013, he became Deputy Prime Minister, and also took on additional responsibility as Minister for Broadband, Communications and the Digital Economy.

Anthony was re-elected the Member for Grayndler in 2013 and is now the Shadow Minister for Transport and Infrastructure, and the Shadow Minister for Tourism.



KEYNOTE SPEAKERS



MR JACK SHORT

FORMER SECRETARY GENERAL OF THE INTERNATIONAL TRANSPORT FORUM; *TRANSPORT REFORM, THE EUROPEAN STORY*

Jack Short joined the European Conference of Ministers of Transport (ECMT) in 1984 and was Deputy Secretary General from 1993 to 2001, when he became Secretary General. Previously he worked for the Ministries of Transport and Finance in Ireland, as well as in transport research.

In 2006-07 he played a key role in the transformation of ECMT into the International Transport Forum and shaped its profile as a global, intermodal, open transport policy platform.

He was elected Secretary-General of the International Transport Forum in 2001, a post he held until 2011.

Mr. Short was educated at University College, Cork, and Trinity College, Dublin, where he obtained Masters Degrees in Mathematics and Statistics.

He has also played on the national cricket teams for two countries – Ireland and France – including captaining the French team.

THE HON JOHN ANDERSON AO

FORMER DEPUTY PRIME MINISTER AND CHAIR OF THE INLAND RAIL IMPLEMENTATION GROUP

John Anderson was born in Sydney, but his family have been graziers (sheep ranchers) and landowners in northern New South Wales since the 1840s. He was a farmer and grazier on family properties before entering politics.

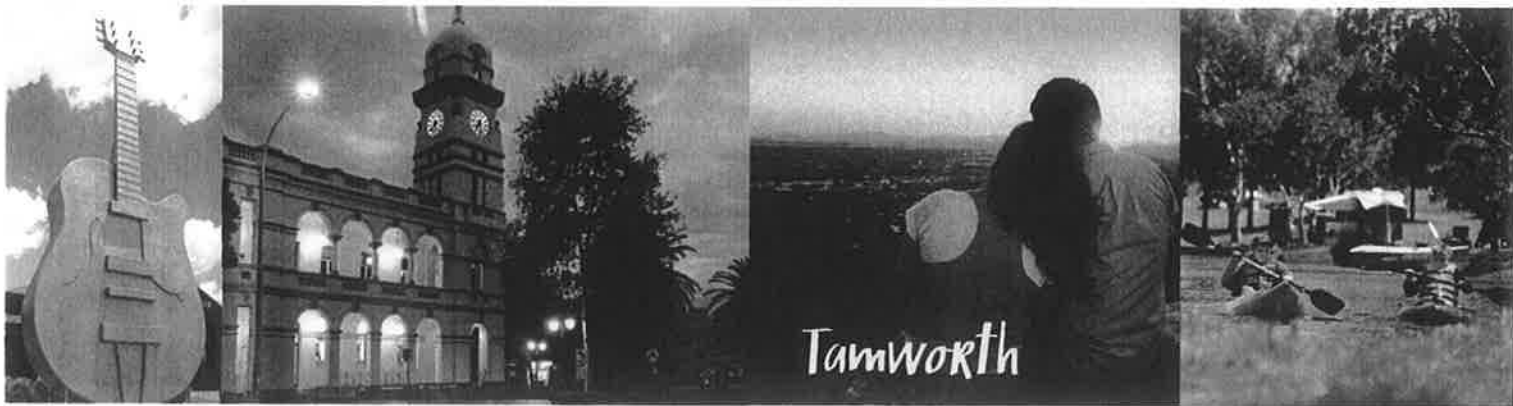
In 1989 Anderson was elected to the House of Representatives as MP for the rural seat of Gwydir, he soon was appointed to the Opposition front bench in 1992. In March 1993 he was elected Deputy Leader of the National Party.

When the Liberal Party under John Howard won the March 1996 elections and formed a coalition government with the National Party, Anderson became Minister for Primary Industries and Energy. In 1998 he shifted to become Minister for Transport and Regional Development.

When Tim Fischer retired as National Party leader in July 1999, Anderson was elected party leader without opposition and thus became Deputy Prime Minister. He helped to guide the National Party through a period of transition and dealt with a number of complex issues, including privatisation and national competition. He resigned from Cabinet in 2005 and did not seek re-election at the 2007 Federal Election.

On 13 June 2011, Anderson was named an Officer of the Order of Australia for distinguished service to the Parliament of Australia, particularly through support of rural and regional communities, transport development, and water management initiatives.

Among his many interests, he was appointed Chair of the Inland Rail Implementation Group in November 2013.



GENERAL INFORMATION

Congress location and venue

Tamworth is a beautiful, vibrant and prosperous regional city approximately 500 km north of Sydney and 600 km south of Brisbane. Tamworth Regional Council is one of the biggest councils in inland NSW with a population of over 58,000. Tamworth is playing an increasingly dominant role as a major regional hub for road, rail and air. Its regional economy is based on manufacturing, health and community services, education, logistics, wholesale trades, and tourism and hospitality. It was the first city in the southern hemisphere to introduce electric street lighting in 1888 and remains one of NSW's most vibrant regions. Tamworth is also famous as the "Country Music Capital of Australia", annually hosting the Tamworth Country Music Festival in late January, this year celebrating the 42nd year of the Music Festival.

The village of Nundle, a short drive from Tamworth, offers a range of attractions which delegates and partners can visit if they stay a little longer. The town is at a dramatic 600m elevation rating a different climate, vegetation and landscape to enjoy. Activities include trout fishing, antiques, art and craft stores, vintage machinery and home spun yarns, as well as cafés and restaurants with country hospitality and local produce.

The 2014 National Roads and Transport Congress will be held at the Tamworth Regional Entertainment and Conference Centre located on Greg Norman Drive, Tamworth.

Registration desk

The registration desk will be located in the foyer of the Tamworth Regional Entertainment and Conference Centre and will remain open for the duration of the congress. The registration desk will act as your point of contact throughout the congress. If you have any queries or special requirements please do not hesitate to ask.

Registration desk opening hours

WEDNESDAY 12 NOVEMBER 2014

3:00pm–4:30pm

At the Tamworth Regional Entertainment and Conference Centre

5:00pm–7:00pm

At the Tamworth Memorial Hall during Welcome Drinks

THURSDAY 13 NOVEMBER

8:00am–5:00pm

FRIDAY 14 NOVEMBER

8:00am–3:00pm

Congress website

For congress updates please check the congress website at www.alga.asn.au

Dress code

Smart casual

Insurance

Registration fees do not include personal travel insurance of any kind. It is strongly recommended that, when registering for the congress and booking travel, a travel insurance policy is taken out to cover loss, cancellation, medical cover etc for any reason. The congress organisers do not take responsibility for any delegate failing to insure.

Parking

The Tamworth Regional Entertainment and Conference Centre offers ample free public parking.

Special requirements

Every effort has been made to ensure people with special requirements are catered for. If you require any specific assistance, catering or arrangements to be made on your behalf, please include a notation on your registration form under Special Requirements or contact the Congress Secretariat.

SOCIAL FUNCTIONS

Welcome reception

WEDNESDAY 12 NOVEMBER 2014
5.00PM–7.00PM

VENUE Tamworth Memorial Hall, Fitzroy Street, Tamworth
COST Included in registration fees
DRESS Smart casual

This will be an excellent opportunity to catch up with fellow congress delegates and ALGA staff over some light refreshments. Extra tickets for accompanying persons/partners can be purchased at \$45 per ticket. Please note that shuttle services will be provided to and from the congress hotels to the Tamworth Memorial Hall. Times will be confirmed on the congress website in October.

Tamworth Town Hall was designed as a lasting memorial to Tamworth and district soldiers and war workers. Large flags hang at intervals around the wall, while bronze plates carry the names of battle areas where Australians fought during the Great War. Since its opening in 1934, it has been a venue for a variety of events, conferences and concerts.

Congress dinner

THURSDAY 13 NOVEMBER 2014
7.00PM–11.00PM

VENUE The Australian Equine and Livestock Events Centre, 503 Goonoo Goonoo Road, Hillvue NSW
COST Included in registration fees
DRESS Smart casual

The Australian Equine and Livestock Events Centre is the biggest ever construction undertaken by Tamworth Regional Council for its community, and has resulted in a spectacular facility of world class standard. The \$30 million centre was the realization of a 10 year dream to bring a new super-centre to service the equine and livestock industries in the region. Since opening in 2008, the centre has hosted most of Australia's equine breed and sporting association National Shows, as well as cattle sales and events like the National Alpaca Show, the Grand Prix dog trials and even the Moscow Circus. It has been rated by overseas judges and competitors as one of the top five complexes of its kind in the world, and it has won the Australian Institute of Architects 2009 Award in the Best Public Building/Sporting Building category. The evening will feature a relaxed dinner on the concourse and is a fantastic opportunity to relax and network with your friends and colleagues. Extra tickets for accompanying persons/partners can be purchased at \$90 per ticket.

PLEASE NOTE Shuttle services will be provided to and from the congress hotels to the dinner venue. Times will be confirmed on the congress website in October.

PARTNER'S PROGRAM

Banalasta and Blickling Estate Wines

THURSDAY 13 NOVEMBER 2014
9.00AM–3.30PM

Tickets can be purchased at \$90 per person
Minimum numbers apply

Visit the Tamworth Botanical Gardens and Moonbi Lookout on your way to the Banalasta Eucalyptus and Lavender Plantation. Be greeted with a classic Devonshire tea before embarking on a driving tour of the lavender fields followed by a visit to the vineyard distillation facilities and wine tasting. Enjoy the afternoon with a relaxing lunch and live music in the gardens and perhaps some shopping in the Estate Visitor Centre before heading back to Tamworth.

Nundle shopping trip

FRIDAY 14 NOVEMBER 2014
9.00AM–2.00PM

Tickets can be purchased at \$30 per person
Minimum numbers apply

Enjoy the morning exploring the picturesque New South Wales country town of Nundle. Located 60 km's from Tamworth, Nundle is a vibrant historic gold-mining town. Breathe in the fresh mountain air as you explore the vast array of stores and galleries. Relax in one of the cafes or restaurants to re-charge your batteries before getting back on the bus to make your way back to Tamworth.

CONGRESS ACCOMMODATION

IBIS STYLES

Corner of Bridge and Ebsworth Streets, Tamworth

Distance to congress venue 2 km

Standard Queen	\$145
Standard Queen & Single	\$145
Executive Queen	\$155
Superior Queen	\$165
Superior Queen & Single	\$165

QUALITY HOTEL POWERHOUSE TAMWORTH

248 Armidale Road, East Tamworth

Distance to congress venue 5.6 km

Superior Queen	\$203.50
1 Bedroom spa apartment	\$215

EDWARD PARRY MOTEL

261 Goonoo Goonoo Road, Tamworth NSW 2340

Distance to congress venue 3 km

Executive Queen	\$180
Apartment	\$215

COUNTRY CAPITAL MOTEL

193 Goonoo Goonoo Road, Tamworth NSW 2340

Distance to congress venue 3 km

Standard Queen	\$135
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HALLMARK INN TAMWORTH

New England Highway, South Tamworth

Distance to congress venue 3.1 km

Twin (Queen & Single)	\$130
Courtyard Queen	\$145
Poolside Queen	\$155

Booking arrangements

One night's deposit must be made or credit card details given at time of booking to guarantee your reservation. Cancellations made within 48 hours of accommodation booking dates will forfeit one night's deposit.

PLEASE NOTE Shuttle services will be provided to and from the congress hotels to the Tamworth Regional Entertainment and Conference Centre as well as to the Congress Dinner

REGISTRATION DETAILS

» Please note all fees are inclusive of GST

STANDARD REGISTRATION	\$860
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» Until 7 October

LATE REGISTRATION	\$970
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» From 8 October

Congress registration includes

- Attendance at all congress sessions
- Attendance at the Welcome Reception
- Attendance at the Congress Dinner
- Morning tea, lunch and afternoon teas as per the congress program
- Congress satchel and material.

REGISTRATION AND PAYMENT PROCEDURES

Delegates are encouraged to register online at

www.alga.asn.au/roadscongress

Alternatively you can mail or fax completed registration forms and payment to the Congress Secretariat

Conference Logistics*, PO Box 6150, Kingston ACT 2604
Phone +61 2 6281 6624 Fax +61 2 6285 1336

*Acting as agent for the Australian Local Government Association

Once the registration form has been received and processed, your requirements and a tax invoice will be confirmed via email.

Payment can be made by Electronic Funds Transfer (EFT), Visa, MasterCard, or Cheque/Money order. Cheques should be made payable to *National Roads Congress*.

Cancellation policy

Delegates who find themselves unable to attend the congress after submitting a registration form are most welcome to nominate a substitute. All alterations, substitutions and cancellations must be made in writing, to the Congress Secretariat.

Cancellations received before Friday 31 October 2014 will be refunded, less an administration fee of \$99. Cancellations after Friday 31 October 2014 will not be refunded. By submitting your registration you agree to the terms of the cancellation policy. All refunds will be processed after the congress.



REGISTER ONLINE
www.alga.asn.au

REGISTRATION FORM

NATIONAL LOCAL ROADS AND
TRANSPORT CONGRESS 2014

Tax Invoice: ABN 31 008 613 876

STEP 1 PERSONAL DETAILS

SURNAME _____ FIRST NAME _____

TITLE MAYOR CLR MR MS OTHER _____

PREFERRED NAME FOR BADGE _____

POSITION _____

COUNCIL/ORGANISATION _____

ADDRESS _____

SUBURB _____ STATE _____ POSTCODE

WORK PHONE _____ FAX _____ MOBILE _____

EMAIL _____

SPECIAL REQUIREMENTS (E.G. DIETARY, HEALTH ETC) _____

ACCOMPANYING PERSON/PARTNER _____

TYPE OF COUNCIL METROPOLITAN REGIONAL RURAL OTHER _____

PRIVACY

I DO (TICK BOX) I DO NOT (TICK BOX) CONSENT FOR MY PERSONAL DETAILS (NAME, ORGANISATION AND STATE ONLY) TO BE INCLUDED IN THE PARTICIPANT LIST DISTRIBUTED TO ALL DELEGATES AND SPONSORS AT THE CONGRESS

STEP 2 REGISTRATION FEES

STANDARD REGISTRATION (UNTIL 7 OCTOBER) \$860

LATE REGISTRATION (FROM 8 OCTOBER) \$970

STEP 3 SOCIAL PROGRAM

» For catering purposes, please indicate if you will or will not be attending the Welcome Reception and Congress Dinner

WELCOME RECEPTION (INCLUSIVE WITH FULL REGISTRATION) I WILL ATTEND THE RECEPTION: YES NO

NUMBER OF ADDITIONAL GUEST TICKETS: @ \$45 EACH: \$ _____

CONGRESS DINNER (INCLUSIVE WITH FULL REGISTRATION) I WILL ATTEND THE CONGRESS DINNER: YES NO

NUMBER OF ADDITIONAL GUEST TICKETS: @ \$90 EACH: \$ _____

SOCIAL PROGRAM TOTAL \$ _____

STEP 4 ACCOMMODATION

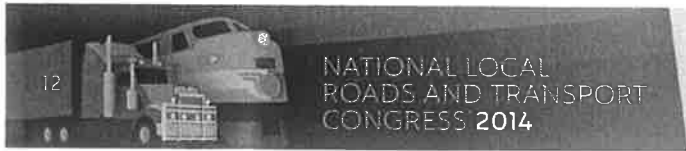
ACCOMMODATION GUARANTEE

» One night's deposit must be made or credit card details given at time of booking to guarantee your reservation, please indicate your preferred payment option:

CREDIT CARD GUARANTEE USE MY CREDIT CARD DETAILS LISTED OVERLEAF TO GUARANTEE MY ACCOMMODATION

TO COVER THE AMOUNT OF ONE NIGHT'S DEPOSIT FULL ACCOMMODATION COST PREPAYMENT

» Registration form continues over the page



ARRIVAL DATE _____ ETA _____

DEPARTURE DATE _____ ETD _____

TYPE OF ROOM SINGLE DOUBLE TWIN - FOR TWIN
SHARE, I WILL BE SHARING WITH _____

ACCOMMODATION VENUE

» Please indicate your preference in numerical order in case your first preference is not available

Ibis Styles

- STANDARD QUEEN/QUEEN & SINGLE \$145
- EXECUTIVE QUEEN \$155
- SUPERIOR QUEEN/QUEEN & SINGLE \$165

Quality Hotel Powerhouse Tamworth

- SUPERIOR QUEEN \$203.50
- 1 BEDROOM SPA APARTMENT \$215

Edward Parry Motel

- EXECUTIVE QUEEN \$180
- APARTMENT \$215

Country Capital Motel

- STANDARD QUEEN \$135

Hallmark Inn Tamworth

- TWIN (QUEEN & SINGLE) \$130
- COURTYARD QUEEN \$145
- POOLSIDE QUEEN \$155

STEP 5 PARTNER'S PROGRAM

- Banalasta and Blickling Estate Wines**
THURSDAY 13 NOVEMBER, 9.00AM-3.30PM \$90
- Nundle shopping trip**
FRIDAY 14 NOVEMBER, 9.00AM-2.00PM \$30

STEP 6 PAYMENT DETAILS

» All fees and costs quoted in the brochure are GST inclusive. Tax invoices will be issued to all registrants following receipt of the registration form

SUMMARY OF PAYMENT

» Please tick appropriate box

<input type="checkbox"/> STEP 2 REGISTRATION FEES	\$ _____
<input type="checkbox"/> STEP 3 SOCIAL PROGRAM <i>(if purchasing additional tickets)</i>	\$ _____
<input type="checkbox"/> STEP 4 ACCOMMODATION <i>(Deposit/Full pre-payment)</i>	\$ _____
<input type="checkbox"/> STEP 5 PARTNERS PROGRAM	\$ _____
TOTAL PAYMENT	\$ _____

PAYMENT METHOD

» Please nominate payment method

OPTION A

Register and pay online at www.alga.asn.au/roadscongress

OPTION B

Electronic Funds Transfer

BANK Commonwealth Bank of Australia BRANCH Curtin ACT
BSB 062 905 ACCOUNT NUMBER 1014 6120 DETAILS Please
enter your surname and/or organisation/council

OPTION C

Credit Card Payment

Please charge my credit card. I hereby authorise you to charge to my credit card the amount of: _____

TOTAL PAYMENT \$ _____

- VISA MASTERCARD

CARD NUMBER

□□□□ □□□□ □□□□ □□□□

CARD HOLDERS NAME _____

EXPIRY DATE □□ / □□

SIGNATURE _____

OPTION D

I enclose a cheque payable to the *National Roads Congress*

OPTION E

I am faxing my registration. Cheque/purchase order will follow

STEP 7 SUBMIT FORM

Please forward this registration no later than **Friday 31 October 2014** to

Congress Secretariat

Conference Logistics*
PO Box 6150, Kingston ACT 2604
T +61 2 6281 6624 F +61 2 6285 1336
E conference@conlog.com.au

*Acting as agent for the Australian Local Government Association

» We suggest you make a copy of this form for your own records. If payment has to be processed through your organisation and may be delayed, please forward a copy of the registration form to the Secretariat, and forward payment as soon as possible



10th AGM and Conference Program

(may be subject to change)

Thursday September 4, 2014

6.00pm Networking Drinks- meet at Vibe foyer (informal)

Friday, September 5, 2014

8:30 am to 9:00 am Registration

9.00am – 9.30 am **Opening & Welcome : David Wilson President of NICA**

9:30 am to 12.00pm Professional Development – Accidental Councilor / Managing families in crisis-
Peter Melrose, Third Circle Counseling – www.thirdcircle.com.au

12:30 pm to 1:30 pm **Lunch**

1.30pm – 2.30pm **Annual General Meeting**

2.30pm – 3.30pm **Guest Speaker – Hon. Sussan Ley MP – Assistant Minister for Education**

3:00 pm to 3.30 pm Afternoon Tea & Networking

3.30pm – 4.30 pm **Panel – questions from Members for open discussion**

4.30pm Close

6.30pm **Celebratory Dinner – Kirra Room & Terrace, Vibe Hotel**

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Program

Wednesday, 10 September 2014

5:30 PM Early Bird Registration, Welcome and Guest Speaker
 5:30 PM 2 hours
 Speakers: [Lisa Bryant](#),
 Piano Room
[\[+\] View More](#)

Thursday, 11 September 2014

8:30 AM Registration
 8:30 AM 30 mins
[\[+\] View More](#)

9:00 AM Official Opening of the 2014 Annual Professional Development and Networking Forum
 9:00 AM 15 mins
 Ball Room
[\[+\] View More](#)

9:15 AM Keynote Address
 9:15 AM 1 hour
 Speakers: [Toni Fitzgerald](#),
 Ball Room
[\[+\] View More](#)

11:00 AM	Thursday	T1	T3	T4	T5	T0
T1 Business Vision 11:00 AM 1.5 hours Speakers: Toni Fitzgerald Brisbane [+] View More	T2 Who do I belong to? 11:00 AM 1.5 hours Speakers: Neville Dwyer Darwin [+] View More	T3 Sand Creating Harmonies for Your Team 11:00 AM 1.5 hours Speakers: Christine Damaso To be announced [+] View More	T4 Harmony: FDC's Ultimate Business Solution Part 1 11:00 AM 1.5 hours Speakers: Jan Birch Adelaide [+] View More	T5 Case and Self-Management 11:00 AM 1.5 hours Speakers: Colin Slattery Perth [+] View More	T0 Family Day Care Services Education and Support Project 11:00 AM 1.5 hours Sydney [+] View More	
1:30 PM	T6	T7	T8	T9	T10	
T6 Annual General Meeting 1:30 PM 1.5 hours Sydney [+] View More	T7 Five Star Reputation 1:30 PM 1.5 hours Speakers: Toni Fitzgerald Darwin [+] View More	T8 The Role of the Educational Leader in FDC 1:30 PM 1.5 hours Speakers: Rhonda Livingstone Perth [+] View More	T9 Harmony: FDC's Ultimate Business Solution Part 2 1:30 PM 1.5 hours Speakers: Jan Birch Adelaide [+] View More	T10 The Puzzle's Connection 1:30 PM 1.5 hours Speakers: Dalene Eadie Brisbane [+] View More		
3:30 PM	T11	T12	T13	T14	T15	
T11 Documenting with Purpose 3:30 PM 1.5 hours Speakers: Nick Spalding Sydney [+] View More	T12 Stress Less, Living and Working our World – Practical Science 3:30 PM 1.5 hours Speakers: Kyla Justin Darwin [+] View More	T13 Understanding our World – Ideas for Early Childhood 3:30 PM 1.5 hours Speakers: Michelle Carrick Perth [+] View More	T14 : Immunisation Update Session 3:30 PM 1.5 hours Speakers: Fiona Steele Adelaide [+] View More	T15 Financial Viability for FDC 3:30 PM 1.5 hours Speakers: John Gunn Brisbane [+] View More		
7:00 PM Annual Networking Dinner 7:00 PM 4 hours The Ivy Sunroom [+] View More						

Friday, 12 September 2014

8:30 AM	F1	F2	F3	F4	F5
8:30 AM Registration 8:30 AM 30 mins [+] View More	F1 Unpacking the Government Requirements of FDC 10:45 AM 1.5 hours Speakers: The Australian Government Department of Education Representative NSW Department of	F2 Working Towards Exceeding 10:45 AM 1.5 hours Darwin [+] View More	F3 Children Play and Children Learn! 10:45 AM 1.5 hours Speakers: Nick Spalding Perth [+] View More	F4 The Family Day Care Services Education and Support Project 10:45 AM 1.5 hours Adelaide [+] View More	F5 Action Methods in Training 10:45 AM 1.5 hours Speakers: Madeline Hopkins Brisbane [+] View More

REGISTER

[Login to edit my registration](#)



[More](#)

Education and Communities Representative Sydney

[+] View More

1:15 PM	F6	F7	F8	F9	F10
	<u>F6 Moving Dreams into Action: Goal Setting That Works</u> 1:15 PM 1.5 hours Speakers: <u>Colin Slattery</u> Sydney [+] View More	<u>F7 Reflective Practice In Action</u> 1:15 PM 1.5 hours Speakers: <u>Catherine Daniels</u> Darwin [+] View More	<u>F8 Community Support Program Briefing</u> 1:15 PM 1.5 hours Speakers: <u>The Australian Government Department of Education Representative</u> Perth [+] View More	<u>F9 Achieving Your Work/Life Goals</u> 1:15 PM 1.5 hours Speakers: <u>Barbara Holmes</u> Adelaide [+] View More	<u>F10 Child Safe Organisations and Working with Children Check Requirements</u> 1:15 PM 1.5 hours Speakers: <u>Sue Gresswell</u> Brisbane [+] View More
3:15 PM	F11	F12	F13	F14	F15
	<u>F11 Being Compliant to the 2008 Interim Standards for In-Home Care Services</u> 3:15 PM 1.5 hours Speakers: <u>Sonja Marie</u> Sydney [+] View More	<u>F12 Getting the Best Out of Your Team</u> 3:15 PM 1.5 hours Speakers: <u>Sara Andersson</u> Darwin [+] View More	<u>F13 Playsession Showcase</u> 3:15 PM 1.5 hours Perth [+] View More	<u>F14 Supporting a Meaningful Transition to School</u> 3:15 PM 1.5 hours Speakers: <u>Kirsty Fantin</u> Adelaide [+] View More	<u>F15 2015 Professional Development Think Tank</u> 3:15 PM 1.5 hours Brisbane [+] View More



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Cobar Shire Council

Carried Forward Items from 2013-2014

Capital Items

Water Bores	\$ 72,696.00	Work resumed in July 2014
SRV Pledge	\$ 35,200.00	Awaiting Line marking
Nymagee Airport	\$ 28,690.00	Materials ordered and start expected
Cobar Depot	\$ 22,000.00	Design work has caused late rollout
Skate Park	\$ 105,666.00	Currently design is wip
R2R - Several years ago	\$ 47,827.00	This resulted from the overall program reconciliation
IT Upgrade project	\$ 37,338.00	Balance of network upgrade to be rolled out
Drummond Park Playground Resurfacing	\$ 35,000.00	Start will coincide with other projects
Community Weeds Project	\$ 3,000.00	To be developed and rolled out in Q2
Flood Study	\$ 22,500.00	Consultant is slow delivering
Water Tanker	\$ 100,000.00	Plant Items still being evaluated
Dolly	\$ 32,000.00	Plant Items still being evaluated
Parks & Gardens Upgrades	\$ 9,523.00	Budget of \$10,900 in 13/14 not spent
Small Trucks x2	\$ 61,200.00	Plant Items still being evaluated
Truckwash design plan	\$ 8,000.00	Design work only carried forward
Total Capital	\$ 620,640.00	

Operating Items

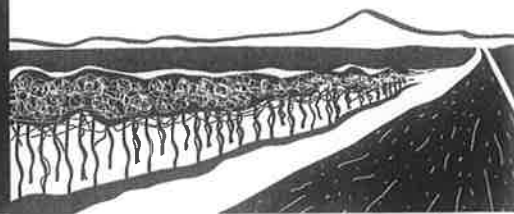
Anti virus installation	\$ 3,500.00	Ordered but not installed until July
RFS - Balance of allocation	\$ 5,240.00	Required under Act
Mayoral Donations	\$ 504.00	Still to carry forward
WHS Manual	\$ 6,891.00	Still to carry forward
Protecting our Places	\$ 16,770.00	Negotiations underway and restart expected Q2
Total Operating Items	\$ 32,905.00	

Total Carried Forwards

\$ 653,545.00

NSW Public Libraries Conference Mudgee

11-14 November 2014



a fortunate life
Libraries & Community Wellbeing



PROVISIONAL CONFERENCE PROGRAM

TUESDAY 11 NOVEMBER 2014 - Parklands Resort & Conference Centre

5.00 - 8.00 pm	Registration Desk Open
6.00 - 8.00 pm	Welcome Reception

WEDNESDAY 12 NOVEMBER 2014 - Parklands Resort & Conference Centre

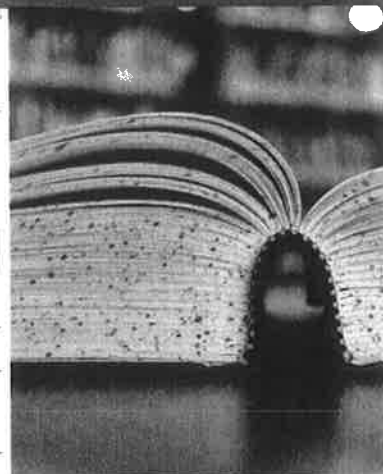
8.00 - 9.00 am	Registration Desk Open (trade show open)	
9.00 - 9.10 am	Welcome to Country	
9.10 - 9.20 am	Welcome to the Mid-Western Region	Mayor
9.20 - 9.30 am	Welcome to Conference	Cr Graham Smith & Cr Veronique Marchandeanu
9.30 - 10.00 am	Official Opening & State Library Address	Alex Byrne

Libraries and Wellbeing

10.00 - 10.45 am	Reading Well and the Universal Health Offer; public libraries contribution to the positive health and wellbeing of local communities in the UK.	Debbie Hicks
10.45 - 11.15 am	Morning Tea - in the trade exhibition area	
11.15 - 11.45 am	Bibliotherapy: books, community & wellbeing	Susan McLaine
11.45 - 12.15 pm	Books on prescription in Central West NSW	Centre for Rural and Remote Mental Health, University of Newcastle
12.15 - 12.30 pm	Sponsor Presentation	Raeco
12.30 - 1.30 pm	Lunch - in the trade exhibition area	

Literacy and Wellbeing

1.30 - 2.00 pm	Better reading, better communities	Chris Jones
2.00 - 3.00 pm	Literacy and population	Bernard Salt
3.00 - 3.30 pm	Afternoon Tea - in the trade exhibition area	
3.30 - 4.15 pm	Norwegian Public Libraries, centres of community and citizenship	Ruth Ornholt
4.15 - 4.35 pm	Seed libraries and community wellbeing	Jim Maguire and Kay Delahunt
4.35 - 4.45 pm	Wrap-up for day one	
6.30 pm	Food and Wine Event - A Taste of Mudgee	(Mudgee Racecourse)



AGM OF THE NSW PUBLIC LIBRARIES ASSOCIATION

Friday 14 November
Mudgee Town Hall Theatre
64 Market Street Mudgee

Registrations from 8.00 am
AGM: 9.00 am

Join us for the inaugural annual general meeting of the NSW Public Libraries Association. Followed by morning tea.

LOCATION:

Parklands Resort & Conference Centre
121 Ulan Rd, Mudgee NSW



THURSDAY 13 NOVEMBER 2014 - Parklands Resort & Conference Centre

8.00 - 9.00 am Wind up meetings of associations

Libraries and the Digital World

9.00 - 10.00 am	The Model Programme for Public Libraries - a Danish initiative	Jens Nordentoft Lauridsen
10.00 - 10.20 am	Kids, colleagues and video conferencing	Jennifer Burrell & Peter Smith
10.20 - 10.45 am	Kiama Library and the NBN	Michelle Hudson
10.45 - 11.15 am	Morning Tea - in the trade exhibition area	
11.15 - 11.45 am	Social media and community engagement	Mylee Joseph
11.45 - 12.10 pm	Mudgee Readers Festival, a community initiative	Melanie Trethowan
12.10 - 12.30 pm	The future of the library and information science profession	Sue McKerracher

12.30 - 1.30 pm Lunch - in the trade exhibition area

Libraries as Inspiration

1.30 - 2.15 pm	Can money buy happiness?	Tony Coggins
2.15 - 2.45 pm	Libraries reflecting communities	Jerelynn Brown
2.45 - 3.15 pm	Afternoon Tea - in the trade exhibition area	
3.15 - 4.00 pm	When history gets personal	Michael Caulfield
4.00 - 4.30 pm	Closing address	Minister Troy Grant
6.30 pm	Conference Dinner - Country Class	Hosted by Adam Spencer

FRIDAY 14 NOVEMBER 2014 - Mudgee Town Hall Theatre

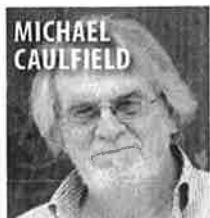
8.00 - 9.00 am	AGM registrations
9.00 - 10.45 pm	AGM
10.45 - 11.15 am	Morning Tea



TONY COGGINS



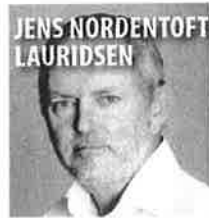
SUSAN MCCLAINE



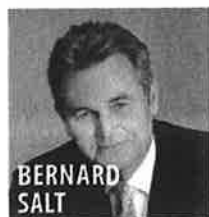
MICHAEL CAULFIELD



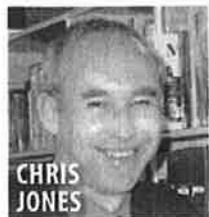
JERELYNN BROWN



JENS NORDENTOFT LAURIDSEN



BERNARD SALT



CHRIS JONES



RUTH ORNHOLT



DEBBIE HICKS



ADAM SPENCER



James Bennett



Roger Henshaw
Consultancy Services



CONFERENCE DINNER

Thursday 13 November 6.30 pm
Parklands Resort - Auditorium
Hosted by Adam Spencer

DRESS: COUNTRY CLASS



WINE TOURS & FARM WALKS

Are you interested in a wine tour or farm walk with one of our local producers while in Mudgee? Wine tours and farm walks can be arranged on Tuesday and Friday afternoon at additional cost. To find out more contact nswplmudgee2014@midwestern.nsw.gov.au

PARTNERSHIP AND EXHIBITOR OPPORTUNITIES AVAILABLE.

For more information on becoming an event partner or exhibitor at the 2014 NSW Public Libraries Conference in Mudgee, contact us on the details below.

For more information visit www.nswplmudgee2014.com.au



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Attention: Stephen Poulter

The General Manager
 Cobar Shire Council
 PO Box 223
 COBAR NSW 2835

15 August 2014

Dear Sir,

Re: Advice on unregulated free camping in the Cobar Shire Council area

We refer to the instructions of Council confirmed in an email from Mr Woodman on 5 August 2014.

We confirm that we have been instructed to advise Council with respect to the following matters:

- Whether or not camping can be regulated on publicly accessible land without proper signs or notices first being erected on the land.
- Whether Council can be compelled to regulate camping.
- Whether, in the event that Council resolved to regulate camping, Council needs to decide upon an appropriate definition of camping.

Background

Council is concerned with respect to the issue of unregulated free camping in its local government area.

In particular Council wishes to consider its options with respect to the parking upon public land of recreation vehicles, motor homes and caravans for the purpose of allowing the occupants to stay overnight. This is as opposed to stopping for a shorter period of time for the purpose of resting.

In this regard Council does not wish to consider allowing the land to be used for the purpose of a caravan park or camping ground which first requires the granting by Council of an approval pursuant to section 68 of the *Local Government Act 1993* ("LG Act") and the *Local Government (Manufactured Home Estates, Caravan Parks, Camping Grounds and Moveable Dwellings) Regulation 2005*.

ABN 59 874 202 316

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It is understood that the areas that Council holds concerns with respect to include the Old Reservoir, the Newey, the Cornish Rest area, the RTA inspection car park, the car park next to the Occidental Hotel, the car park at the museum, other car parks and roadsides within Cobar and other roadside areas on highways north, south, east and west of Cobar.

It is understood that there are presently no signs or notices that regulate or prohibit a particular use in these areas.

It is understood that these particular areas are either Council owned land, road reserve or road related areas over which Council is the appropriate roads authority or Crown land which is managed by Council.

Advice

Whether or not camping can be regulated on publicly accessible land without proper signs or notices first being erected on the land

For the purpose of this advice, when referring to camping, we have focused on Council's primary concern relating to the parking of recreation vehicles, motor homes and caravans upon public land. Although the act of camping might also involve pitching, placing or erecting a tent or another structure upon land, the primary focus of Council's concern and this advice is upon the parking upon public land of recreation vehicles, motor homes and caravans.

Section 632 of the LG Act provides the Council with the power to regulate certain conduct in a public place by the erection of notices when it relevantly provides:

"(1) A person who, in a public place within the area of a council, fails to comply with the terms of a notice erected by the council is guilty of an offence.

Maximum penalty: 10 penalty units.

(2) The terms of any such notice may relate to any one or more of the following:

(a) the payment of a fee for entry to or the use of the place,

(b) the taking of a vehicle into the place,

(b1) the driving, parking or use of a vehicle in the place,

(c) the taking of any animal or thing into the place,

(d) the use of any animal or thing in the place,

(e) the doing of any thing in the place,

(f) the use of the place or any part of the place.

(2A) However, a notice:

- (a) *must not prohibit the drinking of alcohol in any public place, including any public road or car park, and accordingly a sign under section 632A or 644C is not a notice under this section, and*
- (b) *must not, except as provided by subsection (2B), prohibit or regulate the taking of a vehicle into, or the driving, parking or use of any vehicle in, any public place that is a road or road related area within the meaning of section 4 (1) of the Road Transport Act 2013.*

Note *A council may establish alcohol prohibited areas under section 632A (relating to public places such as parks and beaches) and alcohol-free zones under Part 4 of this Chapter (relating to street drinking).*

- (2B) *A notice may prohibit the parking of a vehicle, for the purpose of offering the vehicle for sale, in a public place that is:*
 - (a) *a road or road related area within the meaning of section 4 (1) of the Road Transport Act 2013, and*
 - (b) *in the City of Sydney area or other area (or part of an area) prescribed by the regulations.*
- (3) *The terms of a notice referred to in this section may:*
 - (a) *apply generally or be limited in their application by reference to specified exceptions or factors, or*
 - (b) *apply differently according to different factors of a specified kind, or may do any combination of those things."*

In this regard the expression "public place" is defined in the Dictionary to the LG Act as follows:

"public place means:

- (a) *a public reserve, public bathing reserve, public baths or public swimming pool, or*
- (b) *a public road, public bridge, public wharf or public road-ferry, or*
- (c) *a Crown reserve comprising land reserved for future public requirements, or*
- (d) *public land or Crown land that is not:*
 - (i) *a Crown reserve (other than a Crown reserve that is a public place because of paragraph (a), (b) or (c)), or*
 - (ii) *a common, or*
 - (iii) *land subject to the Trustees of Schools of Arts Enabling Act 1902, or*
 - (iv) *land that has been sold or leased or lawfully contracted to be sold or leased, or*

- (e) *land that is declared by the regulations to be a public place for the purposes of this definition."*

Though we haven't been provided with full particulars concerning the nature and position of the land as described in the background to this advice it would seem, and we have assumed for the purpose of this advice, that the land falls within the definition of public place in the LG Act.

It is noted that with respect to a public place, section 632(2) of the LG Act allows the erection of a notice relating to, relevantly:

- "(b) *the taking of a vehicle into the place,*
 (b1) *the driving, parking or use of a vehicle in the place,*
 (e) *the doing of any thing in the place,*
 (f) *the use of the place or any part of the place."*

However an exception to this power allowing the regulation of certain things by the erection of a notice in a public place is provided by section 632(2A) of the LG Act which states:

- "(2A) *However, a notice:*
 (b) *must not, except as provided by subsection (2B), prohibit or regulate the taking of a vehicle into, or the driving, parking or use of any vehicle in, any public place that is a road or road related area within the meaning of section 4 (1) of the Road Transport Act 2013."*

The exception provided by subsection (2B) as referred in section 632(2A)(b) of the LG Act does not apply in this instance.

Therefore it is important to identify and distinguish that part of a public place as defined in the LG Act that is a road or road related area (to which the provisions of section 632 of the LG Act do not apply) as defined by section 4(1) of the *Road Transport Act 2013*.

Section 4(1) of the *Road Transport Act 2013* defines road and road related area as follows:

"road *means an area that is open to or used by the public and is developed for, or has as one of its main uses, the driving or riding of motor vehicles."*

"road related area *means:*

- (a) *an area that divides a road, or*
 (b) *a footpath or nature strip adjacent to a road, or*
 (c) *an area that is open to the public and is designated for use by cyclists or animals, or*
 (d) *an area that is not a road and that is open to or used by the public for driving, riding or parking vehicles, or*

- (e) a shoulder of a road, or
- (f) any other area that is open to or used by the public and that has been declared under section 18 to be an area to which specified provisions of this Act or the statutory rules apply."

It would seem, from the definitions provided above, that some of the land described in the background to this advice would probably be considered to be a road related area within the meaning of the *Road Transport Act 2013* to which the exception under section 632(2A) of the LG Act applies.

For this section to apply however it must relate to the taking of a vehicle, or the parking or use of a vehicle on that road related area. In this regard the *Road Transport Act 2013* also relevantly provides for the definition of a vehicle as follows:

"vehicle means:

- (a) any description of vehicle on wheels (including a light rail vehicle) but not including any other vehicle used on a railway or tramway, or
- (b) any description of tracked vehicle (such as a bulldozer), or any description of vehicle that moves on revolving runners inside endless tracks, that is not used exclusively on a railway or tramway, or
- (c) any other description of vehicle prescribed by the statutory rules."

The reference in subparagraph (c) to the definition of vehicle refers to regulations and rules made under the *Road Transport Act 2013*.

The *Road Rules 2008*, made under the *Road Transport Act 2013*, also provides for the following definition of "vehicle" at section 15:

"A vehicle includes:

- (a) a motor vehicle, trailer and tram, and
- (b) a bicycle, and
- (c) an animal-drawn vehicle, and an animal that is being ridden or drawing a vehicle, and
- (d) a combination, and
- (e) a motorised wheelchair that can travel at over 10 kilometres per hour (on level ground),

but does not include another kind of wheelchair, a train, or a wheeled recreational device or wheeled toy.

Note Various terms mentioned in this rule are defined in the Dictionary."

"Motor vehicle" and "trailer" to which this definition refers are also defined in the Dictionary to the *Road Rules 2008* as follows:

"motor vehicle means a vehicle (other than a bicycle) that is built to be propelled by a motor that forms part of the vehicle."

"trailer means a vehicle that is built to be towed, or is towed, by a motor vehicle, but does not include a motor vehicle that is being towed."

It would seem to be clear that recreation vehicles, motor homes and caravans fall within the definition of vehicle, motor vehicle and trailer pursuant to the *Road Transport Act 2013* and *Road Rules 2008* and therefore are vehicles for the purpose of section 632(2A)(b) of the LG Act.

The power of Council to erect notices under section 632 of the LG Act concerning the driving, parking or use of a vehicle in that public place is therefore limited to land that falls within the definition of public place under the LG Act except for land that is a road or road related area within the meaning of the *Road Transport Act 2013*.

With respect to land that falls within the meaning of road or road related area pursuant to the *Road Transport Act 2013* Council's powers to regulate the use of that land is confined by the powers conferred upon Council by the *Road Transport Act 2013*.

Council is a "public authority" under the *Road Transport Act 2013*. Subject to Council being provided with authority by the Roads & Maritime Services under the *Transport Administration Act 1988*, Council is a public authority for the purpose of installing and displaying a prescribed traffic control device under the *Road Transport Act 2013*.

A prescribed traffic control device means a sign, signal, marking, structure or other device to direct or warn traffic on a road that is prescribed by the statutory rules for the purposes of the definition.

The statutory rules include the *Road Transport (General) Regulation 2013* which provides at section 32 that a prescribed traffic control device means any traffic control device of kind mentioned in the *Road Rules 2008*.

"Traffic control device" is defined in the *Road Rules 2008* to mean a traffic sign, road marking, traffic signals or other device to direct or warn traffic on, entering or leaving a road.

Prescribed parking signs are a traffic control device for the purpose of the *Road Rules 2008*. Examples of standard and non-standard traffic control devices are provided in Schedule 2 and 3 to the *Road Rules 2008*.

Therefore, in order to regulate use of a public place for the purpose of camping under section 632 of the LG Act, where the public place is not land that is a road or road related area under the *Road*

Transport Act 2013 then a notice in accordance with section 632 of the LG Act must be erected on the land.

Where the public place is a road or road related area under the *Road Transport Act 2013* then assuming Council has received the appropriate authority from the Roads & Maritime Services, Council is able to regulate the use of the land for the purpose of parking by the erection of a notice, or traffic control device, in accordance with the *Road Transport Act 2013*, *Road Transport (General) Regulation 2013* and the *Road Rules 2008*.

The power to regulate camping or parking of vehicles on the land in this regard under the LG Act or the *Road Transport Act 2013* however cannot be exercised without the appropriate notices first being erected on the land.

With respect to notices under the LG Act section 670 of the LG Act relevantly provides:

- "(1) A person who fails to comply with the terms of a notice or sign referred to in this Chapter is not guilty of an offence unless the notice or sign:*
- (a) is clearly legible, and*
 - (b) where it relates to:*
 - (i) the whole of a parcel of public land, is exhibited at each entrance to the parcel of public land or in a conspicuous place in or in the vicinity of the parcel of public land, or*
 - (ii) part only of a parcel of public land, is exhibited at each entrance to that part or in a conspicuous place in or in the vicinity of that part, or*
 - (iii) a building, is exhibited (as may be appropriate) either inside or at or near the entrance to the building.*
- (2) The council has the onus of proving that the notice or sign complies with this section."*

It is therefore most important that any notice erected is clearly legible and is exhibited, at least, at each entrance to the land or part of the land to which it relates.

It is understood that Byron Shire Council has experienced problems relating to people using vehicles generally for the purpose of sleeping overnight in public places within its local government area. A report of Byron Shire Council to its ordinary meeting on 22 March 2012 concerning this problem has been brought to our attention.

The report identifies a possible way of utilising the power provided by section 632 of the LG Act by the placing of notices in a public place, including a road or road related area, seeking to prohibit the act of camping without offending the exception provided by section 632(2A)(b). It is understood that Council ultimately resolved to accept the recommendation to not permit camping (as defined) on roads and

road related areas in their local government area and to allow the erection of "No Camping" signage in certain locations which were roads or road related areas.

The report that we have reviewed confirms our advice given that Council is able to install signs prohibiting parking between certain hours on roads and road related areas under the Australian Road Rules. The words of section 632(2A)(b) are clear. That is a notice under section 632 of the LG Act must not prohibit or regulate the taking, driving or parking of a vehicle and, relevantly, must not prohibit or regulate the use of any vehicle in any public place that is a road or road related area. (our emphasis added).

Ultimately, it seems that the Council reasoned that by carefully defining "camping" a notice could be erected on public land forming a road or road related area pursuant to section 632(2)(e) prohibiting camping so long as the act of camping was not defined to include the use of a vehicle. It was reasoned in the report to Council that if the act of camping is simply the occupation of a tent or a similar structure then it may be argued that the act of camping may also occur if a person occupies a vehicle. It seems that the line of reasoning that was followed by Council was that it could then be argued that the act of camping was occurring regardless of the fact that the structure being occupied was a vehicle. It was then reasoned that so long as the notice erected under section 632 of the LG Act, in its exact terms, does "not prohibit or regulate the use of any vehicle in, any public place that is a road or road related area" then the notice would not be contrary to and in breach of section 632(2A)(b).

We understand that Council then resolved to allow the erection of notices pursuant to section 632 of the LG Act on a public place which was a road or road related area prohibiting the act of camping by stating the words "No Camping" and thereafter adopting a definition of "camping" as being "Where any place is used as recreation, or on an outing or vacation the use of that place by a person or persons lodged in a tent or any temporary structure or other means of shelter or accommodation".

Whilst it would seem that this interpretation and argument may be available to Council it is our view that this interpretation is not certain to be correct. In this regard, we understand on our enquiries with Byron Shire Council that no penalty infringement notices issued pursuant to these particular notices have yet been challenged and the Courts have not yet been called to consider the validity of the notices. In considering this course it was noted by Byron Shire Council in the report that whilst the above interpretation seemed to be open to the Council it would ultimately be a matter for the Courts whether a motor vehicle, being used as an overnight shelter or accommodation, is caught by the definition of camping decided to be used by the Council or whether the prohibition was invalid by virtue of the operation of section 632(2A)(b) of the LG Act.

It does seem to us that it is reasonably arguable that, notwithstanding the definition of camping adopted by the Council, the erection of a notice under section 632 of the LG Act prohibiting camping

in a public place, which is a road or road related area, could not act to stop the act of using a vehicle for the purpose of camping as it would be contrary to section 632(2A)(b) of the LG Act.

The report to Byron Shire Council referred to the case of *State Government Insurance Commission v Stevens Brothers Pty Ltd & Anor (1984) 52 ALR 441* where the High Court considered the meaning of the expression "the use of the motor vehicle". Whilst it was not a case relating to section 632 of the LG Act it was noted by the Court that the expression appears "to cover a very wide field, a field more extensive than what might be called the traffic use of the motor vehicle".

The report appropriately noted that the sleeping of persons in vehicles constitutes the use of the vehicle as a refuge in which to sleep. Accordingly it is beyond the power of Council, pursuant to section 632 of the LG Act, to prohibit the sleeping of persons in vehicles when parked on a road or road related area. It seems to us to be strongly arguable that no matter how you define camping, if that camping necessarily involves the use of a vehicle then section 632(2A) of the LG Act acts as an exception so that the use of a vehicle for camping would not be in breach of a notice erected by Council pursuant to section 632 of the LG Act prohibiting the act of camping on a public place that is a road or road related area.

It seems to us that if the act of camping, no matter how it is defined, involves a vehicle then it is so necessarily and inextricably linked to the use of the vehicle that the exception provided by section 632(2A) of the LG Act would apply.

Ultimately however, being cognizant of the above issues and having regard to the facts concerning the background to this advice, the only way that Council can seek to regulate the act of camping on publicly accessible land is by the erection of proper signs or notices on the land.

Whether Council can be compelled to regulate camping

Whilst the Council may have the power to erect notices and to take action to enforce compliance with the terms of a notice the exercise of that power is discretionary.

In *Ryde City Council v Echt & Anor (2000) 107 LGERA 317*, the Court of Appeal held that a Council does not have a "responsibility" to enforce the law in the nature of a legal obligation to act on a statutory power. The Court was however prepared to accept that there was in general terms a duty to consider the exercise of the respective power and that a repository of statutory power may commit a legal error by failing to turn his or her mind to the exercise of that power.

In *Stockland Development Pty Ltd v Wollongong City Council [2004] NSWLEC 594* Justice Talbot referred to and applied the *Ryde City Council v Echt* decision and said at paragraph 7 of his judgment:

"That the Council clearly has a discretion to act against any person who it considers not to be complying with the law and the nature of that discretion can be explained by taking the analogy of the position of the Attorney General, discussed by McHugh J in Bateman's Bay Local Aboriginal Land Council and Another v The Aboriginal Community Benefit Fund Pty Limited and Another (1998) 194 CLR 247 at [81] to [86] in particular."

At paragraph 83 of the judgment of the High Court in **Batemans Bay Local Aboriginal Land Council** case Justice McHugh said:

"The enforcement of the public law of a community is part of the political process; it is one of the chief responsibilities of the executive government. In most cases, it is for the executive government and not for the civil courts acting at the behest of disinterested private individuals to enforce the law. There are sometimes very good reasons why the public interest of a society is best served by not attempting to enforce a particular law. To enforce a law at a particular time or in particular circumstances may result in the undermining of the authority of the executive government or the courts of justice. In extreme cases, to enforce it may lead to civil unrest and bloodshed."

Whilst a Council may in general terms have an obligation to consider whether or not to exercise a statutory power it is not a breach of any statutory duty or obligation or responsibility that the Council has in the *Echt* sense to decide not to exercise that statutory power – in this case to seek to regulate a particular act or use of land. It is recognised that there are many reasons that the Council could have for not deciding to exercise its statutory power in this regard including issues of Council policy, the consequences of an alleged breach and the prospects of resolving the issue by another means.

Whether, in the event that Council resolved to regulate camping, Council needs to decide upon an appropriate definition of camping

In the event that Council resolved to erect notices on a public place pursuant to section 632 of the LG Act seeking to prohibit the act of camping then it would be necessary for Council to adopt an appropriate definition of camping.

Whilst, for the reasons outlined above, a definition of camping might not assist in avoiding the exception provided by section 632(2A)(b) of the LG Act if the camping involved the use of a vehicle, it would still be necessary to carefully consider the definition

Byron Shire Council has adopted a definition for the purpose of a notice under section 632 of the LG Act of "camping" which is:

"Where any place is used as recreation, or on an outing or vacation the use of that place by a person or persons lodged in a tent or any temporary structure or other means of shelter or accommodation."

The terms of any notice under section 632 of the LG Act must be sufficiently certain so that people reading the notice might be able to properly understand the terms of the notice and comply with the terms of the notice and also to allow a regulatory authority to properly enforce the terms of the notice.

As noted above, we have been informed by Byron Shire Council that the validity of their notice and the definition of camping have not yet been considered judicially.

Whilst there might be some room for argument in determining the meaning of recreation, outing, vacation, temporary structure, shelter and accommodation for the purpose of the definition, the definition would seem to describe with some certainty the act that Council was seeking to address. That is the use of the public place for the purpose of shelter or accommodation.

Other government agencies have produced guidelines and policies concerning the use of public land for caravan parks, camping grounds or camping generally. In particular in March 2014 the Department of Tourism, Major Events, Small Business and Commonwealth Games of the Queensland Government produced a document entitled "*Queensland Camping Options Toolkit. A Guide for Local Government in Developing Camping Options.*"

This document provides some useful definitions with respect to camping. Some of those definitions do include the use of vehicles.

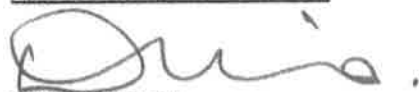
In the event that Council resolves to erect notices pursuant to section 632 of the LG Act on a public place for the purpose of prohibiting camping then we would like to properly consider and review the various definitions of camping for the purpose of Council adopting its own definition.

Council would however need to decide upon an appropriate definition of camping for this purpose.

We trust that the above advice is of assistance and should you have any further queries concerning the same then please do not hesitate to contact the writer.

Yours faithfully

MARSDENS LAW GROUP



DAVID BAIRD

Partner

3 July 2014

Mr Gary Woodman,
General Manager
Cobar Shire Council

Re Council Meeting 26th June 2014 with regards to "Free Camping and Signage".

We wish to once again lodge an objection to the attitude of the Councillors on this matter. It appears they have no intention to abide by nor enforce the policies of NSW Crown Lands and Roads and Maritime Services to stop illegal camping on those Reserves.

I have as you are aware presented our case to Council a number of times. Additionally I have had discussions with individual Councillors and the Mayor and explained how this illegal camping is impacting on the viability of the Cobar Caravan Park and to the local community in general.

The Caravan Park is owned by Council and was leased to our company, Anvera Pty Ltd, in 2011. Since our take over Council has withdrawn a number of services, without prior advice or our consent, that benefitted the previous lessee and which we reasonably presumed would continue to be provided. Further, Council had "No Camping" signage in place at the Newey and the Old Reservoir. It then removed them, again subsequent to our takeover, and again without any consultation or discussion with us, disregarding the obvious fact it would directly effect the Parks income.

For your information on any one night there are from 10 to 20 RV's parked in and around the streets of Cobar a loss of \$350 to \$700 income to the Park. Not to forget the "Cornish Rest Area" where approximately another 5 to 10 RV's stay per night.

Most of these travellers are gone by 8.30am and do not spend any money other than fuel in town. We also have some travellers like that stay in the Park, but they have paid \$35.00 for their stay which is then spent on Council rent, water, rates, wages, electricity, gas, marketing, repairs and redevelopment of the Park.

Our tourist season is from Easter to the end of September, i.e. approximately 180 nights. The income earned in that period has to carry the business through the quiet months and provide enough to pay it's fixed costs, as detailed above. The Parks RV income has dropped substantially since the removal of the "No Camping" signs in 2012 and is getting worst, even though we have committed many thousands of dollars and significant time in promoting this business and the town of Cobar as a destination, unlike the previous lessee.

Council's Tourism Manager can confirm the extent of our promotional activities and our independent audit report confirms the downturn in income.

We have raised this matter with Council staff and Councillors over the past year, requesting assistance, and still no discussions to rectify this financial problem or any other remedies have been offered.

As a tenant and a rate payer of Council, employer of 6 local staff and a small business operator, my wife and I are exploring all remedies to address the problem, which is having a manifest negative affect on our company's profitability. These options must include reviewing our legal rights of action. Our preference is to negotiate a sensible arrangement to avoid further costs and frustration to both parties, however given the financial leakage we continue to suffer and Council's past indifference to our situation we advise that in the absence of a prompt response we will have no option but to pursue other options.

I await Council's response.

Yours faithfully,
John and Karen Dineen
Cobar Caravan Park.

PARK NEWSLETTER



Address: 101 Barrier Hwy, Cobar, NSW 2835
 Phone: 02 6836 2425
 Email: info@cobarcaravanpark.com.au
 Website: www.cobarcaravanpark.com.au

What's On This Week in Cobar?

Monday	5.30pm - 6.30pm 6.30pm - 7.30pm	Boxing Aerobics @ Youth Centre Pump Aerobics @ Youth Centre
Tuesday	12.30pm 6pm - 7pm	Bingo + Luncheon @ Golf Club Nice & Easy Aerobics @ Youth Centre
Wednesday	5.30pm - 6.30pm 6.30pm - 7.30pm	Boxing Aerobics @ Youth Centre Pump Aerobics @ Youth Centre
Thursday	10am 12.30pm 5.30pm - 8pm 7pm	Bowls @ Golf Club Bingo + Luncheon @ Golf Club Poker (free game) @ Golf Club Australian Army Band Playing @ RSL Club
Friday	8pm	Market Night (meat tray raffles) @ Golf Club
Saturday	7pm	Jerry The Joker @ Golf Club
Sunday	4.30pm - 7pm 7pm	Poker (free game) @ Golf Club Market Night (meat tray raffles) @ Golf Club

UPCOMING EVENTS

17th Of April - Golfie's Biggest Onesie Party - activities for Kids & Adults including Easter egg hunts, egg captain Ball, slushies, DJ and eating Comp.
 25th of April - ANZAC Day - Dawn & Morning service held at Drummond Park
 10th of May - Cobar Races
 1st - 17th of May - Cobar Show
 23rd - 25th of May - Cobar Darts Open

- Don't forget to grab your complimentary Free Drink voucher for the Cobar Bowling and Golf Club from the girls @ reception

Mention your loyalty card when booking to receive a 10% discount at participating holiday parks:

Noosa River Holiday Park (Noosaville)

07 5449 7050

Broken Hill Tourist Park

08 80873841

Tweed Coast Holiday Parks

07 5523 4111

Big 4 Dubbo Parklands Holiday Park

1800 033 072 (10% off up to \$40)

Trilby Station, Bourke

02 68727420

Mitchell Caravan Park (Bourke)

02 68722791

Lightning Ridge Tourist Park

02 68290532



Dubbo



Trilby Station

DEAR GUEST

Please show your Cobar Mates Rates authorisation to receive the offered discounts.

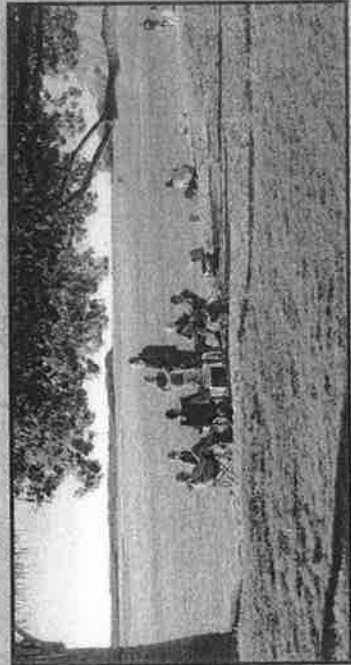
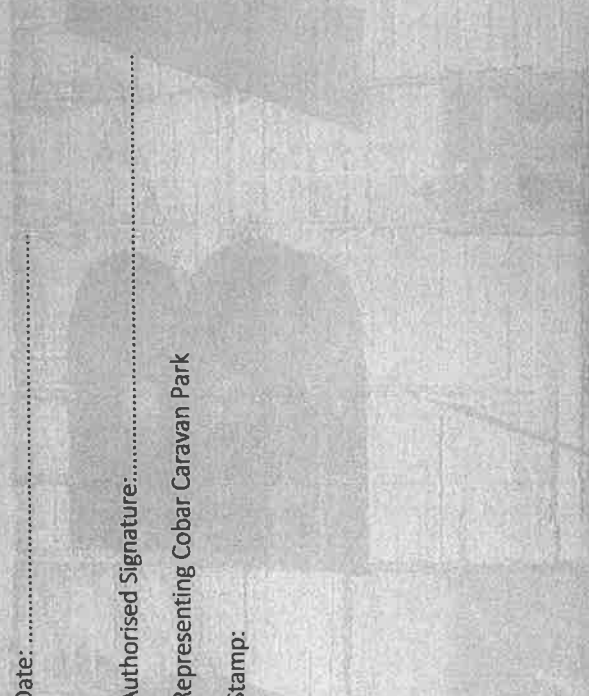
Introducing our Guests/s

Date:

Authorised Signature:

Representing Cobar Caravan Park

Stamp:

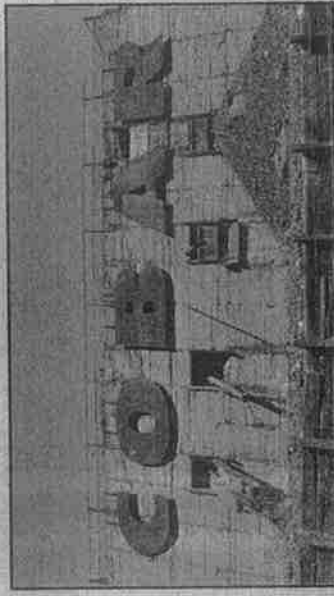


Noosa River Holiday Park—Sunshine Coast

Discounts are discretionary on the operator and are valid as at time of print and subject to availability. Valid until 31st March 2015



COBAR “Mates’ Rates”



A joint initiative with Participating Local and related Businesses providing discounts to Cobar Caravan Park guests.

**THANK YOU FOR TRAVELLING REGIONAL NSW
THANK YOU FOR SUPPORTING LOCAL BUSINESS**

Cobar Caravan Park
101 Barrier Highway
Cobar NSW 2835.

Phone: 02 6836 2425

info@cobarcaravanpark.com.au

BOOK ONLINE: www.cobarcaravanpark.com.au

2 Background

2.1 Current Site

The current site is located outside of the town on the access road to the Fort Bourke Water Treatment Plant, and is in a relatively remote area. The surrounding vegetation might be described as Mallee Scrub, and an unrelated building is located near the washdown facility. Any runoff water that effectively overflows the site simply travels into this scrub land without entering any specific water course or threatening any particular structure but such overflows given the high rates of evaporation should be relatively few in frequency.

The existing ponds do not appear to be lined or even formed with any specific purpose intended, such as trapping the waste contaminants in an initial pond for their periodic removal from the site. As such there may be some percolation into the subsoils currently occurring.

The site is unmanned and access is only available to truck drivers who have a key to the site. The drivers do not pay at the present on the basis of actual volumes of water used and as such the system essentially runs on an honesty basis that there will be no sharing of access keys.

The site typically has a long term average annual rainfall of 399 mm (figures from the Bureau of Meteorology) with very wet years reaching around 700 mm. Summer temperatures regularly exceed 40°C and overall the town experiences evaporation rates on average of around 2,200 - 2,300 mm per annum. Winter temperature can see night temperatures fall below freezing with minimal winter evaporation.

Figure 2 – Existing truck wash bay



Figure 3 – Existing catch pond



Figure 4 – Existing outflow arrangements from catch ponds



2.2 Existing System

Currently a limited number of what are predominantly livestock trucks use the Council run truck wash facility to remove dust and livestock excrement from their trucks. The washed waste material and water then runs off the small slab area into a series of catch ponds with that flow path occurring as an overland flow, within a loosely defined channel. These ponds however also capture the great majority of the site's rainfall run off to with the result that the combination of storm activity and busy usage, particularly in the cooler months has lead to some historical site runoff.

It is further understood that these runoff events have been brought to Council's attention by the regulators but there has been no specific direction to upgrade the facility to meet current guidelines for such a facility.

The truck wash down uses potable water from the town supply but that occurs at relatively low pressure and as a result a considerable amount of water is used in washing each of the trucks. Use of high pressure arrangements could considerably reduce the volumes of water required for truck washing.

The water is collected in the ponds and evaporated off, utilising the extremely high evaporation rates that occur during the summer months in Cobar. Generally the ponds are at about their maximum stored volume in August to September each year. The difficult with this arrangement is that summer can periodically have some significant rainfall events and as such the ponds will fill. Alternatively any heavy prolonged winter rainfall could fill the ponds as this is normally a low rainfall period for the town.

2.3 Volumes of Water Used for Truck Washing

Historical volumes of water used in recent years have shown three distinct usage periods as per table A1.1 in Attachment No 1. These are:

- An average annual consumption of around 3.0 ML in 2012 and 2013
- An average annual consumption of around 1.68 ML in the period 2008-2011 with flow building each year from 1,335 kL in 2008 to 1,930 in 2011.
- An average annual consumption of around 0.72ML in 2006 -2007.

Council officers indicate that there has been additional usage in the last couple of years that is not anticipated to continue and that the 2008 -2011 period is more representative of likely future flows. In addition to this Council will be adding a pressure hose arrangement and as such actual volumes of water used are likely to drop.

Based on the above a figure of 1.5 Ml/annum has been used for the water balances carried out in Attachment 2. This figure is conservative in nature but the figure will as shown in Attachment 2 have only a limited amount of impact on the site water balance if further efficiencies are achieved

2.4 Site Soils

Council has had a previous soil analysis carried out on site and that soil analysis has indicated that any ponds on the site would need to have some form of liner added to them if they are too be guideline compliant. Clay has been used for the project estimate because:

- It is an easy material to allow plant into the ponds to remove accumulated Biosolids without damaging the liner as may happen with some synthetic liners.
- It is generally not subject to the same UV degradation as may occur with some liners. The water balance in Attachment 2 shows that the evaporation pond may be dry for extended periods of time.

What is not known is the access Council has to sufficient quantities of clay liner and how far it will need to be transported and as such there may be some uncertainty over this figure. A unit rate of \$25/m³ has been used but this may not be applicable and Council's attention is drawn to this figure.

3 Site Details

If council is to upgrade the truck washing facility then the regulators will require that no effluent can leave the site. As such the work involved here would require:

- Construction of an evaporation pond capable of removing all of the washdown water produced, plus any site runoff that drains to the settlement ponds.
- Construction of two settlement ponds to trap containments and allow them to settle out in these ponds and not enter the evaporation pond.
- Installation of a liner in all of the ponds to prevent percolation of the water into the soil and any potential interconnection with any ground water sources in the area.
- Interconnecting pipework that allowed flow from one pond to another under the effects of gravity. The pipework however will require valves or penstocks that allow any individual pond to be isolated.
- Tidying up the overland flows so that flow can be directed into either settlement pond. Where possible, overland flows are to be removed from the rest of the site without entering the ponds.
- Upgrading the washing slab. It is assumed that the current slab will be inadequate to the task and will be removed.
- Install pressure pumps and hoses including trigger nozzles. This should also include measuring equipment to charge users on the basis of the actual water volume used.
- Add a water storage facility on site to assist the pressurising pump to run the pressure lines and the trigger mechanisms.
- Provide a power supply to the site to allow the pump to operate.
- Construction of entry aprons on the two settlement ponds to allow machinery to enter these ponds to clean them at a later date without damaging the embankments.
- Grassing of the embankment to ensure their overall stability.
- Construction of a notice board for the truck drivers and make that an over site sign.
- Ongoing monitoring of the site and users to prevent any abuse of the upgraded plant.
- Placement of all excess excavated material including broken up concrete slab into the site depressions and then the eventual clean up of the site to cover all of this and make the site more visually acceptable.

The arrival of power on site will allow night lights to be added if required but these lights have not been included in the estimate provided for the project. Council should also from time to time take advantage of the volumes of stored water to irrigate the overall site to minimise the potential for subsequent site erosion and the filling of the ponds with soil washed off the site.

3.1 Site Layout

The general arrangement for the evaporation pond is as set out in figure 3.1. The evaporation pond will be protected by two settlement ponds to trap the contaminants with one these ponds to be periodically dried out and then emptied of the contaminants. This clean out will be by machine (backhoe or bobcat) and then the dried materials will be trucked to the landfill site. This cleaning of the ponds is expected to occur around once every 5 -10 years but clearly that will depend upon the number of trucks washed.

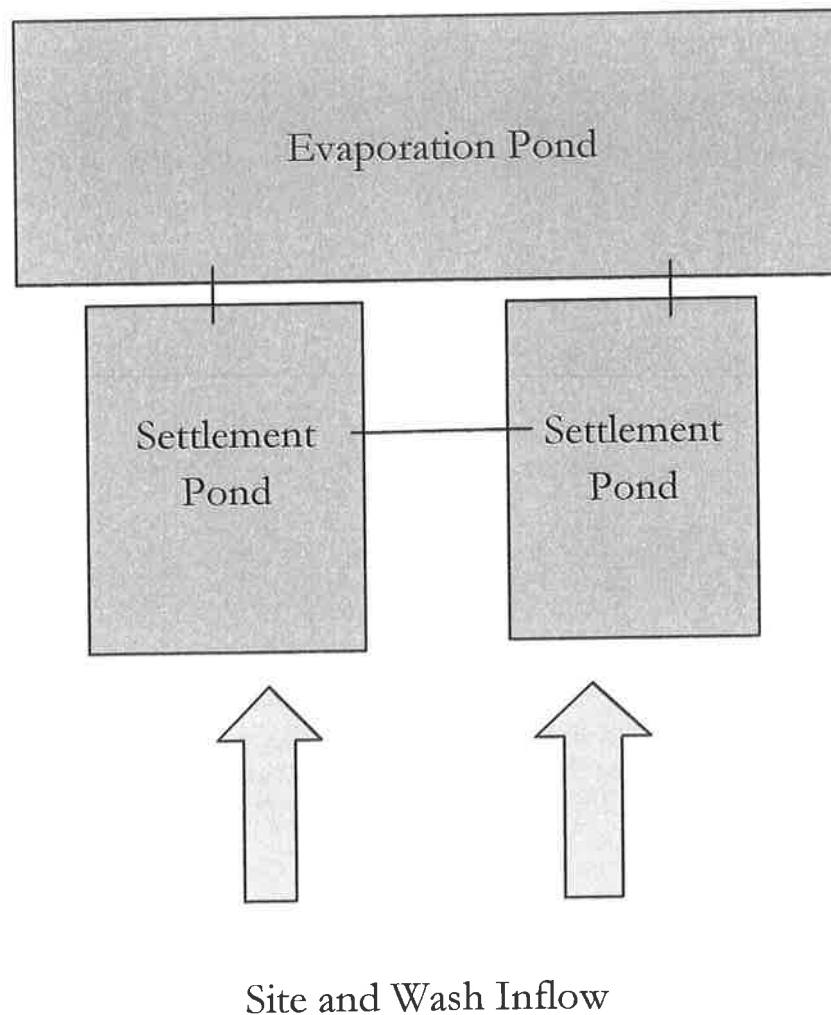


Figure 3.1
General Layout for Ponds

3.2 Evaporation Pond

The ponds dimension will need to be:

- Length = 44 m
- Width = 24 m
- Depth = 1.0 m (Excavation to 1.3 m to accommodate the liner)
- Freeboard = 400 mm min
- Embankments = 4:1 inclination to avoid the need for fencing and any erosion of the embankment.

The embankments should be grassed with native grass to protect against erosion and water can be taken from the ponds to periodically irrigate these and keep them vibrant. This grassing may need to also be improved over the whole site to prevent overland flow washing soil into the settlement ponds and filling these at a higher frequency than desired. This grass will assist to bind the soil together but will require some maintenance and occasional irrigation.

The pond will in normal rainfall years only partially fill and will effectively be dry from November to April each year. In wet years with reasonably even distribution the ponds will fill to 65% with 35% retained as safety for a significant rainfall event and further protection provided by the freeboard associated with the settlement ponds.

3.3 Settlement Ponds

Individual pond details:

- Length = 15 m
- Width = 10 m
- Depth = 0.8 m (Excavation to 1.3 m to accommodate the liner)
- Freeboard = 500 mm min
- Embankments = 4:1 inclination to avoid the need for fencing and any erosion of the embankment

These ponds will be connected both in series and parallel to allow one to be periodically taken out of service and dry to allow mechanical cleaning. To facilities this, a gravel inlay will need to be added to the embankment to allow mechanical access without damage to the embankment.

3.4 Pipework

The pipework should be 300 mm concrete (or similar) pipes, with this diameter chosen to prevent easy blockage. The pipework should be organised to allow flow by gravity between ponds with valves on each of the lines to allow for the isolation of individual settlement ponds.

3.5 Earthworks

All soil excavation has been assumed in the absence of any geo-technical data indicating anything to the contrary. The drainage paths are to be tidied and any excess soil material will be placed in the many depressions on site. The overall volumes of excavation may be reduced by the current depressions forming the existing storages depending upon where the new ponds are to be located but that will require a detailed design to be completed before any findings can be derived there.

3.6 Rainwater Tank

This is to connect to the pressure pump/s rather than pursuing the adoption of an inline booster. This simplifies pump selection and will also ensure there is water available should there be a broken main or a need to isolate this line as a result of a problem with the reticulation systems in town.

A 22,500 gallon (5000 litre) concrete tank has been selected for this storage because:

- It is an industry standard and represent lower dollars per litre costs than many of the smaller tanks. It should provide more than sufficient water to allow for the washing of 2 -3 trucks during any outage as many of these trucks may have travelled considerable distances and may need to return immediately.
- The concrete should be a hardy material in this location.
- It is an off the shelf item that can be trucked to the site and easily installed.

The tank is to be connected to an inlet line, with level control generally provided by ball float arrangement. The pressure pump will be connected to the outlet side of the storage.

3.7 Concrete Slab

The estimate allows for a slab of 27 x 6 m dimension which is the minimum desirable size. A larger slab may better serve the requirements but will add considerably to the costs.

3.8 Power Supply

This will potentially involve:

- The standing of two poles one on site and at least one en-route to ensure the lines achieve minimum ground clearance.
- A transformer and it needs to be recognised that these can take considerable periods of time for these to be installed by the electrical supplier. Periods of 26 weeks are not uncommon for the supply and installation of these transformers but clearly it will depend upon the local supplier and what stocks they may have.
- Site powerboard or control including meter.

This site may allow a solar pump to be fitted but that may also see the pressure pump unavailable when required and somewhat defeat the purpose of the exercise. This is a detail that could be pursued during the SID phase but the overall savings here would not be large as the solar array will be expensive, as will the specialist pump.

3.9 Pressure Pumps User Monitoring

This is equipment to be provided by Council and they will have done their own research in these areas already so no further comment is included here.

3.10 Project Timeline

This will depend on where you measure the commencement of the project from. Likely timelines for the individual components are:

- The survey investigation and design should take around 6 weeks to complete.
- On site earthworks including constructing the slab should take 6 – 8 weeks
- The installation of the rainwater tank pump and pressure hoses should be done in one week assuming the materials are available. The unknown element here is the time taken to get the materials on site.
- The power supply to supply and install could take up to 30 weeks and that is a matter for pursuit with the local energy supplier.

The site is expected to be shut to the truck users during the period of the earthworks.

4 Water Balance for the Structures

4.1 Water Balance Findings

Tables A2.1 and A2.2 represent water balances based on average likely monthly figures for rainfall and evaporation at the truckwash. These simplistic water balances indicate the following:

- The evaporation pond and storages as detailed in section 3 of this report would seem to represent what would be the minimum sized structures required if the site was to be upgraded to meet current guideline requirements.
- The structures have a 35% safety margin to cover for reduced evaporation during the wet years and this margin of safety is considered the minimum safety margin for this event.
- The evaporation pond will soon empty itself following a wet event or a wet year as seen in A2.2 where the balance is commenced with a half full evaporation pond.
- During a normal rainfall year there will be significant periods of time when the evaporation pond will be empty or near empty. Potentially this empty pond will occur from November to April each year
- The overall structure will seem greatly oversized in normal rainfall years as there will never be a significant amount of water in the evaporation pond with the exception of the time after a particularly significant storm.
- There will be a significant need to protect whatever liner is installed in the evaporation pond in particular.

4.2 Water Balance Limitations

Actual rainfall does not always fall in an average pattern and the summer storms that sometimes occur can put a significant amount of water on the ground at any time with the potential to generate vast amounts of runoff. Hence there are practical limits to what can be achieved by these quick water balances and it needs to be recognised by Council that they are more of a guide than a certainty.

A more accurate model could be adopted if there was sufficient data available to program in all storm events at significant modelling costs but that data does not exist. Even if this data was available the accuracy of such modelling in the face of climate change is unlikely to be able to be guaranteed simply because the basis of that change is for more significant events to occur more often.

4.3 Contingency Planning

It is suggested that the embankments leading into the settlement ponds be a minimum of 500 high and splayed out such that the area in front of the ponds also become a storage area with some of the freeboard in the ponds now taken up by the storm event. This temporary storage in the face of an unusual event should be acceptable to the regulators but that is matter for discussion with them in the final design phases. The stored volumes can be more rapidly reduced by irrigating the truckwash site in the period shortly after the storm event or the excess after could be tankered away to the town's sewerage system and disposed of there.

5 Project Estimate

5.1 Capital costs

Set out in Table 5.1 is an estimated summary of the costs for the works required to augment the current truckwash facility to full compliance with the guidelines covering such facilities.

Table 5.1 Summary of Costs for Project Elements

	Item	Quantity	Rate	Estimated Costs (\$)
1	Site Set Up	Item	Allowance	3,000
2	Excavation of ponds and shaping of final structure	1,350 m3	\$9/m3	12,150
3	Completion of Embankments (Place fill and compact)	400 m3	\$15/ m3	6,000
4	Pond Liners (Assume clay)	400 m3	\$25/m3	10,000
5	Dispose of excess excavated material into depressions on site and compact	950 m3	\$2.00	1,900
6	General improvements to site Drainage.	Item	Allowance	2,000
	Gravel access to smaller ponds for backhoe/bobcat.(supply material and install)	25m3	\$75/m3	1,875
7	Pipework to connect ponds	35 m	\$200/m	7,000
8	Valves for Pipework supply and install. (3 off)	Item	Allowance	1,000
9	Grassing of Slopes (native Grasses)	Item	Allowance	800
10	Rainwater Tank (Supply install , interconnect and add level control)	Item	Allowance	5,500
11	Pressure Pumps Hoses and Usage Identification Devices including Charging.	Item	Allowance	5,000
12	Concrete Slab (Supply concrete steel , formwork lay and finish)	40 m3	\$1,000 /m3	40,000
13	Site signage and Instructions to drivers on the use of the pressure equipment.	Item	Allowance	500
14	Power supply to operate pressure equipment.	Item	Allowance	40,000
15	Site Tidy Up	Item	Allowance	2,000
	Sub Total			138,725
16	Survey Investigation and Design (12%)			16,000
17	Project Management (7%)			10,000
18	Contingencies (10%)			14,000
	Final Estimate Total			178,725

Notes:

- *The rates used here are based upon typical western costs and Council may be able to apply other rates more applicable to Cobar in relation to the project. If that is the case, Council should modify the estimate accordingly.*
- *No allowance has been made for the removal of the existing water supply stored on site as it is assumed that the construction will occur in mid-summer under dry conditions. What small amount of water that is left on site can then be disposed of by simply disposing of it on site. If that assumption is incorrect then a further cost allowance will need to be added to the estimate.*
- *It has also been assumed that the site will close for truck washing for 6 – 8 weeks whilst the work occurs on site. If the site is to remain open during this period then there will be a further cost component to be added to the overall project estimate.*
- *The costs to remove any existing concrete have been listed under site clean-up. It has been assumed that this material will be added to the depressions on site but if it is to be carted offsite then further costs will be incurred on this project.*
- *The final arrangement to allow gravity flows may require further separation of the ponds with greater pipelaying costs involved. That will be a matter for the final design.*
- *It is assumed that there are no land acquisition costs. If Council is required to purchase land, this would need to be added to the cost.*

Table 5.2 Cost Element in Terms of Major Components.

Component	Estimated Costs (\$)
Earthworks	30,050
Site Set/Up – Clean Up	5,000
Pipework	8,000
Slab	40,000
Power	40,000
General Site Equipment/Signage etc	15,675
Specific Project costs (SID, PM)	40,000
Total	178,725

5.2 Operational Costs

The addition of the pressure pumps and triggers will require regular maintenance and a further component of the upgrading is that it will incur an annual operational cost estimated to be of the order of \$5,000 - \$10,000. The final figure will depend upon the design details but it is expected to be closer to the upper limit of the above range.

This figure also needs to be considered in any final determinations made with a replacement of the hoses suggested for every 10 years and the pressure pump say every 15 years. Those replacement costs lie outside of the above operational costs. Operational costs should be covered by the fees charged to those using the facility.

6 Alternatives

6.1 Reuse of the Water

Reuse of the water would allow a small reduction in the size of the storage and evaporation ponds but would require filtration and disinfection be added to the facility for that reuse water to be acceptable to the regulators. The likely savings would be of the order of \$5,000 - \$10,000 but the minimal costs for this reuse are likely to be of the order of \$75,000. Hence reuse would be difficult to justify.

In addition to the above capital costs reuse from an operational perspective is likely to add at least \$10,000 - \$15,000/annum to the project costs. Hence it is difficult to recommend pursuing reuse for the small volumes involved.

6.2 Use of Triple Interceptor

A commercial interceptor will be difficult to justify as its small volume would be scoured by any significant storm and the site runoff it would generate. In addition the relatively small savings associated with the reduced earthworks from the use of such an interceptor is likely to be smaller than the costs to supply and install this interceptor. In addition to the above the interceptor would add additional \$10,000 to the site's annual operational costs as it will require regular cleaning and this would need to be done by hand rather than machines. It is therefore difficult to recommend the use of these interceptors.

6.3 Re-direction of Site Overland Drainage Flows

When a detailed survey of the site is carried out and detailed design is underway it may be possible to redirect some of the site's overland drainage but again the maximum savings are likely to be of the order of \$10,000 and run the risk of creating a boggy zone in the truck turning area. This is a detail for Council to explore in the SID phase of the project.

Volumes of Wash Water Used

The historical volumes of usage as provided by Council are set out in the table below

Table A1.1 Summary of Volumes of Water used in the Truckwash 2006 -2013

Year	Readings(kL)				Total for Year
	December	September	June	March	
2013	414	430	1196	772	2,812
2012	746	783	741	910	3,180
2011	538	500	475	417	1,930
2010	381	516	355	373	1,773
2009	281	489	525	388	1,683
2008	436	233	477	252	1,335
2007	94	186	151	207	638
2006	184	317	130	177	808
2005	81	166	118	10,285	N/A

Notes:

1. *There are discrepancies in the readings similarly in 2004 in the readings in 2004 onwards appear to be to different periods hence only the above periods have been listed.*
2. *There seem to be three distinct usage periods*
3. *Average for 2012 and 2013 = 2,996 kL*
4. *Average for 2008 to 2011 = 1,680 kL*
5. *Average for 2006 and 2007 = 723 kL*

Council was approached for an explanation of these figures and officers advised that usage over the last couple of years was not normal and that the 2010-2013 period was more likely to be the future demand.

Water Balances

Set out below is a water balance derived from Bureau of Meteorology (BOM) figures for a wet year and based likely monthly figures. Unfortunately there were no specific figures available for monthly rainfall in such a year from BOM and thus the figures used here have been extrapolated from average rainfall years and pro-rated out to around 700 mm for the year (the figure BOM suggests for very wet years). Similarly there were no evaporation figures available for the same wetter years and as such it is probable that in such a year overall evaporation will be reduced. As such a 35% safety margin has been adopted as protection to allow for this reduced evaporation.

A water balance based upon the actual storms that sometimes occur in summer would have been included except that it was not possible to get all of the data required on the size and nature of these events. Hence additional storage for such events can be achieved by splaying out the embankments to the settlement ponds such that a temporary storage is achieved.

Table A2.1 Evaporation Pond Volume during Wet Rainfall Years

Month	Rainfall (mm)	Pond Fall (kL)	Site Runoff (kL)	Truck Washing (mm)	Pan Evap (mm)	Evap Pond (kL)	Settle Ponds (kL)	Volume (kL)
Jan	81.7	86	163	30	333	193	100	Empty
Feb	76.7	81	154	30	270	157	81	25
March	62.1	67	124	30	240	139	72	35
April	45.0	48	89	30	150	87	45	72
May	57.2	61	116	30	100	58	30	191
June	49.2	53	98	30	65	42	20	310
July	50.9	54	102	30	55	39	17	440
Aug	45.9	49	91	30	90	72	27	521
Sept	43.6	46	88	30	160	136	48	491
Oct	61.3	65	123	30	205	174	62	475
Nov	62.5	67	123	30	280	224	84	387
Dec	63.2	67	124	30	310	248	93	267

Notes:

1. Summer is the higher period of rain normally for Cobar with significant summer storms sometimes happening.
2. It was impossible to get evaporation figures for the wetter years and hence a safety factor of 35% was sought to offset reduced evaporation in the higher rainfall years.

Table A2.2 is a similar water balance based on a normal rainfall year. It indicates that:

- The evaporation pond will soon empty itself following a wet event such as a wet year previously.
- During a normal year there will be significant periods of time when the evaporation pond will be empty.
- The overall structure will seem greatly oversized during normal rainfall years as there will ever be a significant amount of water in the structure with the exception of a particularly significant storm.

Table A2.2 Evaporation Pond Volume during Normal Rainfall Years

Month	Rainfall (mm)	Pond Rain Fall (kL)	Site Runoff (kL)	Truck Washing (mm)	Pan Evap (mm)	Evap Pond (kL)	Settle Ponds (kL)	Volume Evap Pond (kL)
Jan	46.7	49	93	30	333	264	100	400
Feb	43.8	46	88	30	270	186	81	208
March	35.5	38	71	30	240	150	72	105
April	25.7	27	51	30	150	90	45	22
May	32.7	35	66	30	100	58	30	Empty
June	28.1	30	56	30	65	45	20	43
July	29.1	31	58	30	55	38	17	94
Aug	26.2	28	52	30	90	63	27	158
Sept	24.9	26	50	30	160	108	48	178
Oct	35.0	37	70	30	205	130	62	128
Nov	35.7	38	71	30	280	168	84	73
Dec	36.1	38	72	30	310	180	93	Empty
Jan	46.7	49	93	30	333	193	100	Empty
Feb	43.8	46	88	30	270	157	81	Empty
March	35.5	38	71	30	240	139	72	Empty
April	25.7	27	51	30	150	87	45	Empty
May	32.7	35	66	30	100	58	30	33
June	28.1	30	56	30	65	38	20	91
July	29.1	31	58	30	55	32	17	161
Aug	26.2	28	52	30	90	63	27	181
Sept	24.9	26	50	30	160	108	48	131
Oct	35.0	37	70	30	205	130	62	76
Nov	35.7	38	71	30	280	168	84	Empty
Dec	36.1	38	72	30	310	180	93	Empty

Average Rainfall = 399.5 mm / annum
 Wet Year = 700mm/annum

COBAR MATES' RATES Experience Country Hospitality in Cobar. The Crossroads of Outback NSW

Retail:

RoZee's Shoes: 10% off purchases.

Men's, ladies & kids shoes & accessories:

Office Choice: 10% off stationary, arts & crafts.

Stationary, party supplies, arts & crafts:

John Mitchell Pharmacy: 5% seniors card

discount & NDSS. Chemist, gift wares,

cosmetics, ice cream, photo print lab.

Gumnut Gifts & Home Wares:

100
Great to Browse

10% seniors card

discount on gift shop purchases & \$7 coffee &

cake deal. Extensive gift shop & coffee shop.



Fuel Stations:

Shell Service Station: 1c/litre off fuel.

Country Simplicity: Wonderful!

Free cookie with every tea or coffee purchase. Gift shop,

home wares, tea house, coffee, sweets.

Cobar Quilt Shop: Everyone's Favourite!



10% off purchases over \$50.

Restaurants & Cafes:

Bowling and Golf Club: Free Middy of Beer/Wine or soft

drink. Bar & Chinese Restaurant. (eat in or take away)

Casual bowlers and golfers welcome



Cobar Thai Restaurant: Yes—in Cobar!

10% discount

Gecko Espresso: Free coffee with any purchase.

Maddies Café Coffee Shop: Fabulous and delicious

10% off all purchases

Coffee & cake deal \$6.50 everyday

Internet access - xbox games - Pool table

Hair & beauty

Studio 225: 5% discount on hair cuts.

Belle Visage: 5% discount on beauty treatments & hair cuts.

Brush Stop: 5% discount on hair cuts.

Recreational:

Greater Cobar Heritage Centre:

One of the finest museums in Regional NSW.

Outstanding collection of exhibits & souvenirs

and local history

Open 7 days

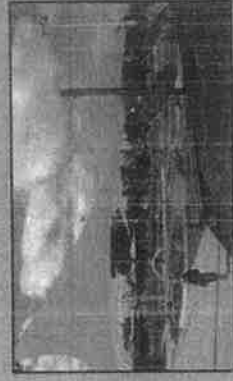


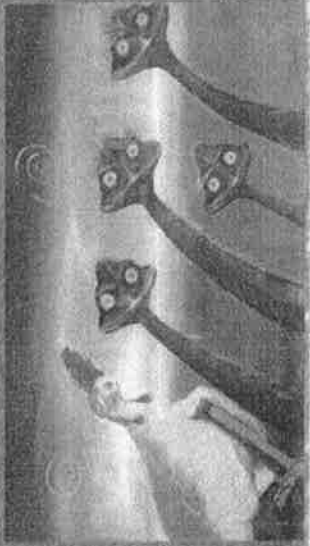
Seniors card discount on entry fee to museum

Cobar Memorial Swimming Pool

(with water slide) Free for seniors

(seasonal)





Welcome to Cobar

Kuparr - Burnt Earth

Known as the Jewel of Outback NSW, Cobar is a truly remarkable part of Australia where the hospitality of the locals is legendary.

Cobar is situated on the crossroads of The Kidman Way and the Barrier Highway. The Cobar Shire covers 44,065 square kilometers which is similar to the size of Tasmania.

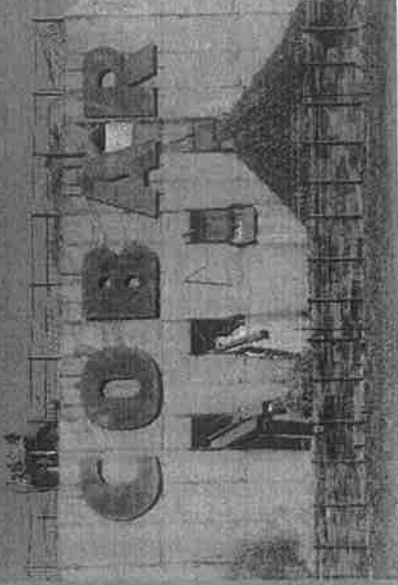
Cobar's population is approximately 7,000.

Cobar is a bustling and prosperous town with a mixture of old and modern buildings which chronicle its history course through its last 140 years. The town is steeped in pastoral and mining history.

WHERE AM I?

"NEWS FROM COBAR IS VERY CHEERING; THE LODGE IS RICHER AS THEY GO DOWN" Maitland Mercury, 1871

Karen & John Dineen and all the team here at the Cobar Caravan Park wish you safe travels. Hope to see you again on your next trip to The Outback.



Cobar Survival Kit



T: 61 2 6836 2425
info@cobarcaravanpark.com.au
www.cobarcaravanpark.com.au



Where can I eat?

Pubs, Clubs & Restaurants

- Cobar Bowling & Golf Club
Ph.6836 2214 Bloxham St
Full Chinese/Thai/Aussie menu
Takeaway Available
Discount vouchers available at
check in
- Cobar Thai Restaurant
Ph.6836 4492 Barton St
- Empire Hotel
Ph. 6836 2725 Barton St
Great Pub Meals. Takeaway Available

- Great Western Bistro
Ph.6836 2503 Marshall St Extensive
Blackboard Menu Takeaway
available
- Grand Hotel
Ph. 02 6836 2032 Marshall St Blackboard
menu. Takeaway Available

- Vince's Restaurant/Cobar RSL
Ph.6836 2599 Marshall St
Malay/Chinese/Aussie
- Eagle Boys Pizza
Ph.6836 1288 Marshall St
- Subway
Ph.6836 1820 Marshall St
- Cobar Hot Bake Bakery
Ph6836 2007 Barton St
Great Pies

There's always something on in Cobar so please don't hesitate to ask "What's On!" most of the clubs and pubs in town have nightly raffle/joker draws and meat raffles which can be worth up to \$25,000

What is there to see?

- Greater Cobar Heritage Centre and
Tourist Information
8am - 5pm 7 days per week
- Fort Bourke Lookout (open cut gold mine)
- Cobar Memorial Swimming Pool
Cnr Murray & Prince Street
Open until 7pm & Seniors free
- Weather Station
Tours available - booking advised
- Newey Reservoir
Recreational swimming, water sports &
BBQ facilities

Day and Overnight Trips

- Mount Grenfell
Aboriginal Rock Art (70km west of Cobar)
- Fred Hollows Grave (Bourke)
- Paddle Steamer ride down the Darling River
(Bourke)
- Back O'Bourke Exhibition Centre
9am - 5pm
- White Cliffs - Buy a white opal keepsake in
this quirky underground town (350km west
of Cobar)
- Mount Drysdale - Tour a bygone era in this
once thriving township - bookings essential
ph.02 6836 3462 (34km)

What if I need Transportation?

- A1 Taxis 6836 2423
- White Top 6836 2684
- Robbos Taxi 6836 3322
- Country Link (Bus) 6884 2511
- NRMA 0448836044

Shopping and Coffee?

- IGA Supermarket 8 am - 8 pm
- Harvey Norman 8 am - 6 pm
- Pharmacy 9 am - 6 pm
- News Agency 9 am - 5 pm
- Library (internet) 9 am - 5 pm
- Home Hardware 9 am - 5 pm
- Gumnut Gifts & Home wares
Mon-Fri 9 am - 4.30 pm
Sat 9 am - 1 pm

Where's the Money?

- Commonwealth Bank
- National Australia Bank
- Australia post

What if I am sick?

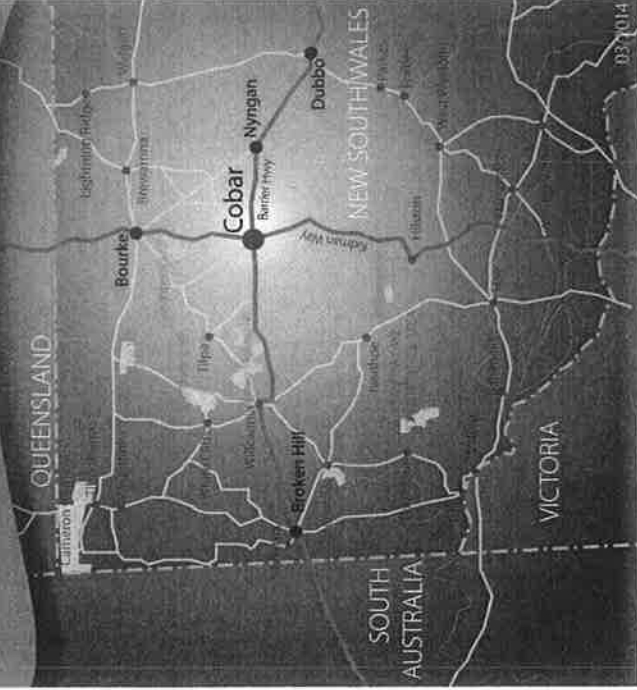
- Doctors (Medical Centre)
Ph: 6836 5500
- Hospital (Lerida Rd)
Ph: 6836 2406
- Emergency Services 000
- Optometrist
Ph: 6836 5000
- Chiropractor
Ph: 6884 1280
- Dentist
Ph: 6836 1972

What is there to see in Cobar?

- Greater Cobar Heritage Museum
- Fort Bourke Lookout (open cut Copper mine 2km south of Cobar)
- Weather Station (Tours available - booking advised)
- Newey Reservoir - Recreational swimming, water sports & BBQ facilities
- Old Reservoir - Fishing and recreational swimming
- Cobar bush walking Track
- Day Trips
- Mount Grenfell - Aboriginal Rock Art (70km west of Cobar)
- Mount Drysdale - Tour a bygone era in this once thriving township - bookings essential ph.02668363462 (34km south of Cobar)
- Fred Hollows Grave (Bourke)
- Paddle Steamer ride down the Darling River (Bourke)
- White Cliffs - Buy a white opal keepsake in this quirky underground town (356km west of Cobar)



Cobar Caravan Park



Owned and operated:
John and Karen Dineen



Scan the QR code below
to visit our site



Cobar Caravan Park

101 Barrier Highway, Cobar NSW 2835
W: cobarcaravanpark.com.au
E: info@cobarcaravanpark.com.au
T: (02) 6836 2425
F: (02) 9475 5101

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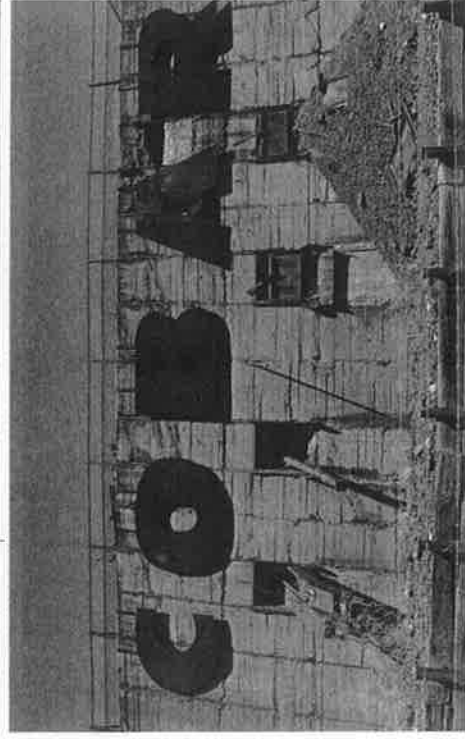
cobarcaravanpark.com.au

*The crossroads of
outback NSW*



multi award winner

Multi Award Winner
Great Cobar Business Awards
Cobar Caravan Park



cobarcaravanpark.com.au

Book Online
NOW

Welcome to the crossroads of outback NSW



Welcome to Cobar

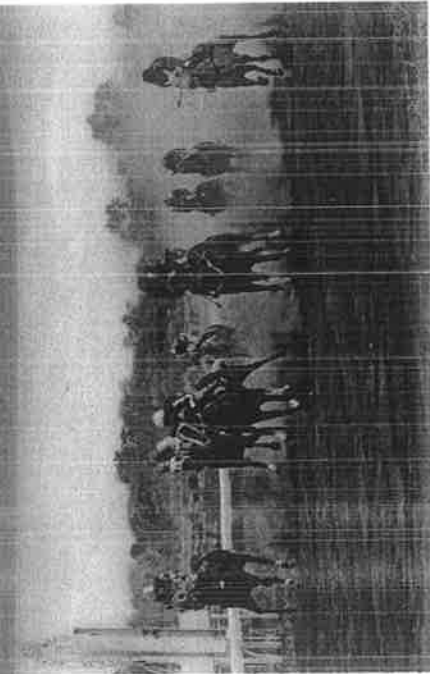
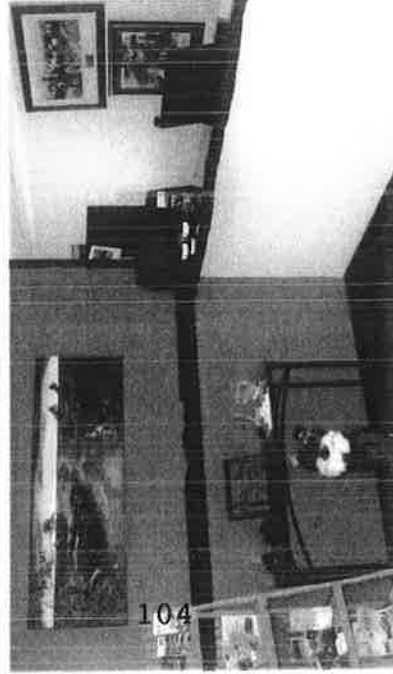
Cobar Caravan Park has more than 100 powered and unpowered sites. With a feeling of space yet close to town, this outback park provides the perfect experience - for you and your family.

Our powered sites are fringed by established trees and offer double slab for car and van. There is also a powered grass area for large RV's, campertrailers and caravans. For those with a preference for unpowered, we have a generous grassed area - suitable for all vehicle types, tents, campertrailers and swags.

- Large slabbed sites
- Drive Thru opportunities
- BBQs, Amenities, Camp Kitchen
- Close to Town centre
- Newly Renovated Amenities and reception area
- MV and RV mechanics and support providers available

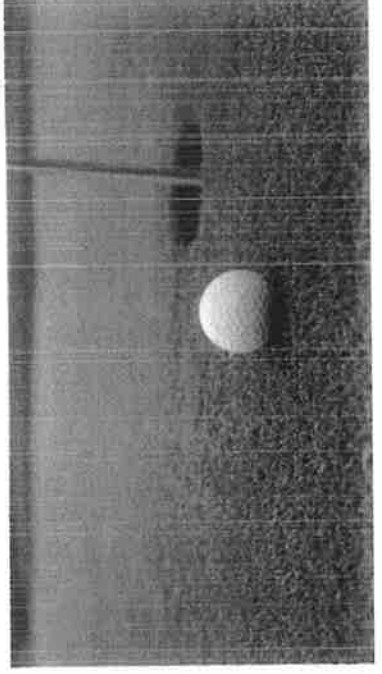
We are pet friendly so your canine friend is also very welcome.

Cobar Shire is situated in the centre of New South Wales at the crossroads of the Barrier Highway and the Kidman Way and has excellent road and rail links to most of Australia's capital cities. With an area of 45,609 square kilometres, the Shire is approximately two-thirds the size of Tasmania. Whether travelling North, South, East or West, Cobar provides the perfect stop over with the opportunity to stay awhile and experience all that Cobar has to offer. A good dose of old fashioned Country Hospitality



Cobar Events

January	Australia Day Celebrations
April	Cobar Show
May	Men's Golf Open
	Cobar Races
August	Louth Races
September	Cobar Rodeo
	Ladies Golf Open
October	Miners Ghost Festival



<u>Name of Caravan Park</u>	<u>Type of Site</u>	<u>Price per night</u>
Cobar Caravan Park	Powered Caravan Site - 2 people	\$35
Nyngan Riverside Caravan Park	Powered Caravan Site - 2 people	\$32
Broken Hill Tourist Park	Powered Caravan Site - 2 people	\$35* Low season rate
Wilcannia - Warrawong Caravan Park	Powered Caravan Site - 2 people	\$35
Dubbo Big4 Caravan Park	Powered Caravan Site - 2 people	\$34 * low season rate
Bourke - Kidman's Camp	Powered Caravan Site - 2 people	\$34

Reserve Name	Location	Comment	Land Zone
COBAR CARAVAN PARK	Cobar		R1
COBAR PUBLIC RECREATION RESERVE TRUST (old Reservoir)	Cobar		RU1
COBAR SHOWGROUND RESERVE TRUST (The Newey)	Cobar		RE1
DALTON PARK RACECOURSE RESERVE TRUST	Cobar		RE2
CANBELEGO COMMUNITY PUBLIC RECREATION RESERVE TRUST	Canbelego		RU1
CANBELEGO PUBLIC RECREATION RESERVE TRUST	Canbelego		RU1
BATHURST STREET RESERVE TRUST	Cobar		RE1
COBAR REGENERATION AREA RESERVE TRUST (Green Belt)	Cobar		RU1
COBAR WRIGHTVILLE COMMON (2)	Cobar		RU1
KALGOOLEGUY REGENERATION AREA RESERVE TRUST (Green Belt)	Cobar		E3
NEWY SPORTS AREA	Cobar	land between back of houe on Tindera and Newey Reserve	R2
EUABALONG (CARAVAN PARK) PUBLIC RECREATION RESERVE TRUST	Euabalong		RU1
EUABALONG EMERGENCY AIRSTRIP RESERVE TRUST	Euabalong		RU1
EUABALONG PUBLIC RECREATIONAL RESERVE TRUST	Euabalong	between Landers and Primary School	RU1
EUABALONG RACE COURSE RESERVE TRUST	Euabalong	eastern side of Lachlan St	RU1
EUABALONG RECREATION RESERVE TRUST	Euabalong		RU5
EUABALONG SPORTSGROUND RESERVE TRUST	Euabalong		RU1
EUABALONG WEST PUBLIC RECREATION RESERVE TRUST	Euabalong West	between Whoey St and Murin Street - is bushland	RU1
MOUNT HOPE EMERGENCY AIRSTRIP RESERVE TRUST	Mount Hope		RU1
MOUNT HOPE RACE COURSE RESERVE TRUST	Mount Hope		RU1
NYMAGEE EMERGENCY AIRSTRIP RESERVE TRUST	Nymagee		RU1
NYMAGEE PUBLIC RECREATION RESERVE (3)	Nymagee	effectively the middle of someones paddock - vacant land	RU5/RU1
WILKINSON PARK RESERVE TRUST	Nymagee		RU1
COBAR CEMETERY (2)	Cobar		RU1
COBAR CEMETERY EXTENSION	Cobar		RU1
COBAR EMERGENCY SERVICES & BUSHFIRE BRIGADE RESERVE TRUST	Cobar	Railway Parade North	R2
COBAR WATER SUPPLY RESERVE TRUST	Cobar	gated and locked facility	E3
LIONS PARK RESERVE TRUST (next to Golfie)	Cobar		R2
WARD OVAL CROWN RESERVE 630023 (old road reserves)	Cobar		RE2
EUABALONG CEMETERY	Euabalong		RU1
EUABALONG WEST CHILDRENS PLAYGROUND RESERVE TRUST	Euabalong West		RU5
EUABALONG WEST RUBBISH DEPOT RESERVE TRUST	Euabalong West		RU1
GILGUNNIA BORE RESERVE TRUST	Gilgunnia	within a paddock	RU1
GILGUNNIA CEMETERY (2)	Gilgunnia		RU1
ILLEWONG CEMETERY	Illewong		RU1
TARA PUBLIC RECREATION RESERVE TRUST	just past junction of Grain & Tullebung Rd	within a paddock of the property "Tara"	RU1
MOUNT ALLEN CEMETERY	Mount Allen		RU1
MOUNT ALLEN PUBLIC RECREATION	Mount Allen	within a paddock of the Cohan Downs & Broken Range (1/2 each)	RU1
MOUNT HOPE CEMETERY	Mount Hope		RU1
MOUNT HOPE PWP8	Mount Hope	leased to a landholder	RU1
KERRIGUNDI RECREATION RESERVE TRUST	Mulya Road - Kerrigundi	in between Gov Tank and private property	RU1
NYMAGEE CEMETERY	Nymagee		RU1
NYMAGEE RUBBISH DEPOT RESERVE TRUST	Nymagee		RU1

Name	Location	Owner	Comment	Zone
Cornish Rest Area	Cobar	Roads and Maritime Services		SP2/IN1
Florida Rest Area	Canbelego	Roads and Maritime Services		RU1
Gilgunnia Rest	Gilgunnia	Roads and Maritime Services		RU1
Meadow Glen	Cubba	Roads and Maritime Services		RU1
Lillyvale	Noona	Roads and Maritime Services		RU1
RMS Inspection Bay	Cobar	Roads and Maritime Services		E3/R2
Bloomfield Street Carpark	Cobar	Cobar Shire Council	behind Grand Hotel	B2
Drummond Par Carpark	Cobar	Cobar Shire Council		B2
Greater Heritage Centre and Museum Carpark	Cobar	Cobar Shire Council		B2
Occidental Hotel Corner Carpark	Cobar	Cobar Shire Council		B2
Mount Hope Community Hall	Mount Hope	Cobar Shire Council		RU5
Booberoi Weir	Euabalong	Department of Water Resources		RU1
Tilpa Weir No.4	Tilpa	Department of Water Resources		RU1

Circular	PS 10-019
Issued	July 2010
Related	PS05-007, PS06-001

Illegal Camping

The purpose of this circular is to remind councils, event organisers, touring groups and others that, with limited exceptions, carrying out or providing for camping (eg. in caravans, campervans, motorhomes or tents) on council or other land requires council approval.

Introduction

The NSW planning and local government legislation both have a role in the regulation of camping. Compliance with the regulatory requirements for camping in that legislation promotes camping that is safe, enjoyable, equitable and sustainable.

Approvals required for caravan parks and camping grounds

Under *State Environmental Planning Policy No 21 – Caravan Parks* (SEPP 21), the use of land within a local government area for a caravan park or camping ground may, unless prohibited by another plan, be carried out only with the development consent of the council. However, SEPP 21 does not require development consent for a caravan park or camping ground on land dedicated or reserved under the *National Parks and Wildlife Act 1974* (NP&W Act).

In addition, operating a caravan park or camping ground is an activity requiring council approval under Section 68 of the *Local Government Act 1993* (LG Act) unless excepted by the Local Government (Manufactured Home Estates, Caravan Parks, Camping Grounds and Moveable Dwellings) Regulation 2005 (LG Regulation 2005), other legislation¹ or a local approvals policy².

Approval to operate a caravan park or camping ground is usually subject to a condition that the park or ground must be designed, constructed, maintained and operated in accordance with the relevant requirements of the LG Regulation 2005. It contains requirements for minimum size for a caravan park, dwelling site and camp site sizes, setbacks, roads, utility services, fire hose reels, shower and toilet facilities, laundry facilities, management and other matters.

Special provision is made in the LG Regulation 2005 for operating 'primitive camping grounds'. This type of camping ground is generally remote from urban areas, and under the Regulation is required to have only a limited range of facilities. Requirements include that the ground must be provided with a water supply, toilet and refuse disposal facilities as specified in the approval for the ground. Such fire fighting facilities as may be specified in the approval are also to be provided.

Normally the installation of caravans, campervans or tents in a caravan park or primitive camping ground, and the installation of campervans or tents in other camping grounds, does not require council approval. The installation of caravans, campervans, tents and annexes in caravan parks and camping grounds must, however, comply with the relevant requirements under the LG Regulation 2005 (eg. see clause 132 regarding primitive camping grounds and clauses 161-173 regarding other camping grounds and caravan parks). For example, certain separation requirements apply for reasons of safety and privacy.

Section 78A of the *Environmental Planning and Assessment Act 1979* allows an applicant (other than the Crown) in a single development application to apply to use land for a caravan park or camping ground, and operate a caravan park or camping ground.

¹ For example, an approval under Section 68 of the LG Act is not required for (and the LG Regulation 2005 does not apply to) a caravan park or camping ground on land dedicated or reserved under the NP&W Act 1974.

² A local approvals policy adopted under Part 3 of the LG Act may specify the following: the circumstances in which a person would be exempt from the need to obtain a particular approval of the Council for activities governed by the LG Act; the criteria which a Council must take into consideration in determining whether to give or refuse an approval under the LG Act; and other matters relating to approvals.

Temporary caravan parks and camping grounds

A temporary caravan park or camping ground requires development consent and approval to operate. As with permanent parks and grounds relevant requirements in the LG Regulation 2005 concerning tents, caravans and annexes in caravan parks and camping grounds must also to be complied with.

Before granting consent to a development application, or approving a LG Act application, for a temporary caravan park or camping ground, a council should be satisfied that for the duration of park's or ground's operation provision of a water supply and toilet and refuse facilities will be adequate. Councils should also assess whether fire-fighting facilities are needed and whether any other facility or measure may necessary to promote the health, safety and amenity of the occupiers.

Under the LG Regulation 2005, a temporary caravan park or camping ground operated for a period of 6 weeks or less, solely in connection with use of the land for a sporting, recreation or cultural event, does not have to be designed, constructed, maintained and operated in accordance with Subdivisions 1-8 of Division 3 of Part 3 of the Regulation (see clause 73(3)). This means, for example, that the park or ground may be excused from having permanent amenities.

Problems caused by illegal camping

Councils are encouraged to be proactive in preventing illegal camping. The reasons for this include:

- if inadequate facilities are provided or the standard of operation is unsatisfactory, the health and safety of campers will not be assured. This may be especially so in relation to fire safety;
- use of an illegal caravan park or camping ground may cause disturbance to adjoining land users, especially if there are adjoining residential areas. This disturbance may be associated with noise, scattering of rubbish, or inadequate toilet facilities or provision for greywater disposal. Environmental damage may also eventuate;
- illegal camping subjects commercial businesses running approved caravan parks and camping grounds to unfair competition, contrary to Competitive Neutrality Guidelines. This is the case even if the unauthorised camping is not provided free or with subsidisation. Under the local government regulations, caravan park approval holders are required to provide certain facilities and comply with an extensive range of standards related to health, safety and amenity considerations.

Examples of enforcement options

If development for a caravan park or camping ground occurs on land where that use is prohibited, or requires but does not have development consent, a

council may initiate the giving an order no 1 under section 121B of the EP&A Act to cease that use.

This order could be given to the owner of the premises or person using the premises for the purpose of a caravan park or camping ground (eg. the operator). Normally, before an order is given, the person who gives it must give a notice of intention in accordance with 121H.

Given the provisions in section 626 of the LG Act, if a person operates a caravan park or camping ground without required prior approval under Part 1 of Chapter 7 of the LG Act, that person is guilty of an offence. Court action could be taken in respect of this. The maximum penalty the court may impose for an offence of this type is 50 penalty units (\$5,500).

Council approval not required for certain exceptions

There are a number of circumstances in which camping in caravans, campervans or tents elsewhere than in a caravan park or camping ground does not require council approval under the LG Act.

1. Exceptions under LG Regulation 2005

For land elsewhere than in a caravan park or camping ground, the LG Regulation provides the following conditional and unconditional exemptions from the requirement for council approval.

Conditional exemptions

Under the LG Regulation 2005 council approval is not required for the installation of:

- up to two caravans, campervans or tents on any land (with the landowner's permission), provided they are not occupied for more than two days at a time and are not occupied for more than 60 days (in total) in any 12 month period
- one caravan or campervan on land on which there is a dwelling house, provided the caravan or campervan is occupied by the owner of the dwelling house or members of the household, and the caravan or campervan is maintained in a safe and healthy condition
- a caravan or campervan on agricultural land, provided the caravan or campervan is occupied by seasonal workers on the land.

Unconditional exceptions

The LG Regulation 2005 (clause 78) provides that installing a caravan, campervan or tent on a **Crown reserve** or in a **State forest** does not require LG Act approval. Instead, the *Crown Lands Act 1989* and the *Forestry Act 1916* apply respectively.

Information about camping in Crown reserves and where to find Crown land holiday parks is available from the NSW Land and Property Management Authority (see www.caravanandcampingnsw.com.au). Enquiries about camping in NSW state forests may be made to Forests NSW (T: 1300 655 687) or see www.dpi.nsw.gov.au/forests/recreation.

2. Other exceptions

National Parks

The use of caravan parks, campervans and tents on lands reserved or dedicated under the NP&W Act is regulated under that Act. Approval under the LG Act is not required for those uses on those lands.

Information on camping opportunities within lands subject to the NP&W Act may be obtained from the National Parks and Wildlife Service (see www.environment.nsw.gov.au and select Visiting a Park).

Roadside rest areas

Camping in a roadside rest area may be permitted, unless a 'no camping' or 'no overnight stays' sign has been placed there by a council or the Roads and Traffic Authority (RTA) (or other relevant authority). Enquiries about the use of rest areas along roads administered by the RTA may be made to that agency.

Further information

For further information on the regulation of caravan parks and camping grounds see the Department of Planning website at www.planning.nsw.gov.au

Copies of the *Environmental Planning and Assessment Act 1979*, the *Local Government Act 1993*, *State Environmental Planning Policy No 21 – Caravan Parks*, the *Local Government (Manufactured Home Estates, Caravan Parks, Camping Grounds and Moveable Dwellings) Regulation 2005* and other State legislation are available on the NSW legislation website at <http://www.legislation.nsw.gov.au>.

If you have queries about this Planning Circular please contact the Department's Information Centre 02 9228 6333 or email information@planning.nsw.gov.au.

Authorised by:

Sam Haddad
Director-General
NSW Department of Planning

Important note: This circular does not constitute legal advice. Users are advised to seek professional advice and refer to the relevant legislation, as necessary, before taking action in relation to any matters covered by this circular.

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THE USE OF CROWN RESERVES FOR OPERATING CARAVAN PARKS AND CAMPING GROUNDS



Land and Property
Management Authority
Crown Lands



The purpose of this paper is to clarify for Local Councils and other organizations with an interest in operating caravan parks and camping grounds, the position of the Land and Property Management Authority in respect of the use of Crown reserves for operating caravan parks and camping.

Introduction

The Land and Property Management Authority (the Authority) is committed to sustainable tourist destinations that cater for caravans, campervans, motorhomes, tents and other moveable dwellings. However, the Authority cannot, nor does not, condone illegal caravanning and/or camping on Crown land. All facilities on Crown land advertised for public tourist accommodation, including showgrounds, must be approved.

Position

i. Approval to Operate

The approval to operate a caravan park and/or a camping ground in NSW (either on Crown land or freehold land) is required under:

- Section 68 of the *Local Government Act 1993* (LG Act), in compliance with the relevant provisions of the *Local Government (Manufactured Home Estates, Caravan Parks, Camping Grounds and Moveable Dwellings) Regulation 2005*.

ii. Approval to Develop

State Environmental Planning Policy No. 21 – Caravan Parks (SEPP 21) requires that “development for the purposes of a caravan park may be carried out only with the development consent of the [local government] council”. Note that the definition of ‘caravan park’ includes a camping ground.

However, if a caravan or camping ground is prohibited under another plan, for example, a council’s local environmental plan, SEPP 21 does not change that position.

Also, the establishment of a new caravan park or camping ground on Crown land requires the Authority’s consent (land owners consent) which is subsequently submitted with the development application.

The local Council is the consent authority for development under SEPP 21 and for an approval to operate.

Endorsement

This position paper is endorsed by the following Government Agencies and Organisations:

NSW Department of Planning

Tourism New South Wales

Local Government & Shires Association

Caravan & Camping Industry Association of NSW

Campervan & Motorhome Club of Australia

Further Information

Further information may be obtained by contacting the Crown Lands Division, LPMA, Level 4, 437 Hunter Street, Newcastle NSW 2300; or www.lpma.nsw.gov.au.

Land and Property Management Authority

Head office

1 Prince Albert Road
Queens Square
SYDNEY NSW 2000

T 1300 052 637

61 2 9228 6666

F 61 2 9233 4357

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Gary Woodman

From: Maurice Bell
Sent: Monday, 23 June 2014 5:14 PM
To: Gary Woodman
Cc: Peter Graf; Heather Holder; Brett Hallcroft
Subject: FW: My details
Attachments: 140606Planning Circular PS 10-019 Illegal Camping.pdf; Rest area statement June 2014.pdf

Gary,

Attached is some information regarding rest areas.

I spoke to Margaret, and she said that one of the main reasons for RMS to signpost rest areas in coastal areas is because the highways are by-passing quite a number of towns along the route and this is having a negative effect on the townships.

They are therefore undertaking a campaign to encourage people to use these by-passed towns as areas to visit and stay overnight and discouraging the longer term use of Rest Areas.

The other reason is that excessive cars/caravans have been parking in Heavy Vehicle rest areas. Heavy vehicle drivers are seen as professional drivers and as such are required to stop within prescribed times. There is a heightened risk when smaller vehicles crowd a heavy vehicle area, and this is being discouraged – hence the building of a small vehicle access next to the heavy vehicle rest area at Lilyvale.

The other issue along the coast is that vanners and backpackers etc are picking areas like Coffs Harbour, Byron Bay etc and simply using the rest areas as a base.

Rest areas in isolated areas tend to be treated differently as they are used for fatigue management and most people that stay at the rest areas only stay over-night

I explained to Margaret that Florida and Meadow Glen rest areas are more than 50km from Cobar and it would be impractical to police as well as contrary to the policy of Rest Revive Survive.

This was discussed previously at a local traffic meeting and there was a general view that it was not appropriate in these areas to try and stop people from resting there overnight as part of their fatigue management.

Maurice Bell

Contracts Manager

Cobar Shire Council | 36 Linsley Street | Cobar NSW 2835

P: (02) 6836 5862 | F: (02) 6836 5889 | M: 0429 884 310

E: maurice.bell@cobar.nsw.gov.au

From: MILLER Margaret A [<mailto:Margaret.MILLER@rms.nsw.gov.au>]
Sent: Monday, 23 June 2014 12:40 PM
To: Maurice Bell
Cc: CAFE Matthew
Subject: RE: My details

Thanks again Maurice for taking the time to call me. It is interesting to hear about the different circumstances relating to travelling, resting and camping in different parts of NSW.

You may have seen it but also for your interest I attach the circular sent out last year about the powers available to Local Government should they need to manage any problems arising from inappropriate use of a rest area.

As we discussed, although Local Government has powers to manage the issue of camping in rest areas should they need to, it is at their discretion should it be a problem.

Best wishes,

Margaret Miller
Snr Stakeholder Engagement Officer -Community
Communication & Stakeholder Engagement | Strategy & Engagement
T 02 8588 5937 M 0478 734 672
www.rms.nsw.gov.au
Every journey matters

Roads and Maritime Services
Level 19 101 Miller Street North Sydney NSW 2000

From: Maurice Bell [<mailto:maurice.bell@cobar.nsw.gov.au>]
Sent: Monday, 23 June 2014 12:28 PM
To: MILLER Margaret A
Subject: My details

Maurice Bell

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Statement about use of rest areas June 2014

Driver fatigue is one of the three main killers on NSW roads and can be as dangerous as speeding or drink driving.

Roads and Maritime Services is committed to providing rest areas along key routes in NSW to allow motorists to take appropriate breaks and to avoid fatigue.

All motorists recognising the signs of fatigue are encouraged to plan their journey.

The maximum permissible stay in a rest area is not specified as all motorists' needs are different, with varying levels of fatigue, at varying times of night and day.

Some may need to stop for a few hours until they are ready to continue their journey safely.

Rest areas are not designed to be camping grounds or caravan parks.

Using rest areas for multiple overnight stays as part of a planned itinerary is not in keeping with their intended purpose and reduces the availability of space for motorists needing a break before continuing on their journey.

Those needing facilities for an extended stay are encouraged to look for camping areas or caravan parks in towns along the way.

Roads and Maritime is currently working to enhance the network of state-wide rest areas, including improved signage, provision of coffee and refreshments and improved facilities.

We are also working to ensure heavy vehicle drivers are catered for with designated heavy vehicle rest areas available for them.

In peak periods especially, holiday makers are encouraged to use rest areas designated for light and recreational vehicles.

Individual local councils not Roads and Maritime monitor and enforce restrictions related to the duration of stay in a road side rest area.

To help motorists and other travellers plan their trip they can visit the Roads and Maritime Interactive Rest Area Map at <http://www.rms.nsw.gov.au/usingroads/restareas/>



Circular No. 13-05
Date 19 February 2013
Doc ID. A309917

Contact Innovation Team
02 4428 4172
dlg@dlg.nsw.gov.au

COUNCIL MANAGEMENT OF CAMPING IN PUBLIC PLACES

Purpose

The purpose of this Circular is to remind councils of the legislative obligations and options available to manage illegal camping in public places.

Issue

From time to time, the issue of illegal camping arises. It can cause health and safety issues, disturbance to adjoining land users, environmental damage and unfair competition to commercial businesses. There are a range of options available to councils to manage this issue. These include:

- Ensuring camping on council-managed land meets approval requirements.
 - Approval may only be granted when relevant health, safety and amenity requirements are met under the *Local Government (Manufactured Home Estates, Caravan Parks, Camping Grounds and Moveable Dwellings) Regulation 2005* (see the Regulation and Department of Planning and Infrastructure Circulars PS 06-001 and PS 10-019 at www.planning.nsw.gov.au for further information).
 - Communicating that camping in roadside rest areas is not permitted. This may be reinforced by signs erected by Roads and Maritime Services.
 - Consulting the relevant legislation and/or administering agency to ensure compliance with legislative obligations particularly where approval exemptions may apply such as under Local Approvals Policies, the Regulation for very low levels of very infrequent camping and other legislation for camping on Crown reserves, in State forests or in National Parks.
- Preventing unfair competition between illegal camping operations and legitimate, approved caravan and camping businesses. The *Pricing and Costing for Council Businesses – A Guide to Competitive Neutrality* available on the Division's website provides additional guidance.
- Utilising management and enforcement options including:
 - Erecting signs prohibiting camping in unsafe locations, such as local road sides.
 - Issuing Penalty Infringement Notices for unauthorised operation or use of a camping ground under the 2005 Regulation, acting contrary to a sign under the *Local Government Act 1993*, or acting contrary to

other laws such as the *Protection of the Environment Operations Act 1997*.

- Prosecuting for operating a camping ground without required prior approval under the *Local Government Act 1993*.
- Issuing an Order to cease use of a camping ground for which development consent has not been sought under the *Environmental Planning and Assessment Act 1979*.

Action

Councils are encouraged to monitor illegal camping in their areas and to use the range of options available to ensure that health, safety, environmental and other associated risks are well managed.



Ross Woodward
Chief Executive, Local Government
A Division of the Department of Premier and Cabinet

Outback Arts Summary of Activities March – July 2014



Funding, Support & Partnerships

Millinery Workshops – Hats Off to Outback Women

Mental Health Minister - \$12,760 Granted

Hats Off to Outback Women was a series of two day workshops in the five communities of Cobar, Coonamble, Bourke, Walgett and Warren. The project focused on engaging rural women in the skills of hat making, bringing our drought affected communities an exciting new artistic opportunity whilst also delivering an evening talk open to all community, about overcoming adversity and raising awareness of mental health through positive engagement.

There were over 50 participants in the program, with overwhelming positive feedback of the project and strong support from Member for Barwon Minister Kevin Humphries for the project to return in 2015. A video featuring interview's with the participants and images of the women who took part in the project to be launched soon.

2014 Country Arts Support Program – Total funds spent \$15,450

- **Bourke Shire Council** \$3,000
Festival of a Thousand Stories
- **Coonamble Rodeo Association** \$2,700
Bush Poets Breakfast
- **Coonamble Streets Ahead Committee**
\$2,925 aHead with aWEARness
- **Yuluwirri Warrambool Art Group**
\$3,000
From Clay to Creations
- **Cobar Shire Council** \$825
Community Art Workshops
- **Warren Arts Council** \$3000
Positive Behaviour Learning Mural

Macquarie River Artist Muster - October 2014

Outback Arts has partnered with RiverSmart, Warren Shire Council, Garling Gallery, Australian Plein-Air Artists Group, with various other supporters to deliver a week long "Artist Muster" starting in Warren community migrating to the Macquarie Marshes and returning back to warren for the finale exhibition event. Outback Arts RADO has been liaising with the RiverSmart organisation now for nearly two years, with regular consultation and discussions regarding events for our region. This event will be unique in our region and the organising committee has great future expectations of the event.

Outback Archies – Landscape, Legends & Lifelines Art Exhibition

Held annually at the Outback Arts Gallery and is open for artists in the Outback Arts, Orana Arts and West Darling Arts regions. The Archies aim is to provide a platform for rural, regional and remote artists to exhibit and promote their work on both a local regional scale but also to promote the regions artists to a wider network, this year the winning entries will tour the region and selected venues such as the Fire Station Arts Centre in Dubbo.

Youth

Each year Outback Arts delivers one major regional youth program, as well as supporting other local youth projects. This year Warren Shire is the targeted community and Outback Arts has been working with local stakeholders to develop a youth program for the second half of 2014.

Previous Youth Projects

- 2011 – Bourke Artstart project 'Hey this is a Map of Me'
- 2012 – Walgett Desert Pea songwriting and film making
- 2013 – Coonamble Theatrical Performance & Cobar Circus Skills
- 2014 – Targeted community – Warren

Arts in Health

Outback Arts is in partnership with the Mental Health, Drug & Alcohol services – based in Dubbo and the RADO sits on the steering committee to develop and assist with Arts projects within the Mental Health services that outreach to the Outback Arts region, along with the facilities based in Dubbo that support our communities.

Outback Arts Summary of Activities March – July 2014



Regional Indigenous Cultural Development Officer Program ICS \$420,998 OFTA – ICS & NIP
Triennial funding CONFIRMED – Grant successful in July 2013
Outback Arts has a RICDO working in each of our five shires and the RICDO program continues achieve successful outcomes across the region with local appreciation as well as recognition at state and national levels.
TOTAL RICDO funding for 2013- 2016 - \$420,998

Together Dreaming Capacity Builder \$15,000 (Aboriginal Regional Arts Fund – Arts NSW)
The partnership has been established over the past three years between Outback Arts and Boolarng Nangamai. The 2014 application is called Together Dreaming - Building capacity in the Outback. It aims to provide professional business services to Outback Arts staff and practicing artists in the region, delivering hands on small business coaching, developing skills in marketing, networking, and small business management and increasing economic opportunities for artists.

Copyright Workshops – Viscopy
Outback Arts has negotiated for the Viscopy Copy Right Agency – Indigenous communications to tour the region delivering free Artist Copyright workshops. Touring the region from 25 to 29 August

Tour dates
25th August – 41 Lawson St Warren from 5pm
26th August – Outback Arts Gallery Coonamble for 10:30am
26th August – Lightning Ridge Men’s Shed from 4pm
27th August – Walgett CDEP shed (Wee Waa St) from 10:30am
28th August – 2CUZ Radio station – Bourke form 10:30am
28th August – Cobar Lands Council from 5pm

Song to Sing – Partnership with Orana Arts & Arts North West \$20,000
The Song to Sing project is a partnership between the three regional arts boards; funded by Arts NSW Trade & Investment the project aims to deliver a professional quality music and song writing workshops with artists from The Black Arm Band. The workshops will be held in Dubbo, Bourke and Tamworth, followed by presentation and performance of the new works created at the Indigenous Showcase as part of the Tamworth Music Festival in January 2015.

2014 Outback Arts board

Bourke Shire Council –	Cr Stuart Johnson - Treasurer (alternate Phil Johnston)
Cobar Shire Council –	Angela Shepherd Alt Marsha Isbester
Coonamble Shire Council -	Cr Bill Burnheim (alternate delegate Cr John Walker)
Walgett Shire Council –	Cr Jane Keir (alternate Cr Michael Taylor)
Warren Shire Council –	Cr Pauline Serdity – Vice Chair (alternate Julian Campbell)
Coonamble CWA Evening Group – Independent –	Amanda Colwell - Chair Su Hely

Next board meeting to be held December 5th 2014

**MINUTES OF THE RURAL ROADS ADVISORY COMMITTEE
MEETING HELD AT "TILPA" ON WEDNESDAY 6TH AUGUST 2014
COMMENCING AT 11:10AM**

PRESENT

Reece Wilson (Central Darling Shire Council), Geoff Sutton (Central Darling Shire Council), George Millear (Tiltagoona), Bernie Williams (Tilpa), Justin McClure (Lallara Tilpa), Kingsley Page (Cobar Shire Council) and Errol George (Cobar Shire Council).

Due to an apology from the Mayor Councillor Lilliane Brady OAM, Councillor Greg Martin chaired the meeting.

APOLOGIES

RECOMMENDATION: That the apologies received from Mayor Lilliane Brady OAM, Robert Neate (WLLS), Pauline Oliver, Barry Oliver and Paul Oliver (Kaleno Station), Councillor Marsha Isbester, Gary Woodman (General Manager, Cobar Shire Council), Maurice Bell (Cobar Shire Council), Peter Graf (Cobar Shire Council), Andrew Farnsworth, Jacqueline Mills (Cobar Rangeland Management Officer, Crown Lands), Julie McClure (Kallara) and Peter Maxwell (Dine Downs) be accepted.

Voting Unanimous

CARRIED

CONFIRMATION OF MINUTES

RECOMMENDATION: That the minutes of the Rural Roads Advisory Committee held on Wednesday, 7 May 2014 at Berangabah Station be adopted as a true and correct record of the proceedings of that meeting.

Justin McClure/Kingsley Page

CARRIED

MATTERS ARISING FROM THE MINUTES

Two representatives of NSW Government Public Works are looking at the dam and reservoir facility at Tiltagoona on Thursday 7 August 2014, with a view to rehabilitate the facility. It represents a good facility for water supply for road works and fire-fighting in the area. George Millear will not require the water within the dam as the dam is located too close to his property boundary for stock control; but he is prepared to make water available to Council if the site is rehabilitated (subject to negotiation). A truck pad will need to be retained to allow access for water pumping. Some of the existing gravel pavement can be scalped and re-allocated for use on road maintenance. Reece Wilson of Central Darling Shire Council

(CDSC) advised that they have been requested to provide a price for rehabilitation works. A security fence is currently located around the site; this had initially been hired by CDSC, but the hire has been taken over by a third party. The hire is on a three-monthly basis.

RECOMMENDATION:

A Memorandum of Understanding is to be compiled to document the agreement between George Millear and Cobar Shire Council for future operation of the dam.

Justin McClure/George Millear

CARRIED

GRIDS

Justin McClure asked about progress on grids on Pine Hill Road and Shire Road 32. Kingsley Page reported that there has been no response from the relevant property owner to date; the owner is being given every opportunity to co-operate. Justin McClure requested that this be placed on the action list.

Kingsley Page asked Reese Wilson of CDSC of details within their Grid Policy; Reese advised that private grids are the responsibility of the individual property owner, and dangerous grids are filled for safety considerations. He further advised that there was a recent RMS REPAIR scheme to repair/replace grids on the Wool Track, on a 50/50 basis with 16 grids replaced at a total of \$800,000.00.

Reese Wilson also advised that CDSC's policy includes an option for a property owner to fence property to allow for removal of a grid (capped at \$20,000.00) during new construction works.

George Millear also requested that consideration be given to sealing each side of existing grids. Greg Martin commented that Lachlan Shire repairs and maintains private grids; with a payment from the relevant property owner of approximately \$60.00 each year.

Justin McClure requested information regarding the trial maintenance proposal for Shire Road 20. Kingsley advised that Brett Hallcroft and Maurice Bell will be inspecting the equipment. The intention is to grade the road after the next rainfall event. A length of 40km is involved. The trial is to be conducted in conjunction with a group of property owners using the road; with grading work to be performed by a retired former Cobar Shire Council (CSC) Operator; and the group is to source a suitable roller.

RECOMMENDATION:

Copies of Grid Policies of other Councils in the area, including CDSC, Lachlan and Bourke Shires requested for discussion at the

next meeting. Consideration is to be given to incorporation of aspects into CSC's policy on grids.

Justin McClure/George Millear

CARRIED

TRAFFIC COUNTS

RECOMMENDATION: That the information contained in the traffic counter report be received and noted.

Voting Unanimous

CARRIED

EXPENDITURE REPORTS

Louth Road and the Wool Track will take much of the funding. Kingsley Page advised that \$100,000.00 has been allocated for reseals just south of Tilpa. A side track will be constructed this year at Acres Billabong in preparation for the installation of additional pipe culverts.

RECOMMENDATION: That the information contained in the expenditure reports be received and noted.

Voting Unanimous

CARRIED

STATUS REPORT

Item 2 – Justin McClure has requested Michael McInerney to forward details;

Item 4 – Noted that a sign will be ordered and installed at the Major Mitchell Plaque on RR7518;

Item 47 - As discussed previously;

Item 51 – Seal on RR7518 – Greg Martin and Kingsley Page has inspected this, will attempt to be resealed this year;

Rural Addressing – Kingsley advised that work is almost completed; all electronic numbering has been finalised. A decision is required whether CSC should supply numbers and posts, or whether Council should install same.

Greg Martin advised that CSC currently is funded at a lower rate in Regional Road Funding; based on population and traffic figures.

RECOMMENDATION: That the information contained in the Rural Roads Status Report be received and noted.

Voting Unanimous

CARRIED

GENERAL BUSINESS

George Millear commented on loose surface from recent dry grading on Road RR7518. There is a concern with safety issues. Kingsley will discuss options with Maurice Bell.

Royal Flying Doctor Service (RFDS) – Emergency Airstrip

Kingsley to discuss with Kel Wise regarding the use of the highway for emergency use. He will also discuss with RFDS, RMS and CASA. Would need to modify guide posts; install a wind-sock and look at portable flares.

FUTURE MEETINGS

Important to maintain frequency of meetings; for next meeting at Tilpa, look at last week of July 2015 to suit local requirements. Also concern that if a quorum may not be available for a future meeting, consideration be given to cancellation.

The next meeting is to be held on Wednesday, 5 November 2014 at the Cobar Shire Council Chambers commencing at 2:00pm.

THERE BEING NO FURTHER BUSINESS THE MEETING CLOSED AT 12:40PM.



Cobar Shire Council

Augmentation of the Existing Truckwash

Review of Requirements and Preliminary Estimate of Costs

August 2014

Collaborative Planning and Engineering Associates Pty Ltd
<http://www.cpeassociates.com.au>
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Document Control

Issue	Rev	Issued to	Date	Author	Reviewed by	Approved by
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Executive Summary

Upgrading the Cobar truck washing facility (to comply with the relevant Australian Guidelines for such a facility) is likely to cost in the order of \$180,000 for the capital works, and some \$5,000 to \$10,000 per annum for the operational costs. The operational cost is suspected of being much closer to the upper limit than the lower limit, but confirming this will require that the detailed design first be finalised and the nature of all equipment on site known.

The capital and operational cost figures contained in the project estimate in this document are order of cost figures in the absence of this detailed design, detailed geotechnical information and a detailed site survey. Nevertheless they still provide Council with an estimate of the minimum works required to upgrade this facility and the likely costs involved to carry out those works.

Current guidelines for washdown water containing livestock excretion requires that this washdown water is fully disposed of on site or treated such that the water can be discharged and the bio-solids transported to a landfill site periodically. Once significant work commences on the site such as a slab upgrade or earthworks then it can be expected that there would be an expectation on the regulator's part that the site would be brought up to guideline compliance. Minor works to rectify a particular problem at the site would not necessarily trigger a full upgrade of the facility.

In proceeding to fund these works there is also a need to understand what potential burden will fall on the users. For example assuming that Council will seek to recover those operational costs and adopting the upper operational cost figure as the likely costs involves, then the cost to the users will depend upon the number of truck washed per annum. Table ES.1 shows the typical costs the users will need to pay just to recover the operational costs alone.

Table ES.1 Cost per Truck Wash to Recover Likely Operational Costs

Truck Washes Per Week	Truck Washes Per Annum	Cost per Truck Wash (\$)
2	100	100
5	250	40
10	500	20
20	1000	10
50	2500	4
100	5000	2

Note: Two weeks is allowed for industry shut down annually in the above table

Alternatively if the number of individuals using the facility is not large then their contributions would be \$2,000 per annum if there were only 5 users, some \$1,000/annum for 10 users and \$500/annum for 20 users and so on.

None of these calculations factor in the users' contribution to the capital works involved to upgrade the facility.

Given the capital and operational costs involved in upgrading this facility, there is a need to better understand why Council is pursuing this proposed upgrade. For example if it was at the direction of the regulators due to past problems then it would be recommended that Council officers take this basic report (or at least the costs identified in the report) to a meeting with the regulators and seek some accommodation on the basis that Council would struggle to meet these costs, when the risks involved with the facility in its current location were so low.

If the works were not being directed by the regulators, then Council needs to question if the benefits derived are sufficient to warrant proceeding with the works given the costs involved. It is highlighted that any approach to regulators in these circumstances would be likely to raise expectations on the regular's part.

Alternatives such as reusing the water are in fact likely to cost more due to the small volumes of washdown water involved and this will also see a likely further rise in operational costs by another \$10,000 per annum.

It may be possible to reduce the costs by around \$10,000 in the design phase with an optimised site layout but that would be the maximum likely saving. Alternatively if there are difficulties in obtaining clay as a liner for the ponds or the geotechnical data indicated there may be some problem in the excavation then actual project cost could exceed the project estimate.

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1 Introduction

1.1 Purpose of Report

Cobar Shire Council has requested CPE to examine Council's existing truckwash facility and provide Council with a guide as to:

- What would be required to bring the truckwash up to guideline standards for such a facility if it commenced any augmentation works understanding that this would probably trigger this requirement on the part of the regulator?
- Provide an order of cost estimate for the works required.
- Identify any particular problems that may be faced in augmenting the facility
- Identify how long the works may take and in particular how long the facility may be off line whilst the works were being undertaken.

The truck wash is used for the washing of livestock and their excrement and as such under guideline requirements will require that all wash water be kept on site and disposed of through either evaporation and or reuse to irrigate the overall site. In the case of the latter there will need to be safeguards in place to ensure that there is no runoff during that irrigation.

CPE understands that the existing facility has periodically overflowed and whilst the surrounding area would loosely be described as desert scrub, regulators have brought these overflows to Council's attention.

1.2 Disclaimer

Whilst there is a full weather station at Cobar CPE was not able to get all of the relevant data from that weather station within the time frame required and hence some of the data was extrapolated from Bureau of Meteorology (BOM) weather site. Detailed information could not be obtained in the time available on the nature and size of the summer storms that sometimes occur in Cobar.

The estimates contained in this document are order of cost estimated only and a more accurate estimate will require final design and greater geotechnical data in the first instance. The project estimate is based on general rates (industry norms).

Figure 1 – Locality Plan (Source Google Maps)

