



**FEDERATION
COUNCIL**

Agenda

Tuesday, 17 October 2017

Council Chambers, Corowa

Commencing 10:00 am



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1. MEETING OPENING

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2. NOTIFICATION OF PECUNIARY/CONFLICTS OF INTEREST IN MEETING BUSINESS ITEMS

3. CONFIRMATION OF MINUTES

4. MAYORAL MINUTES

5. GENERAL MANAGER REPORT

5.1 FEDERATION COUNCIL MERGER IMPLEMENTATION PLAN

Summary

The month of September 2017 is the end of the first quarter of operations in the 2017/18 financial year and has been an extremely busy and challenging quarter in relation to progressing the activities that support the merger.

Reviewing the achievements outlined in the Administrator's End of Term Report highlighted how much has been accomplished however a lot of work is in front of the organisation.

Having achieved all the legislative requirements for Federation Council we want to ensure we apply the remaining implementation funding to achieve the best possible sustainable results. We are assessing and prioritising priorities to ensure best value for money and to allow future budgets to be sustainable.

Background

The Council adopted its Merger Implementation Plan at the August 2016 Council meeting with 364 tasks identified to build the new Council. Many of these tasks related to undertaking an audit of existing conditions, services, processes and procedures and 38 projects were completed within the first few months of the merger.

Progress

During the month of July a review of the remaining tasks revealed a further 51 tasks have been completed and 94 tasks in the current plan.

The State Government provided the new Council with \$5,000,000 for implementation/merger projects. At 30 June \$3,644,590 had been allocated to projects. A balance of approximately \$1,355,410 remained unallocated. Council has made representations to the State Government seeking additional merger implementation funding, a response is expected soon. If additional money is available it is intended to better resource the implementation project team with staff to drive a continuous improvement program across the organisation. This will allow more seamless delivery of daily operations. The Council has insufficient funding available to meet community expectations due in part to the Council remaining a low rating council. It is critical new ways of working are developed to reduce costs and improve service reliability.

Planning service reviews of the many services provided by Council is a key priority over the coming 12 months. An information gathering process began in April 2017 at which time the executive team identified approximately 50 services delivered by Council and business plans are being developed and reviewed for each of these services. This planning process will assist with identifying the true cost of each service, the resources and support required, legislative compliance, delivery objectives and constraints and will also investigate opportunities for efficiencies and cost savings. Some of the services identified for this financial year include Records Management, Planning and Environment, Council Owned or Managed Property and Council Facilities. Other services will be included as the required information comes to hand.

As a consequence of the merger there was a requirement to merge two separate financial planning and reporting systems. A considerable amount of work, over and above business as usual, was required to enable the financial statements to be reported for the 2016/17 financial year. Having almost completed that task there is more work to be done to take advantage of the opportunities available using more modern and state of the art financial recording and reporting systems. Council has chosen to utilise systems developed and supported by Civica and is now in the process of project planning the implementation of each module. There are many efficiencies to be gained through this implementation.

The development and implementation of a combined planning scheme is another implementation plan activity scheduled for the coming year and a review of our Asset Management System is about to commence. This work will be a critical project for Council to understand as it will impact service levels and allow Council to understand its long term financial position.

Organisational change and the external political environment have had a significant impact on staff at all levels. Council is committed to continually improving workplace culture to create an environment where our staff not only feel safe and satisfied, but also experience the ability to grow personally and make a significant contribution to the organisation and the community. A major cultural initiative is underway based on achieving job satisfaction, excellence and providing value to money for community.

Financial Implications

As part of the merger funding Council also received \$1,000,000 funding for Stronger Communities Minor Grants and \$9,000,000 for Stronger Communities Major Projects. A separate report has been provided outlining the progress of these grants. Supporting the planning and delivery of these projects has placed some strain on existing resources and we are working through resourcing these demands.

RECOMMENDED that Council note the report on the Federation Council Merger Implementation Plan.

5.2 STRONGER COMMUNITIES FUND – QUARTERLY REPORT

Summary

In 2016-2017 almost \$10M in Stronger Communities Funding (\$9,788,214) was allocated to 31 community based projects and 15 major projects. This report outlines the distribution of funds, the reporting requirements and the status of these projects to date.

The status update has been compiled using the written Mid-Way and Final Reports provided by Round 1 grant recipients (received between July-August 2017) and verbal updates provided by 30 September 2017 by Round 1 and 2 grant recipients. Major Projects are managed internally by council staff and this update has been collated based on liaison with project leaders.

Background

Fund distribution and reporting snapshot

Fund	Applications Received	Number of Projects	Funding Allocation	Mid Way Reports Due	Final Reports Due
Round 1 – Community Grants	74	18	\$595,000	30 May 2017	16 Dec 2017
Round 2 – Community Grants	36	13	\$293,680	16 Dec 2017	30 May 2017
SUB TOTAL	110	31	\$888,680		
Major Projects	19	15	\$8,899,534	To be negotiated per project	
TOTAL	129	46	\$9,788,214		
Unallocated Funds			\$211,786		
Interest as at July 2017			\$65,996		
TOTAL UNALLOCATED FUNDS AVAILABLE as at July 2017			\$277,782		

Reporting obligations to Council and OLG

The Stronger Communities Fund guidelines require quarterly reports to be submitted to council and 6 monthly reports submitted to the Office of Local Government (31 January and 31 July).

Council can expect quarterly reports (as at end September, January, April, July) at Council meetings October, February, May and August.

Round One – Community Grants

As at the end of September 2017, 10 of the 18 projects have been completed, a further 6 are progressing on schedule whilst 2 projects have encountered some unexpected delays. Round 1 projects are due for completion by 16 December 2017. A summary of the status follows:

<i>Projects Completed and Final Reports received (n=8)</i>	<i>Grant Amount</i>	<i>% Complete</i>
1. Urana Bowling Club – New Kitchen	\$28,000	100%
2. Oaklands Recreation Ground Committee – Netball/Tennis Fencing	\$36,000	100%
3. Corowa Rugby Club – Club Room Improvements	\$9,000	100%
4. Corowa District Landcare Inc. – Renewable Energy Forum	\$3,000	100%
5. Corowa District Historical Society – Upgrade Security at Corowa Federation Museum	\$20,000	100%
6. Yarrawonga Mulwala Historical Society – Improve Heating and Cooling and Lighting at Pioneer Museum Mulwala	\$50,000	100%
7. Howlong Football Club – Club Room Upgrade	\$40,000	100%
8. Corowa Rutherglen Football Netball Club – Construction of New Netball Court at John Foord Oval	\$50,000	100%
<i>Projects Completed and Final Reports pending (n=2)</i>		
9. TunzaFun Amusement Park Mulwala – Solar Panels	\$11,000	76-100%
10. Corowa Race Club – Installation of Water Line	\$47,000	76-100%
<i>Projects Progressing on schedule – Mid Way Report Received (n=4)</i>		
11. Rennie Netball Club / Rennie Trust Reserve – Rennie Community Hub	\$50,000	76-100%
12. Rand Sports Ground Committee – Rand Community Playground	\$50,000	51-75%
13. Corowa Cricket Club – Cricket Net and Seat Upgrade	\$49,000	76-100%
<i>Projects Progressing on schedule – Mid Way Report Pending (verbal update only) (n=3)</i>		
14. Boree Creek Community Committee – Memorial Hall Repairs	\$40,000	76-100%
15. Savernake School of Arts Reserve Trust – Savernake Hall Facilities upgrade	\$17,000	76-100%
16. Urana Hall Committee – Soldiers Memorial Hall Refurbishment	\$40,000	76-100%
<i>Projects Behind Schedule (n=2)</i>		
17. Corowa Tennis Club – Fence Installation*	\$15,000	0-25%
18. Urana Progress Association – Youth Adventure and Skate Park**	\$40,000	76-100%

*The Tennis Club were to contribute \$15,000 toward the project (50% of the estimated cost) however they have insufficient funds to do so. Council is liaising with the club for a solution.

**The Geotechnical Report found the soil unsuitable for the scooter track as planned. An additional \$64,000 would be needed to ensure sustainability of a suitable track. A new design for the park was proposed and approved in principle at the Council meeting 18 July 2017 and community consultation support the project. The project now includes a basketball slab and ring, modular skate system, shelter and landscaping. Contractors have been engaged to undertake the works which will be completed by early December. Council will consider the scooter track in a future budget.

Round Two

As at the end of September 2017, all Grant Agreements have been received, 1 project had been completed and 2 projects are being renegotiated.

Round 2 projects are due to provide a Mid-Way Reports by 16 December 2017 and are to be completed by 30 May 2018. A summary of their status follows:

<i>Projects Completed and Final Reports received (n=1)</i>	<i>Grant Amount</i>	<i>% Complete</i>
1. Urana Progress Association / Urana Arts and Historical Society - Walking Softly – Re-carpeting the Courthouse	\$5,785	100%
<i>Projects Completed and Final Reports pending (n=1)</i>		
2. Mulwala Football Netball Club Inc. - Solar Power Generation	\$10,000	76-100%
<i>Projects Progressing on schedule – Anticipate will be complete by 16 December 2017 (n= 2)</i>		
3. Corowa Civic Bowls - Corowa Civic Bowls Club - External Ramp from Clubroom to Greens Area	\$9,130	76-100%
4. Howlong Cricket Club - Replace Turf Roller	\$15,000	76-100%
<i>Projects Progressing on schedule – Mid Way Report Due 16 December 2017 (n=7)</i>		
5. Rotary Club of Corowa - Whitehead Street Wetlands	\$50,000	26-50%
6. Corowa Tree of Life Community Garden - Corowa Men's Shed Inc.	\$22,710	51-75%
7. Howlong Golf Resort - Howlong Golf Resort - All Access Restroom and Storage Upgrade	\$50,000	26-50%
8. Howlong Pony Club - Howlong Pony Club Incorporated - Permanent Shade Extension to Existing Club Shed	\$14,386	0-25%
9. Morundah Bush Entertainment Committee Inc. - Morundah Bush Entertainment Committee Inc. - Paradise Palladium Theatre	\$25,000	0-25%
10. Oaklands Lions Club - Start your Engines-The Ruston Cold Starting Oil Engine Restoration Project	\$15,200	26-50%
11. Urana Progress Association - Flying Free A Free-flight Bird Aviary for Urana	\$16,000	51-75%
<i>Projects Being Renegotiated / Delayed (n=2)</i>		
12. Corowa Race Club - Corowa Race Club - Connect Toilets to Town Sewerage*	\$50,000	0-25%
13. Daysdale Memorial Hall Committee - Daysdale Memorial Hall - Main Hall and Stage Restoration of Flooring**	\$10,469	0-25%

*The Corowa Race Club has proposed that Council are best placed to complete these works given it involves replacing the town sewer line (Council infrastructure) into the Race Club facilities. Council is responding to this proposal.

**The Daysdale Hall has experienced water damage since receiving the grant rendering the floor unsuitable for sanding. This project is on hold until the source of the water damage is identified and repaired and the floor allowed to fully dry out. The floor will need a further assessment to determine if it can be sanded or will require replacement.

Major Projects

Fifteen (15) major projects were approved for funding. These will be managed internally by council staff. As at 30 September 2017, 8 projects were prioritised to commence in 2017 and are underway. The prioritisation decision was based on project readiness and Council's capacity to manage the project implementation.

Council staff will be meeting during October to discuss the implementation of each of the Major Projects to ensure they are well coordinated, resourced and reported.

Staff will provide quarterly progress reports and a final report following the completion of the project.

<i>Prioritised for commencement in 2017</i>	<i>Project Leader</i>	<i>Grant Amount</i>	<i>% Complete</i>
1. Corowa RSL Park Renewal*	Kristy Kay	\$115,451	26-50%
2. Corowa Bangerang Park Renewal*	Kristy Kay	\$ 500,963	26-50%
3. Howlong Skate Park	Kristy Kay	\$ 153,000	26-50%
4. Corowa Golf Club Cinema	Chris Gillard	\$ 585,000	51-75%
5. Victoria Park Redevelopment Urana	Rodney Anderson	\$ 79,592	26-50%
6. Corowa Swimming Pool	Kristy Kay	\$ 1,500,000	0-25%
7. Kyffins Reserve Improvements Mulwala	Darren Harvey	\$ 197,087	26-50%
8. Oaklands Medical Centre	Jennifer Lewis	\$ 87,173	0-25%
<i>Commencement Planned for 2018</i>			
9. Corowa Skate Park	Kristy Kay	\$ 333,170	0-25%
10. Council wide Roads and Drainage	tbc	\$ 3,800,000	0-25%
11. Howlong Tennis Court Renewal	tbc	\$ 110,000	0-25%
12. Urana Netball Court Renewal	tbc	\$ 165,000	0-25%
13. Mulwala All Abilities Playground and Foreshore Upgrade	tbc	\$ 855,650	0-25%
14. Oaklands RV Park	tbc	\$ 87,173	0-25%
15. Rand Sports Ground Upgrade	tbc	\$ 70,506	0-25%

*These projects are scheduled for construction in November 2017.

Financial Implications

A full financial report will be provided at the next quarterly report.

Please note that:

- All funding must be acquitted before 31 December 2019.
- Any uncommitted funds as at 30 June 2019 must be returned to OLG by 30 March 2020.

We have three sources of uncommitted funds:

- Unallocated funds \$211,787
- Interest \$65,996 as at July (as at September to be advised)
- Underspent grants (to be advised)

There is therefore an opportunity to reinvest these funds back into the program to provide contingencies for projects that encounter unexpected issues (especially for Major Projects) and/or to offer a third grant round.

It is recommended that a decision be made by Council about how they wish to use the uncommitted funds following the final reports from Round 2 at a Council meeting in June 2018 at the latest. This would allow sufficient time for a third grant round to be completed within the reporting period if desired i.e 18 month cycle that includes the application process for 12-month projects that can be acquitted by December 2019.

FOR Council's information.

5.3 PECUNIARY INTEREST RETURNS

Summary

Pecuniary Interest Returns to 30 June 2017 received will be tabled at the October meeting as required by the Local Government Act Sections 449 and 450(A).

To table the Disclosure of Returns by Administrator and Designated Persons for the period 1 July 2016 to 30 June 2017.

Background

Section 449 of the Local Government Act 1993, requires Councillors and designated persons to complete and lodge with the General Manager a return in the form prescribed by the regulation within three months of becoming a Councillor or designated person, and then annually thereafter.

Disclosure Returns lodged by Councillors, senior management and designated persons (as defined in Section 441 of the Local Government Act 1993) must be tabled at the first meeting after the final lodgement date of 30 September each year, in accordance with 450A of the Local Government Act 1993.

These annual returns for all Councillors and designated persons are tabled according to the regulation for the period 1 July 2016 to 30 June 2017.

The Administrator and designated persons have all lodged their disclosure returns with the exception of the new Councillors who have up until the 19 December 2017 to submit their disclosure returns.

In accordance with the Local Government Act 1993, Council tables the 2016/2017 Disclosure of Returns by the Administrator and designated persons.

Financial Implications

N/A.

RECOMMENDED that Council receive and note the report concerning the 2016/2017 Disclosure of Returns by the Administrator and designated persons.

C GILLARD
GENERAL MANAGER

6. DIRECTOR CORPORATE AND COMMUNITY SERVICES REPORT

6.1 CHRISTMAS PERIOD OPENING HOURS

Summary

The purpose of this report is to confirm the opening hours of Council facilities over the Christmas period.

Background

Historically, Council offices have closed between Christmas and New Year and the afterhours phone service utilised to manage urgent requests. Being a quieter period, this is generally an opportunity for council staff to take leave when the impact on residents is minimal.

Last year the decision was made to trial opening the Corowa Council office, Corowa Visitor Information Centre and Service NSW agency. A small team of staff worked during this period.

A review of this arrangement was completed to determine the level of benefit that was delivered to the community by opening these facilities during the Christmas period. There was minimal demand for services during the period between Christmas and the New Year. It was also difficult to provide the full suite of Council services with only a small team of staff available.

Council staff have had a very busy year following the amalgamation and there is a strong push to reduce the organisations overall leave liability. As such, it is not proposed that Council open its office between the Christmas and New Year period with the following opening hours recommended;

Corowa Council office

Close 5:00pm, Friday 22 December 2017 and re-open 8:30am, Tuesday 2 January 2018.

Corowa Service NSW Agency

Close 4:30pm, Friday 22 December 2017 and re-open 9:30am, Tuesday 2 January 2018.

Corowa Library

Close 5:00pm, Friday 22 December 2017 and re-open 10:00am, Tuesday 2 January 2018.

Urana Council office

Close 5:00pm, Friday 22 December 2017 and re-open 9:00am, Tuesday 2 January 2018.

Howlong Library and Resource Centre

Close 1:00pm, Friday 22 December 2017 and re-open 10:00am, Tuesday 2 January 2018.

Mulwala Library and Council office

Close 5:00pm, Thursday 21 December 2017 and re-open 10:00am, Tuesday 2 January 2018.

Corowa Visitor Information Centre

Saturday 23 December – open 10:00am – 3:00pm

Sunday 24 December – closed.

Monday 25 December – closed.

Tuesday 26 December – closed.

Wednesday 27 December – closed.

Thursday 28 December – open 10:00am – 3:00pm

Friday 29 December – open 10:00am – 3:00pm

Saturday 30 December – open 10:00am – 3:00pm

Sunday 31 December – closed.

Monday 1 January – closed.

Tuesday 2 January – open 9:00am – 4:00pm (resumes normal opening hours).

Urgent after hours assistance will be available throughout this period by calling **1800 110 088**. An on-call roster will be implemented so that staff are available to respond to urgent issues.

A strong communication campaign will commence in November to ensure that residents are aware of these opening hours.

Financial Implications

N/A.

FOR Council's information.

6.2 TOURISM ACTIVITIES

Summary

The following report provides a summary of some current activities being undertaken by Council to support tourism visitation.

Background

Alive and Cooking

Federation Council was given the opportunity to host popular day time cooking show *Alive and Cooking* during their regional visit in September.

Council partnered with the Howlong Golf Resort and agreed to co-fund this opportunity with the Club.

The Howlong Golf Resort and Council then engaged Campbells Wines and Gooramadda Olives, both large supporters of the Howlong community and resort to also be featured in the full length episode.

The episode will go to air 3:30pm, Thursday 26 October 2017 on the WIN network.

During the credits of the episode, Federation Council and Howlong Golf Resort will both have their logos featured.

Council will heavily promote this opportunity through its social media accounts and will track and measure engagements through social media and the tourism website leading up to the episode and following.

A Day of the Green Ticket Competition

Council are currently running a social media competition through the Visit Corowa Region tourism Facebook page to giveaway 2 General Admission tickets to A Day on the Green on Saturday 17 March 2018 at All Saints Estate, Wahgunyah.

The prize will also include transport for 2 people from Corowa/Rutherglen, Howlong, Albury/Wodonga or Yarrawonga/Mulwala via one of the arranged buses.

The purpose of the competition is to drive visitation to the Visit Corowa Region social media account, increase reach and engagement and to support local events. This competition will also further promote that concert tickets and bus bookings are available to purchase through the Corowa Visitor Information Centre.

The competition runs from Friday 6 - Friday 20 October 2017, with the winner to be drawn at random and announced via social media and in Council's weekly Snippets. Terms and conditions for the competition can be found at www.visitcorowaregion.com.au

After 24 hours of launching the competition, the post was shared over 115 times and the Visit Corowa Region Page received 60 new page likes and increased engagement by 131%.

The prize value totals \$275.

Financial Implications

The total annual tourism marketing budget is \$10,000 and the cost for Council to support 'Alive and Cooking' was \$1,100 of this.

The cost of the concert tickets was covered by event organiser Roundhouse Entertainment with the remaining cost of the NSW Lottery Permit and Bus tickets included in the tourism budget – with a total budget cost of \$120.

FOR Council's information.

6.3 LIBRARY PROMOTION

Summary

Federation Council proudly provides library services to seven local communities across the region. The following promotional piece has been developed to promote the extensive range of services available through our libraries in a fun and engaging way. View here: <https://vimeo.com/227858990>

This video will be used on Council's social media pages and website and we hope will help to drive new membership to our libraries.

Background

Federation Council libraries provide a number of services which are promoted in this video including;

- Explore the collection of New South Wales' largest regional library
- Mobile library services
- Free computer access, internet and Wifi
- Free delivery service to housebound patrons
- Borrow up to 20 items at a time – Free of charge
 - Books
 - Magazines
 - Newspapers
 - Large print
 - Talking books
 - DVDs
 - Children's, young adults, fiction, non-fiction etc
- Children's story time
- School holiday activities
- Author events
- Book Clubs
- Tech savvy seniors
- Programs for all ages to support lifelong learning
- Free access to the South-West Zone Digital Library, one of the largest online collections of eBooks, eAudiobooks and eMagazines in regional Australia! Also access downloadable music, movies, children's resources and databases
- Local history collections
- Meaningful volunteering opportunities.

Financial Implications

N/A.

FOR Council's information.

6.4 2018 AUSTRALIA DAY AWARDS AND CEREMONY

Summary

Australia Day Awards celebrate the achievement and contribution of individuals, community organisations and events in the Federation Council area. The nomination period for the 2018 awards will open from 6 November – 10 December 2017.

The Awards will be presented at the Australia Day ceremony and community event, proposed to be held on Friday 26 January in Corowa.

Background

2018 Australia Day Awards

The Federation Council Australia Day Awards program is administered through a nomination program, which considers the level of contribution made to the wellbeing of the community in the areas of leadership, volunteerism, sporting, arts and cultural, environmental or business endeavours.

Each nomination is assessed by a judging panel and certificates presented at the official Australia Day civic function. Attached to the agenda is the nomination form (Attachment 6.4.1).

The judging panel is proposed to include four councillors, the General Manager and a staff representative.

Categories for the 2018 Australia Day Awards are proposed to include;

Federation Council Citizen of the Year

The Citizen of the Year Award recognises an outstanding person who has contributed significantly to the wellbeing of the Federation Council community.

Federation Council Young Citizen of the Year

The Young Citizen of the Year recognises an individual who in their profession or as a volunteer, leads by example, inspires others and demonstrates excellence in their field. To be eligible for the Young Citizen of the Year Award, nominees must be under 30 years of age.

Federation Council Community Event of the Year

The Community Event of the Year celebrates an event held in the last year that reflects the importance of strong community values and achieves positive outcomes for the community.

Federation Council Community Project of the Year

The Community Project of the Year will be awarded to the person/group who has delivered the most outstanding community project in the last year.

Local Achiever Awards

The Local Achiever Awards is a category to recognise individuals or groups who have volunteered their time to make a positive contribution at a local community level. A local hero will be recognised in each town and village (subject to nominations).

School Achiever Awards

Schools within the Federation Council area will be invited to nominate two students who have been outstanding achievers in 2017 in either their academic or sporting fields.

2018 Australia Day Ceremony and Community Event

In October 2016, the Local Representative Committee (LRC) recommended that Council's Australia Day civic ceremony alternate between Corowa, Howlong, Mulwala and Urana. Community groups could host Australia Day events in other towns and villages, but it was noted that Council only sponsor and support one event each year.

In 2017, Council launched a new format for its Australia Day celebrations, with award categories and a community event that aimed to service the council area. A successful event was held at the Urana Aquatic Centre and Council partnered with Urana Inc. to organise the days celebrations.

In 2018, it is proposed that the Australia Day ceremony and community event be held in Corowa on Friday 26 January. The official function will include a welcome address, welcome to country, citizenship ceremonies, award presentations, ambassador guest speaker, flag raising ceremony and singing of the National Anthem.

Council will be seeking Expressions of Interest from community groups or organisations interested in partnering with Council to support the delivery of the community event that will follow the official proceedings.

Financial Implications

A total budget of \$7,000 has been allocated in Council's 2017/18 budget to support the delivery of the Australia Day ceremony and community event.

RECOMMENDED:

1. THAT Council open nominations for the 2018 Australia Day Awards from 6 November – 10 December 2017; and
2. THAT the Australia Day Ceremony and Community Event be held in Corowa in 2018, Mulwala in 2019 and Howlong in 2020.

6.5 NSW REGIONAL GROWTH - ENVIRONMENT AND TOURISM FUND

Summary

Following the completion of an expression of interest, Federation Council has been invited to submit a full application for a major tourism infrastructure project as part of the NSW Government's Rebuilding NSW Program, the Regional Growth – Environment and Tourism Fund.

The program aims to increase tourist visitation by investing in regional environment and tourism infrastructure, particularly focusing on assets that will grow and further diversify NSW regional economies.

The application is to be presented as a regional project, in partnership with Albury City Council and Berrigan Shire Council.

Background

Tourism product development and foreshore improvements is a key focus area for Council and the community.

This program is an exciting opportunity to support the implementation of two longstanding foreshore development masterplans in Corowa and Mulwala, in addition to constructing a cycleway connecting the destinations. The project aligns with relevant state and local strategic policy and objectives for tourism development and is expected to have a significant economic impact on the region. Please refer to attached Strategic and Economic Impact Assessment (Attachment 6.5.1).

Federation Council's component of the project includes;

Corowa Riverfront Precinct

The Corowa riverfront redevelopment will revitalise Corowa's riverfront and improve local and visitor access to the river, creating a destination to encourage outdoor activities and interaction with the environment such as general sightseeing, bushwalking, fishing, bird watching, picnics/BBQs and recreational boating.

Key components of the redevelopment project include:

- Bangerang Park Playground (including accessible amenities block and landscaping);
- Café in Rowers Park;
- Corowa Boardwalk and Riverside Walking Track;
- River Revegetation;
- Interpretive Signage; and
- Lions Park Boating facilities

The suite of projects will contribute to a revitalised riverfront, encouraging a greater connection to the River through improved access, amenity and infrastructure.

The Corowa riverfront redevelopment is identified as a priority tourism project for Corowa and is supported through the preparation of the Corowa Riverfront Master Plan (almost 10 years ago).

Mulwala Foreshore Precinct

The Mulwala foreshore redevelopment will support better utilisation of public open space at the interface of Lake Mulwala for tourism and recreation purposes. It will focus specifically on redeveloping and repositioning four key areas:

- Digger Loughnan Park (construction of a fishing jetty);
- Purtle Park (all abilities playground and amenities block and car parking);
- Owen Bridges Reserve (boat ramp, park furniture and landscaping, BBQ facilities, sewer dump point);
and
- Kyffins Reserve foreshore pathway and revegetation works

The Mulwala foreshore redevelopment is identified as a priority project for Mulwala and is supported through the preparation of a Master Plan some 12 months ago.

Corowa Mulwala Trail

The Corowa Mulwala Trail forms part of the Murray River Adventure Trail and includes the construction of a 42.9 km trail connecting Corowa and Mulwala. The trail will enable a bicycle connection between the two destinations incorporating interpretive signage along the trail that builds an awareness and appreciation of the natural landscape of the area.

The proposed Corowa Mulwala Trail would encourage an increase in cycling participation for locals and visitors, as well as promote the dispersal of visitors between the two destinations and cross-destination expenditure.

The Trail is supported through the preparation of a feasibility study some 6 years ago which has since been reviewed.

The three councils are currently working together to prepare a business case for the overall project, to be submitted to the NSW Government by 30 October. A large body of work is required to support the application.

Financial Implications

The total project costs is estimated to be \$7,204,067. An application to secure \$3,826,652 in grant funding will be made to support the project. A total of \$3,364,765 in partner funding has been committed by Council or secured through other Government Grants and community sponsors for various aspects of the projects – and has made this application possible.

RECOMMENDED that council proceed with the preparation of a joint application with Albury City Council and Berrigan Shire Council for the \$7,204,067 project, requesting a total amount of \$3,826,652 and contributing in \$3,364,765 partner funds. Further that Council updates its Long Term Financial Plan to include funding for the maintenance and renewal of the newly proposed infrastructure.

6.6 COUNCIL SEAL POLICY

Summary

Please find attached to the agenda the Use of Council Seal Policy for Federation Council (Attachment 6.6.1).

Background

Section 50 of the Interpretation Act 1987 requires a statutory corporation to have a seal.

This policy outlines how the Seal of Federation Council can be used and how it should be stored. The requirements have been developed in accordance with *Part 13, Division 1, s.400 Local Government (General) Regulation 2005*.

Following the election of a new Council and Mayor for Federation Council the policy has been amended to remove the Administrator as having any responsibilities for signing. The policy states that:

The seal may be affixed to a document only in the presence of:

- a) the mayor and the general manager, or
- b) at least one councillor (other than the mayor) and the general manager, or
- c) the mayor and at least one other councillor, or
- d) at least 2 councillors other than the mayor.

The affixing of the seal to a document has no effect unless the persons who were present when the seal was affixed (being persons referred to above) attest by their signatures that the seal was affixed in their presence. Other changes include the application of a new policy template.

Financial Implications

N/A.

RECOMMENDED that the revised Use of Council Seal Policy for Federation Council be adopted.

6.7 OATH AND AFFIRMATION OF OFFICE TAKEN BY NEW COUNCILLORS

Summary

The purpose of this report is to acknowledge the formal swearing in of the new Federation Council Councillors as conducted at the swearing in ceremony on 19 September 2017.

Background

In 2016 the Local Government Act was amended. Section 233A of the Act now requires Councillors to take an oath of office or make an affirmation of office, at or before the first meeting of the Council.

The taking of the oath or affirmation may be taken or made before the General Manager of the council, an Australian Legal Practitioner or a Justice of the Peace (JP). Where the taking of oath or affirmation is taken outside a council meeting it must be publically recorded by the council.

A record is to be kept of the taking of an oath or the making of an affirmation (whether in the minutes of the council meeting or otherwise).

Following the Council election held on 9 September 2017, the newly elected Councillors were sworn in at a ceremony held on the evening of 19 September 2017.

Financial Implications

N/A.

RECOMMENDED that it be noted that the following Councillors took the Oath of Office before the General Manager on Tuesday, 19 September 2017 prior to the first Ordinary Meeting of the new Council on Tuesday, 26 September 2017.

An Oath of Office was taken by:

- Councillor Bourke
- Councillor Kennedy
- Councillor Law
- Councillor Longmire
- Councillor Miegel
- Councillor Thomas
- Councillor Wales
- Councillor Whitechurch

An Affirmation of Office was taken by:

- Councillor Longley

KJ KAY
DIRECTOR CORPORATE AND COMMUNITY SERVICES

7. DIRECTOR FINANCE AND ORGANISATION DEVELOPMENT REPORT

7.1 STATEMENT OF BANK BALANCES AND RECONCILIATION AS AT 30 SEPTEMBER 2017

Balance as per Bank Statement:

General Account	0000 0022	22,321.13
General Account	1007 7409	72,030.61
Business Online Saver Account	1014 2522	1,265,160.05
Business Online Saver Account	1016 1811	105,000.00
Investments	43,996,152.86	

Sub Total 45,460,664.65

Plus Deposits not yet lodged:

Corowa	29 September 2017	110,576.39
Urana	29 September 2017	200.00

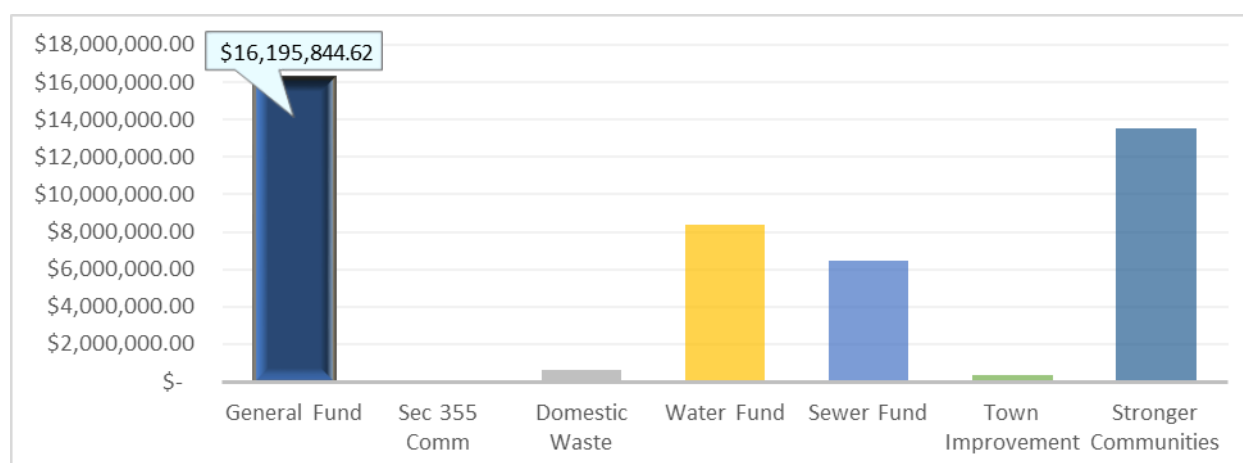
Sub Total 45,571,441.04

Less Unpresented Cheques: 475.60

Balance as per Ledger 45,570,965.44

Less External Restricted Funds 29,375,120.82

Balance of General Fund Ledger 16,195,844.62



CERTIFICATE OF RECONCILIATION

I CERTIFY THAT THE COUNCIL'S GENERAL LEDGER BANK ACCOUNTS HAVE BEEN RECONCILED WITH THE APPROPRIATE BANK STATEMENTS AS AT 30 SEPTEMBER 2017.

S NORMAN
MANAGER FINANCE

RECOMMENDED that the report on Statement of Bank Balances and Reconciliation as at 30 September 2017 be noted.

7.2 SCHEDULE OF INVESTMENTS AS AT 30 SEPTEMBER 2017

The following list of investment securities is held as at 30 September 2017. Investment of funds on behalf of Council has been undertaken in accordance with the Local Government Act and Regulations.

INVESTMENTS

Investment Type	Institution	Amount Lodged	Date Lodged	Rate	Days	Maturity Date
Term Deposit	CBA	\$507,958.36	21/03/2017	2.60	196	03/10/2017
Term Deposit	CBA	\$1,020,464.70	21/03/2017	2.60	203	10/10/2017
Term Deposit	Bendigo	\$2,042,548.39	17/03/2017	2.40	214	17/10/2017
Term Deposit	ANZ	\$2,161,125.92	25/07/2017	2.30	91	24/10/2017
Term Deposit	CBA	\$504,313.42	28/03/2017	2.59	210	31/10/2017
Term Deposit	CBA	\$1,060,154.25	28/03/2017	2.59	217	31/10/2017
Term Deposit	CBA	\$1,042,542.54	06/06/2017	2.49	153	06/11/2017
Term Deposit	CBA	\$504,400.68	04/04/2017	2.54	217	07/11/2017
Term Deposit	Westpac	\$513,167.70	08/08/2017	2.60	92	08/11/2017
Term Deposit	ANZ	\$1,053,793.24	08/08/2017	2.30	92	08/11/2017
Term Deposit	CBA	\$504,893.56	18/04/2017	2.51	210	14/11/2017
Term Deposit	NAB	\$1,226,971.74	02/05/2017	2.50	203	21/11/2017
Term Deposit	NAB	\$1,329,355.02	30/05/2017	2.47	182	28/11/2017
Term Deposit	NAB	\$2,548,947.97	30/05/2017	2.47	182	28/11/2017
Term Deposit	ANZ	\$1,055,277.91	29/08/2017	2.30	92	29/11/2017
Term Deposit	Westpac	\$612,592.87	23/05/2017	2.35	196	05/12/2017
Term Deposit	CBA	\$504,647.12	11/04/2017	2.54	245	12/12/2017
Term Deposit	CBA	\$405,225.64	13/06/2017	2.48	371	19/12/2017
Term Deposit	Bendigo	\$230,000.00	08/08/2017	2.25	153	08/01/2018
Term Deposit	NAB	\$710,000.00	14/06/2017	2.47	209	09/01/2018
Term Deposit	NAB	\$790,000.00	14/06/2017	2.47	216	16/01/2018
Term Deposit	NAB	\$3,087,900.60	27/06/2017	2.47	210	23/01/2018
Term Deposit	NAB	\$2,118,519.73	04/07/2017	2.47	210	30/01/2018
Term Deposit	NAB	\$2,595,012.66	11/07/2017	2.47	210	06/02/2018
Term Deposit	Westpac	\$511,713.23	25/07/2017	2.61	203	13/02/2018
Term Deposit	Westpac	\$513,334.30	15/08/2017	2.61	1.84	15/02/2018
Term Deposit	NAB	\$500,000.00	22/09/2017	2.54	151	20/02/2018
Term Deposit	Westpac	\$514,980.00	01/08/2017	2.61	203	20/02/2018
Term Deposit	Bankwest	\$150,000.00	22/08/2017	2.45	182	20/02/2018
Term Deposit	NAB	\$1,381,097.12	21/08/2017	2.45	184	21/02/2018
Term Deposit	NAB	\$1,000,000.00	22/09/2017	2.54	158	27/06/2018
Term Deposit	ANZ	\$1,014,520.55	05/09/2017	2.35	181	05/03/2018
Term Deposit	NAB	\$202,529.04	05/09/2017	2.52	181	05/03/2018
Term Deposit	NAB	\$303,793.56	05/09/2017	2.52	181	05/03/2018
Term Deposit	NAB	\$1,000,000.00	22/09/2017	2.54	165	06/03/2018
Term Deposit	ANZ	\$1,015,028.77	12/09/2017	2.36	181	12/03/2018
Term Deposit	ANZ	\$1,015,536.99	19/09/2017	2.37	182	20/03/2018

Federation Council Ordinary Council Meeting

17 October 2017

Term Deposit	CBA	\$729,432.39	22/08/2017	2.45	210	20/03/2018
Term Deposit	CBA	\$1,000,000.00	22/09/2017	2.53	193	03/04/2018
Term Deposit	CBA	\$280,000.00	11/07/2017	2.56	273	10/04/2018
Term Deposit	NAB	\$720,000.00	11/07/2017	2.56	273	10/04/2018
Term Deposit	CBA	\$1,000,000.00	22/09/2017	2.54	207	17/04/2018
Term Deposit	CBA	\$1,014,372.88	26/09/2017	2.54	210	24/04/2018
Term Deposit	Bendigo	\$2,000,000.00	20/06/2017	2.40	365	20/06/2018
		\$43,996,152.86				

CERTIFICATE OF RECONCILIATION

I CERTIFY THAT THE INVESTMENTS HAVE BEEN MADE IN ACCORDANCE WITH SECTION 625 OF THE LOCAL GOVERNMENT ACT 1993, THE REGULATIONS AND COUNCIL'S POLICIES.

S NORMAN
MANAGER FINANCE

RECOMMENDED that Council note the report on the schedule of investments as at 30 September 2017.

7.3 PROGRESS ON COMPLETION OF 2016/17 ANNUAL FINANCIAL STATEMENTS FOR FEDERATION COUNCIL AS AT 30 JUNE 2017 AND 1ST QUARTER 2017/18 OPERATING BUDGET REVIEW TO 30 SEPTEMBER 2017

Summary

Council's external auditors Crowe Horwath, Albury, visited Council's Office Tuesday 3 to Friday 6 October 2017 as reported to Council to the September 2017 Council Meeting to examine Council's draft Annual Financial Statements.

Background

It is expected the changes to some of the presentation information requested by Crowe Horwath will be made to the draft Annual Financial Statements by Council staff by 10 October 2017 to enable their final review. Following this, Crowe Horwath will submit to the NSW Audit Office for their additional review and this may mean some final minor changes and ultimately lead to the submission to the Office of Local Government by the due date of 31 October 2017.

Therefore, presentation of the completed 2016/17 Annual Financial Statements to Council and the community, will be arranged for the November 2017 Council Meeting. Additionally, the 1st Quarter 2017/18 Operating Budget Review to 30 September 2017 will be available for Council's consideration to the same meeting.

Financial Implications

N/A.

RECOMMENDED that Council note the report on the progress on completion of 2016/17 Annual Financial Statements for Federation Council as at 30 June 2017 and 1st quarter 2017/18 Operating Budget Review to 30 September 2017.

KC PARKER
DIRECTOR FINANCE AND ORGANISATION DEVELOPMENT

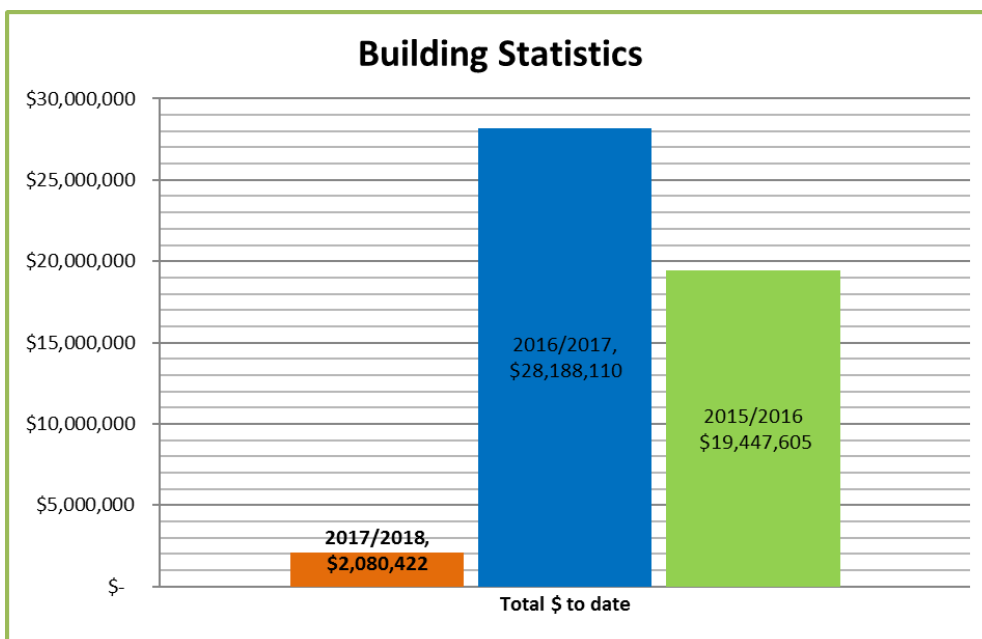
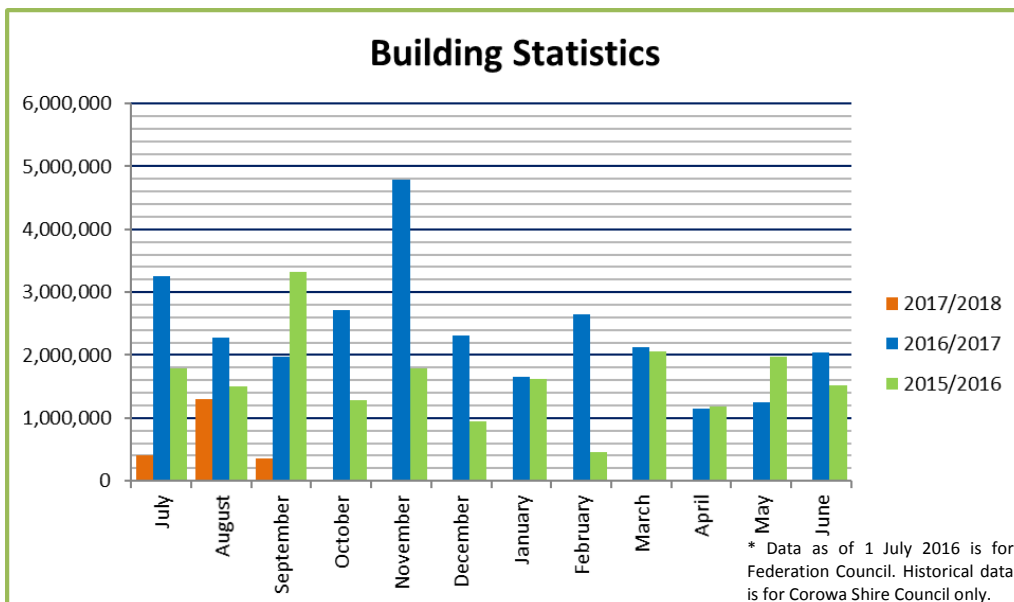
8. DIRECTOR INFRASTRUCTURE AND ENVIRONMENT REPORT

8.1 BUILDING APPROVALS – COMPLYING AND CONSTRUCTION CERTIFICATES APPROVED

This report provides for Council’s information, the construction and complying development certificates issued since the report prepared for the September Council meeting. The report also includes graphs on the value of works approved, over the last three financial years (NB. Data as of 1 July is for Federation Council. Historical Data is for Corowa Shire Council only). These graphs show that building activity is continuing to grow each year, which is a positive indicator for the local economy and developer confidence.

2017/164	12 Kingfisher Drive Mulwala	Dwelling
CDC2017/41	7 Acacia Court Corowa	Shed
CDC2017/42	11 Tower Street Corowa	Swimming Pool

TOTAL \$364,321



RECOMMENDED: that Council note the report on construction/complying development certificates issued since the September Council meeting.

8.2 DEVELOPMENT APPLICATIONS APPROVED UNDER DELEGATED (STAFF) AUTHORITY SINCE LAST ORDINARY COUNCIL MEETING

This report provides for Council's information, the Development approvals that have been determined under delegated authority by the granting of consent subject to conditions, since the last ordinary Council meeting.

DEVELOPMENT APPLICATION REGISTERED NO. 2017/150

Application for a Subdivision on General Residential Land being Lot 2; DP 213331; 113-123 Federation Avenue, Corowa.

DEVELOPMENT APPLICATION REGISTERED NO. 2017/153

Application for a Dwelling with Garage on General Residential Land being Lot 2; DP 1227736; 28 Townsend Street, Howlong.

DEVELOPMENT APPLICATION REGISTERED NO. 2017/155

Application for a Demolition on Local Centre Land being Lot 3; DP 978429; 15 River Street, Corowa.

DEVELOPMENT APPLICATION REGISTERED NO. 2017/157

Application for a Dwelling on General Residential Land being Lot 1; DP 806194; 60 Hammer Street, Howlong.

DEVELOPMENT APPLICATION REGISTERED NO. 2017/159

Application for a Shed on General Residential Land being Lot 109; DP 1006800; 46 Larmer Street, Howlong.

DEVELOPMENT APPLICATION REGISTERED NO. 2017/160

Application for a Indoor Riding Arena on Environmental Management and Primary Production Land being Lot 10; DP 253439; Riverina Highway, Howlong.

DEVELOPMENT APPLICATION REGISTERED NO. 2017/169

Application for a Patio on Village Land being Lot 2; DP 619488; 2A Anna Street, Urana.

DEVELOPMENT APPLICATION REGISTERED NO. 2017/173

Application for a Dwelling on General Residential and Public Recreation Land being Lot 7; DP 286637; Unit 7 4 Melbourne Street, Mulwala.

DEVELOPMENT APPLICATION REGISTERED NO. 2017/175

Application for a Shed on General Industrial Land being Lot 7; DP1116482; 12-14 Defence Drive Mulwala.

DEVELOPMENT APPLICATION REGISTERED NO. 2017/177

Application for a Dwelling on Low Density Residential Land being Lot 14; DP 1091276; 14 Sophia Close, Corowa.

DEVELOPMENT APPLICATION REGISTERED NO. 2017/178

Application for a Dwelling on General Residential Land being Lot 2; DP1210304; 98 Read Street, Howlong.

DEVELOPMENT APPLICATION REGISTERED NO. 2017/179

Application for a Machinery Shed on Primary Production Land being Lot 1; DP248972; 217 Skehans Lane, Corowa.

DEVELOPMENT APPLICATION REGISTERED NO. 2017/181

Application for a Shed on Environmental Management Land being Lot 231; DP 753734; 217-251 Enfield Street, Corowa.

DEVELOPMENT APPLICATION REGISTERED NO. 2017/184

Application for a Hay Shed on Primary Production Land being Lot 1; DP 104756; Bull Plain Road, Savernake.

DEVELOPMENT APPLICATION REGISTERED NO. 2017/188

Application for a Demolition on Low Density Residential Land being Lot 339; DP 752290; 95 Corowa Road, Corowa.

RECOMMENDED: that Council note the report on the Development approvals that have been determined under delegated authority by the granting of consent subject to conditions, since the last ordinary Council meeting.

8.3 ASSET MANAGEMENT POLICY

Summary

This report provides discussion and recommendations on the draft Asset Management Policy.

Background

The IP&R guidelines state that an Asset Management Policy should define the key principles that underpin asset management at Council; provide a platform for service delivery and must be included as part of Council's Asset Management Strategy.

The Local Government Act 1993 Section 8B establishes the requirement for Councils to establish effective management of assets as follows:

8B Principles of sound financial management

The following principles of sound financial management apply to councils:

- a) *Council spending should be responsible and sustainable, aligning general revenue and expenses.*
- b) *Councils should invest in responsible and sustainable infrastructure for the benefit of the local community.*
- c) *Councils should have effective financial and asset management, including sound policies and processes for the following:*
 - i. *performance management and reporting,*
 - ii. *asset maintenance and enhancement,*
 - iii. *funding decisions,*
 - iv. *risk management practices.*
- d) *Councils should have regard to achieving intergenerational equity, including ensuring the following:*
 - i. *policy decisions are made after considering their financial effects on future generations,*
 - ii. *the current generation funds the cost of its services.*

The Local Government Act 1993 further cements Asset Management in the Integrated Planning and Reporting Framework as follows:

8C Integrated planning and reporting principles that apply to councils

The following principles for strategic planning apply to the development of the integrated planning and reporting framework by councils:

- a) *Councils should identify and prioritise key local community needs and aspirations and consider regional priorities.*
- b) *Councils should identify strategic goals to meet those needs and aspirations.*
- c) *Councils should develop activities, and prioritise actions, to work towards the strategic goals.*
- d) *Councils should ensure that the strategic goals and activities to work towards them may be achieved within council resources.*
- e) *Councils should regularly review and evaluate progress towards achieving strategic goals.*
- f) *Councils should maintain an integrated approach to planning, delivering, monitoring and reporting on strategic goals.*
- g) *Councils should collaborate with others to maximise achievement of strategic goals.*
- h) *Councils should manage risks to the local community or area or to the council effectively and proactively.*
- i) *Councils should make appropriate evidence-based adaptations to meet changing needs and circumstances.*

The policy outlines why and how asset management will be undertaken and defines key principles that underpin asset management for the Council.

As part of the ongoing policy review program the revised Asset Management Policy presents a broad framework and direction for undertaking Council's asset management planning and implementation.

Consultation

The development of this policy involved consultation and inclusion of feedback from the General Manager, the relevant Department Directors and Managers.

The policy has been on public exhibition and is now ready for Council consideration.

The consultation period was conducted between the 16 August and the 15 September. No submissions were received.

Strategic Implications

The IP&R Framework requires Council to develop an Asset Management Policy that is responsive to community needs, and is part of the integrated strategic and operational planning of the Council.

Budgetary Implications

There are no budgetary implications associated with this policy.

Policy Implications

This policy presents the broad framework for the ongoing development of asset management plans and strategies.

Legislative Implications:

The policies have no implications on existing legislation, however is part of Council's legislative compliance.

Attachments:

- Draft Asset Management Policy

RECOMMENDED that Council adopts the Draft Asset Management Policy

8.4 ASSET MANAGEMENT COMMITTEE

Summary

This report provides discussion and recommendations on the formation of a Council Asset Management Committee.

Background

Asset Management is a key activity of Council and is mandated through the Local Government Act 1993 Section 8B establishes the requirement for Councils to establish effective management of assets as through:

8B Principles of sound financial management

The following principles of sound financial management apply to councils:

- Council spending should be responsible and sustainable, aligning general revenue and expenses.*
- Councils should invest in responsible and sustainable infrastructure for the benefit of the local community.*
- Councils should have effective financial and asset management, including sound policies and processes for the following:*
 - performance management and reporting,*
 - asset maintenance and enhancement,*
 - funding decisions,*
 - risk management practices.*
- Councils should have regard to achieving intergenerational equity, including ensuring the following:*
 - policy decisions are made after considering their financial effects on future generations,*
 - the current generation funds the cost of its services.*

And Local Government Act 1993 further cements Asset Management in the Integrated Planning and Reporting Framework as follows:

8C Integrated planning and reporting principles that apply to councils

The following principles for strategic planning apply to the development of the integrated planning and reporting framework by councils:

- Councils should identify and prioritise key local community needs and aspirations and consider regional priorities.*
- Councils should identify strategic goals to meet those needs and aspirations.*
- Councils should develop activities, and prioritise actions, to work towards the strategic goals.*

- d) *Councils should ensure that the strategic goals and activities to work towards them may be achieved within council resources.*
- e) *Councils should regularly review and evaluate progress towards achieving strategic goals.*
- f) *Councils should maintain an integrated approach to planning, delivering, monitoring and reporting on strategic goals.*
- g) *Councils should collaborate with others to maximise achievement of strategic goals.*
- h) *Councils should manage risks to the local community or area or to the council effectively and proactively.*
- i) *Councils should make appropriate evidence-based adaptations to meet changing needs and circumstances.*

Assets owned and/or managed by Council include as a minimum:

- roads,
- bridges,
- footpaths,
- drainage,
- buildings,
- water and sewerage treatment plants,
- water and sewerage reticulation systems,
- plant and equipment,
- parks and gardens,
- open spaces,
- recreation and leisure facilities,
- other property owned or occupied by Council (including unformed roads)

To ensure Asset Management is a key activity of Council it is suggested that a Council Asset Management Committee be formed with the following key objectives:

1. Provide leadership in Asset Management.
2. Review and report on Councils Asset Management Policy and Asset Management Strategy.
3. Review levels of service through community and stakeholder consultation and consideration of the impact of levels of service on the long term financial plan and make recommendation to Council.
4. Establish key principles and make recommendation to Council on the development of new assets.
5. Establish key principles and make recommendation to Council on the disposal of existing assets.
6. Review and report on the implications of strategic plans, masterplans and external proposals in terms of the long term impact and sustainability risks for Council.

The suggested membership of the Committee is 5 Councillors, the Director of Infrastructure & Environment, the Manager Infrastructure & Utilities.

It is suggested that the first meeting of the Committee is used to establish Terms of Reference for the Committee. Following that the Committee should meet on a quarterly basis, on the day of ordinary Council meetings, to execute its duties.

Strategic Implications

The Asset Management Committee will provide the Council with an increased involvement in the decision making processes around asset management and introduce long term strategic asset planning to Council.

Budgetary Implications

There are no budgetary implications associated with this Committee.

Policy Implications

Nil.

Legislative Implications:

The proposed Asset Management Committee supports legislative compliance, in particular with the Local Government Act as identified in this report.

Attachments:

- Nil

RECOMMENDED:

1. THAT Council forms an Asset Management Committee with the membership comprised of:
 - 5 Councillors,
 - the Director of Infrastructure & Environment,
 - the Manager Infrastructure & Utilities.
2. THAT the Asset Management Committee meet prior to the next Council meeting to establish its Terms of Reference based on the objectives set out in this report.
3. THAT the Asset Management Committee report the proposed Terms of Reference to Council for approval.
4. That the Asset Management Committee meets quarterly on the day of Ordinary Council meetings.

8.5 DA 2017/32 PROPOSED CAR WASH - 12 BOW STREET COROWA

Summary

This report allows Council to consider and determine a Development Application for a Car wash. A number of submissions have been received objecting to the proposed development.

Property: 12 Bow Street Corowa (lot 1 DP 995574)
Proposal: Car Wash
Applicant: Matt Johnson, Habitat Planning Albury
Zoning: B2 Local Centre

Background

History.

The site is 1022 square metres and is located on the corner of Bow Street and John Street Corowa. The land adjoins the old railway corridor and is located near the Corowa Skate Park.

The site is private property that did contain a dwelling, which was demolished approximately 15 years ago. The property has remained undeveloped.

With the introduction of Corowa Local Environmental Plan 2012, identifies the zoning as B2 Local Centre.

Proposal

It is proposed to construct a car wash, containing 3 self-wash bays, 1 auto wash bay, 3 vacuum bays, 1 dog wash area and a plant room building. The car wash and vacuum bays have concrete dividing walls and a metal sheet roof. A 1.5m fence is located along the west, and part of east boundary. Where the car wash, plant room and vacuum bays adjoin the boundary, the walls of these buildings are up to 4.4m high. The south boundary has the vacuum bay / plant room building walls 4.0m high. 5 Pylon signs (2.6m high x 0.8m wide) are proposed with 3 facing John Street and 2 facing Bow Street. A garden strip and some plants are proposed along the John Street and Bow Street frontage.

Section 79C evaluation (EP&A) Act 1979

When determining a development application, a consent authority is to take into consideration the following matters:

Environmental Planning Instrument

The applicable planning instrument is the Corowa Local Environmental (LEP) 2012.

Zoning

The site is zoned B2 Local Centre under Corowa Shire Local Environmental Plan (LEP) 2012. The LEP provides guidelines for each zone and lists permitted and prohibited uses within each zone. The change to B2 zone now allows many commercial, business and retail type uses including a car wash so the proposal is permitted with the consent of the Council.

The objectives of the B2 zone are:

- To provide a range of retail, business, entertainment and community uses that serve the needs of people who live in, work in and visit the local area.
- To encourage employment opportunities in accessible locations.
- To maximise public transport patronage and encourage walking and cycling.

Comment

The proposal does not conflict with the relevant parts of the zone objectives and is considered consistent with the LEP objectives.

Draft Environmental Planning Instrument

Comment

There is no draft planning instrument or proposed draft planning instrument applicable to this land.

Development Control Plan (DCP)

The allotment is subject to the Corowa Development Control Plan (DCP) 2013.

Comment

The proposal is considered to be generally consistent with the DCP. There are no specific car parking requirements for a car wash. Cars are part of the function of the business as they are vacuumed or washed within the property, rather than parked for people to attend a business. Some queuing of cars may occur in the driveway or outside the property on occasions.

Planning Agreements

There has been no planning agreement entered into under section 93F of the EP&A Act.

Regulations

There is no conflict with the requirements of the regulations.

Coastal Zone Management Plan

Not applicable.

Likely Impact of Development

The development will have some adverse impact on nearby properties. The comments below and submissions by local residents list the issues of concern.

Comment

The main issues of concern with the proposed development are:

1. Noise. From cars entering leaving, pump noise, wash spray nozzle noise, vacuum nozzle / vacuum machine noise, social noise from people talking etc. The noise issues are more of a concern in this location due to the close proximity of residential dwellings. Some of the noise will be controlled e.g. equipment in plant room. Beepers and warning noises can be controlled but may still be audible outside the property. Noise that occurs as a result of the function of the business such as water spray noise, car noise, people talking will be very difficult to control and could probably only be controlled by restricting hours of operation.
2. Hours of use. The proposal is to operate the car wash as a 24 hour self serve facility similar to other car washes that are common. Anecdotal advice provided by the applicant indicates that only 2-3 vehicles per hour will use the facility during off peak periods (8:00pm to 7:00am) and so noise late at night will not be such an issue due to low use. The disadvantage of late night operation is that the local background noise is very low. This location is very quiet at night so the noise is more likely to be a concern and affect nearby local residents to a greater extent late in the evening and through the night. It would be expected that weekday evenings, Saturdays and Sundays will form a substantial part of the times the carwash is used. Traditionally these times are when other businesses finish trading for the day and the area is quieter. Building sites (which temporarily operate during the construction of buildings) have limits on hours of use to minimise affects on neighbours. Usual building site operating times are 7:00am to 5:00pm Monday to Saturday with no work permitted after hours or on Sunday. This approach could be also be applied to restrict the hours of use of the car wash.
3. Water spray. The operation of the car wash uses high pressure hand sprays in 3 bays and an automatic spray in on bay. There will be times when strong winds from the west will blow some spray across John street toward nearby properties. These properties are approximately 30 or 40 metres from the development. Strong winds can also be from the south resulting in spray affecting, to a lesser extent, properties further down John Street. It is less common for strong Easterly winds or Northerly winds.
4. Traffic. There will be an increase in traffic due to the business. The affect during daytime trading hours will be slight increase which may affect other local traffic. It is not anticipated that traffic increase alone will have a significant adverse affect on the local area. Traffic later in evenings i.e. after 7:00pm weekdays Saturday afternoon and Sundays will be a change to the local traffic conditions. It would be anticipated that weekend activity will be significant increase to local traffic compared to current situation. Access will be provided by a driveway to both Bow street and John street. A traffic study was requested after consultation with council engineers. The main concern being vehicles turning right from Bow Street into the property. Some further information was provide (not a traffic study). This information has been considered by council engineers who advise that entry to the property via John Street and exit to Bow Street will resolve the matter. A suitable condition has been drafted to address this matter if the consent be approved.
5. Stormwater disposal. Roof and forecourt areas will run to John Street. This will be an increase in flow due to the increase in hardstand areas. To reduce high / peak discharges during heavy rain onsite detention system is required and has been listed in conditions to be applied if approval is granted.
6. Wastewater. The car wash areas are bunded with dirty water moving through settling pit and then treated through and oil water separator. Oil will be stored on site for disposal. Treated wash water will then be discharge to sewer. The dog wash waste water will need to be separately treated and discharged to sewer.

7. Lighting. The applicant indicates that lights will be designed to minimize light spill. Due to the proposed 24 hour use, it is expected that some light will illuminate nearby land to some extent.
8. Another Car wash in Corowa. The proposal to construct a second car wash is not an issue on planning grounds. Just as a new business may be approved in a town centre or a factory in the industrial estate, the installation of another similar business is not grounds for comment or refusal by council.
9. Signs. 5 Pylon signs 2.6m high x 0.8m wide are proposed. Total area of signs is 10.4 square metres. For Commercial development sites, Corowa DCP 2013 requires signs to be kept to a minimum, relevant to the business, not to dominate, be a hazard, not to distract motorists or be flashing.
10. Tree Removal. Trees that are listed in Corowa DCP 2013 do require approval to be removed. In this case the trees are not listed so approval is not required.

An assessment of the environmental impacts has been considered. In this urban location the impact on the built environment was the main consideration. It is considered that the development will result in some adverse environmental impacts.

Suitability of the site

Comment

This is the key issue of concern with the proposed development. The disadvantage of this site is its close proximity to a number of residential properties combined with the type of business and hours of operation. Two dwellings are located across the road in John Street and another house across the road in Bow Street. Other dwellings are located nearby on the western side of the rail corridor.

The site zoning does permit a range of commercial businesses. Some of the issues raised with the car wash proposal would also occur if another structure or business was to be built on the site. Similar issues such as high walls, anti social behaviour, loss of supervision of skate park, loss amenity in area and stormwater disposal. However it would be anticipated that the use of the site by another retail or commercial activity would be less likely to adversely affect neighbours with noise, hours of use, spray drift, lights etc.

Engineering Considerations

Comment

The application was referred to Council's Infrastructure and Utilities Department for assessment from an engineering viewpoint. A Traffic study and a Stormwater study was requested from the applicant. The applicant provided some additional information rather than the study. This information has been assessed by the Engineers department who have formulated a number of conditions that can be applied to the application if a consent is approved.

Public interest

Comment

The Public Interest is concept that refers to considerations affecting the good order and functioning of the community and government affairs, for the well being of citizens. This public interest is a matter to be considered when assessing applications. The proposed car wash will provide convenience and a benefit to some members of the community i.e. people operating the business and those using the car wash. It may also adversely affect other members of the community such as nearby local residents. The proposed development is not substantially required or necessary for the community. The proposal is neither for or against the public interest.

Submissions/Public Consultation

The development application was advertised on 22 February 2017 and neighbourhood notification undertaken in accordance with the Council's obligations under the EP&A Act and our usual practices.

43 submissions were received with concerns about the development. A summary of the points raised in submissions to council are listed below. The issues raised most often are at top of the list and issues raised least often are at the bottom of the list. A copy of the submissions are attached as **Appendix 1**.

Traffic - increase in traffic flow disruption to existing traffic in Bow Street and John Street.

Lights – illumination of business will result in light spill, possibly enabling the skate park to be used at night.

Carwash – already car wash in town.

Noise

Adversely affect children in skate park

Reduction in local amenity

Graffiti

Social and safety – loitering behind high walls, view of street obstructed, loss of community supervision of skate park.

Undesirable adults, youths, troublemakers – gathering place.

Car Headlights – into residential properties when exiting property.

Unattractive appearance – not enhancing the area, unsightly.

Unsuitable land for commercial or industry.

Park should be enhanced.

Stormwater disposal and flooding.

Wastewater disposal.

Skate park already a problem area and eyesore – this will add to problems.

Cars hooning.

Developer Contributions

Comment

This is an existing parcel of land and developer contributions do not apply.

Conclusion

The proposed car wash will provide a business opportunity and a service for some members of the community and may adversely affect some others, particularly those living closest to the development.

Council has the option to refuse the application or approve it with conditions.

Financial Implications

N/A.

RECOMMENDED that Council grant the development application for DA 2017/32 Proposed Car Wash - 12 Bow street Corowa subject to the following conditions:

CONDITIONS

1. **CONSTRUCTION CERTIFICATE:** A construction certificate is required to be issued prior to commencement of any building work.
2. **SITE SIGN:** A sign must be erected in a prominent position on any site on which building work, subdivision or demolition work is being carried out:
 - a. Showing the name, address and telephone number of the principal certifying authority for the work, and
 - b. Showing the name, address and telephone number of the principal certifying authority for the work, and
 - c. Stating that unauthorised entry to the site is prohibited.

Any such sign is to be maintained while the building work, subdivision work or demolition work is being carried out, but must be removed when the work has been completed.

3. **STREET NUMBER:** Prior to occupation of the dwelling the street number allocated to the premises shall be displayed so that it is clearly visible from the road adjacent to the front of the allotment.
4. **BOUNDARIES:** Provide a surveyors report to confirm that all buildings are correctly located and do not encroach over property boundaries.
5. **BCA:** the work must be carried out in accordance with the requirements of the *Building Code of Australia*.
6. **EMISSION:** The premises shall be constructed as to ensure that there are no adverse discharges of gas, dust, water spray or other material to the atmosphere and to prevent the emissions of smells and odours.
7. **NOISE LEVELS:** The noise level generated from within the premises metered in accordance with the requirements of the Protection of the Environment Operations Act 1997 (NSW) shall not exceed the background noise level by more than 5 dB(A) at any point in the closest affected adjoining or non-adjoining building.
8. **LANDSCAPING:** The landscaping shall be established as per the submitted plan and be maintained during the time the development is in use.
9. **NOISE:** The operation of the business shall not cause “offensive noise” as defined in NSW noise Legislation.
10. **ROAD OPENING PERMIT:** For all works on the footpath/nature strip or roadway, the applicant must obtain the necessary road opening permits.
11. **PLUMBING:** Plumbing and drainage installation and alteration shall be carried out in accordance with the provision of the NSW Code of Practice for Plumbing and Drainage which adopts the National Plumbing and Drainage Code AS3500, with NSW variations.
12. **TRADE EFFLUENTS AND WASTES:** No sewerage, sullage or trade effluents shall be permitted to flow into Council’s stormwater system or any waterway/water course. No trade wastes are permitted to be disposed of into Council’s sewerage system unless written consent has been given by Council.
13. **TRADE WASTE:** A liquid trade waste approval is required for all discharges to sewer to ensure no unacceptable discharges to Councils sewerage system.
14. **ACCESS TO PREMISES LEGISLATION:** The owner of the building shall ensure that, when completed, the works comply with the provisions and requirements of the Disability (Access to Premises – Buildings) Standards 2010.
15. **SEWER CONNECTION:** A Sewer main extension is required to be brought to the property to enable disposal of sewerage wastes.

16. **STORMWATER MANAGEMENT:** All stormwater and surface water discharging from the site, buildings and works must be conveyed to the legal point of discharge by underground pipe drains to the satisfaction of Council. No effluent, polluted or wastewater of any type may be allowed to enter the Council's stormwater drainage system or any road, stream, river or other waterway reserve.
17. **LIGHTING** Light spill and offence lighting shall comply with AS4282 Control of the intrusive effects of outdoor lighting.
18. **RUBBISH BINS** Suitable rubbish bins are to be positioned within the property for collection of waste from the use of the premises.
19. Prior to the issue of a construction certificate, a properly prepared drainage plan with computations must be submitted to and approved by Council. The plan must give details of how the works on the land are to be drained to a legal point of discharge and retarded to the existing discharge rates for a 1 in 10 year ARI storm. The plan must also show all and any work to extend Council's stormwater network to service the property.
20. Prior to the issue of a construction certificate, a plan showing vehicle movements must be submitted to and approved by Council. The applicant is to arrange the site such that all vehicle movement is one way, providing a single entry to the site and a single exit from the site. The plan submitted for Council approval must show all signage and line marking supporting one-way traffic flow through the site.
21. Two new vehicular crossing must be constructed generally in accordance with the endorsed plan(s) to the satisfaction of Council, before the use is commenced or building occupied and must comply with the following:
 - a. standard vehicular crossings must be constructed at right angles to the road to suit the proposed driveways, and any existing redundant crossing must be removed and replaced with concrete (kerb and channel);
 - b. Any proposed vehicular crossing must have satisfactory clearance to any side-entry pit, power or Telecommunications pole, manhole cover or marker, or street tree. Any relocation, alteration or replacement required must be in accordance with the requirements of the relevant authority and must be at the applicant's expense;
22. Prior to the commencement of the use, the developer must upgrade John Street to incorporate kerb and channel drainage and footpaths across the full frontage of the development in accordance with plans approved by Council.
23. Prior to the commencement of any engineering works, a construction certificate application in the prescribed manner (including appropriate plans addressing the matters conditioned in this approval) shall be submitted for approval. Works must not proceed without a valid construction certificate.
24. All works are to be carried out in accordance with Council's Infrastructure Design Manual.

9. NOTICE OF MOTION / QUESTION WITH NOTICE

NO ITEMS

10. REPORTS FROM COMMITTEES

NO ITEMS

11. PRÉCIS OF CORRESPONDENCE REQUIRING COUNCIL ACTION/FOR INFORMATION

11.1 COROWA SWIMMING POOL

Letter sent to Council and Councillors regarding the Corowa Swimming Pool. A copy of this letter is included with the agenda.

12. CONFIDENTIAL ITEMS

NO ITEMS

13. CLOSURE OF MEETING

Appendix 1

17/6568
17 MAR 2017
PRG02017.000032
WAYGUNYAH VIC 3687
8 March 2017

Federation Council

BY EMAIL: council@federationcouncil.nsw.gov.au

Council Reference: Cnr Bow and John St, Corowa, NSW 2646

Application Number: 2017/32

Dear Sir/Madam,

Objection to Development of Car Wash Proposal as described above.

I wish to object to this proposal on the following grounds:

1. The driveway for the car wash in John Street is a safety concern from kids going to and from the skate park.
2. There is likely to be a buildup of traffic entering the car wash from Bow Street which could cause an accident and also is a safety concern given the closeness to the RSL Park.
3. There is a car wash existing in Corowa in Federation Avenue.
4. The rear wall of the car wash would create an area that could be a target for vandalism.
5. The general location of the car wash will majorly impact on the use of the skate park by local families.

I am not a nearby resident at the moment but I have lived for a number of years in the area of the proposed development and skate park. My three children visit the Skate Park and RSL Park regularly.

Please consider my objection when looking at the proposed development as I believe there is a real safety concern given the closeness of the Skate Park and RSL Park.

Yours sincerely

Federation Council
100 Edward Street
COROWA NSW 2646

17/6553

DDO. 2017-00000031

COROWA NSW 2646

7 March 2017

S. McHugh

Dear Council Members

Re: Proposed Carwash Corner John and Bow Streets

I understand the above **major disruption to the amenity of the residential and recreational character** of this area is being considered between the RSL park and the children's skate park in the inner CBD of Corowa.

I would like to express my disapproval of this location for such a facility in the strongest possible terms and my concern that you would consider degrading the most attractive area of our town and negatively impacting on, not only local use, ecology and aesthetics but also the increasingly positive impression Corowa is offering to guests.

This is an area used regularly by:

- **locals seeking healthy exercise** and relaxation on the excellent bike/walking path already provided,
- **families picnicking in the park opposite** which is so often frequented by those with **small children using the play area opposite**,
- **visitors coming to our impressive RSL club** and admiring our **restored railway station** (an important heritage site in Federation history),
- **youngsters passing to and fro to the skate park next door** who cannot be expected to share the area with more vehicular traffic,
- **patrons of our imposing flour mill coffee shop/restaurant** which has also become a draw-card for our town.

As a resident of John Street I can testify that the heavy vehicles that pull up on the unsealed roadside beside the railway station already awaken occupants, sometimes arriving late at night and leaving very early morning, leaving toilet lights on and creating dust clouds. Any **further traffic down John Street is to be discouraged as school children and buses use this road** coming from the Catholic school in Mary Street. This end of **Bow Street is also busy enough** with the roundabout and tyre business.

A facility with all-night lights and noise is not appropriate in a mostly residential/recreational area, and so close to the heart of the CBD has the potential to create **problems regarding certain youth elements out of hours**.

Add to these considerations the ugliness of concrete walls, possible drainage problems regarding the waste water, the inevitable noise etc and it makes mockery of the efforts we, and so many others are making in our various ways to make Corowa a fine place to live and visit. **We already have a car wash** but if we do need another one, please locate it on the fringe of our town where it is not going to destroy what we have worked so hard for in the residential/recreational areas.

Federation Council
100 Edward Street
COROWA NSW 2646

COROWA NSW 2646

7 March 2017

To Whom it May Concern

Re: Proposed Carwash at the corner of John and Bow Streets SMCHugh

I believe that a new, 24hour car wash is proposed for the green area on the corner of John St and Bow St and I would like to voice my strong objection to this location, and the lack of logical thought applied to the planning of this land usage.

John St and this part of Bow St are residential & recreational areas and should not have unsightly, light industrial facilities constructed in close proximity to either them or the nearby CBD of Sanger Street.

Whilst some operations such as Beaurepairs, Plumbtec and Marshall Batteries have already encroached on the central amenities of the township, this should not be an excuse for further degrading development. Such development should initially never have been allowed, with the previous residences restored or rebuilt but nevertheless retained as residential only areas.

The impact of any light industrial operations in an otherwise residential area will always reduce the value of the local residences, some of which are of significant historical value and heritage aged beauty and wherever possible, these items of value should be retained for the historical and cultural significance of the township.

New developments and industrial operations should be relegated to the outer districts, away from residential areas and nearer, or in, areas designated as light industrial/industrial. Designation of an area should be in accordance with the historical settings of the township, rather than any arbitrary legal/council preferred designation. The proposed park/green area is within a residential area and should never be determined as available for industrial use. This is a common practice in many other council areas, where rigid controls have been put in place to ensure the future amenity and significant cultural/historical nature of the towns – such as Chiltern, Beechworth, Myrtleford, Bright, Harrietville, Yackandandah and so on across the border.

The proposed facility contains numerous other issues, as follows:

- The bike-path, parks including the RSL park, skate-path, children's bike "traffic rules" park and general area are all used by local children and families and a 4 bay, 24 hour unmanned and permanently lit operation will create an area of risk to these people. The ongoing health & safety of children, who can currently happily play unsupervised, may no longer be possible due to:
 - the flow of traffic causing potential for serious injury; and
 - the possibility of undesirable adults watching children, staking out the area in vehicles (much has been done around schools to alleviate this problem, but such operations will re-create the situations available).
- 24 hour operations will encourage increased vehicular traffic in a residential area, including at night when locals are trying to relax and sleep. This is already a significant issue in John Street next to the historic Train Station, where trucks, caravans and cars etc park, creating noise and excessive dust and disturbing the local residents – all of which has been repeatedly ignored by council.
- Due to the facility being unmanned, the project has the potential to be a gathering place at night (parties, loud music and the possibility of illegal operations such as alcohol and drug usage, which is currently a significant issue in many regional towns eg: the ICE problems in current media).
- 24 hour permanently lit operations, with concrete dividing walls, are an unattractive vista for any operation, as can be seen next to prisons etc.
- The proposed concrete walls, apart from attracting the potential for continued, unsightly graffiti, will destroy the vista of an open, clean, green space.
- Noise from the wash bay equipment, vacuum bays and plant room (oil/water separator) will disrupt what is now a quiet neighbourhood and especially impact on the local residents.

- Permanently destroy the green area and increase the "inner-city industrial complex" that will lower the overall amenity of the town centre. If anything, the beauty of the park itself should be enhanced by the council – more trees & shrubs, a gazebo and natural gas/electric BBQ's etc.
- There is already a multi-bay car wash at 335 Honour Ave (Smart Wash?) less than 1 km away from the proposed site. If another site is required, alternatives should include areas that are removed from residential and maintained park facilities, preferably on the edge of town and nearer to the industrial areas.
- Locating a second multi-bay carwash so close to the existing car wash at 335 Honour Ave will impact on the business of the existing car wash.

As a resident of Corowa, I am certain we can do better than this and I am more than willing to assist if desired, having spent approximately seven years with the Qld Dept of Housing, local Govt and Planning assisting with the planning and location of department Govt housing across all the suburbs of Brisbane and Qld major cities to help limit attitudes of lower-economic suburbs.

[REDACTED]
Coronua St.
NSW 2646

8-3-17

17/6550

DD010.2017.000000032.001

S. McHugh

To whom it may concern,

Proposed Car Wash Facility

I strongly object to having a car wash next to the skate park. Putting excited and energetic children on bikes, skate boards, scooters etc next to a facility with moving vehicles is absurd and just asking for accidents.

I also believe Bow Street traffic is congested at many times and the turn from John St into Bow St (either right or left) takes sometime, having to give way. This also applies to vehicles in John St crossing Bow Street.

Yours Sincerely

[REDACTED]


COROWA NSW 2646

8 March 2017

Federation Council

C/- Corowa Office

PO Box 77

COROWA NSW 2646

BY EMAIL: council@federationcouncil.nsw.gov.au

Council Reference: Cnr Bow and John St, Corowa, NSW 2646

Application Number: 2017/32

Dear Sir/Madam,

Objection to Development of Car Wash Proposal as described above.

I wish to object to this proposal. I am not a nearby resident, however I frequently drive Bow Street and my children frequent the skate park.


I object to this proposal on the following grounds:

1. The increased traffic to John Street being one of the entry/exit points. This is primarily will have an impact on the safety of the children entering and exiting the skate park that is directly behind the new development.
2. The increased congestion of traffic at the entry/exit point on Bow Street.
3. The proposed size of the development will impact on kids safely exiting and entering and potentially playing at the neighboring skate park.
4. There is already a car wash established in Corowa in Federation Avenue, approximately 1.3kms away.
5. The proposal was only advertised once, when in fact it should have been advertised twice, for the full two weeks of the objection period.
6. At the rear of the development being the car vacuuming area it appears that there will be a large concrete structure which will back onto the neighboring skate park. This will create a detrimental visual disturbance to the area, which is currently a grassed area with trees.

Ultimately if this proposal is approved, I believe it will significantly impact primarily on children's safety at the neighbouring skate park and also on the traffic congestion to bow street which at times is already heavily congested.

I formally request that the Council take these requests into consideration when considering this proposal.

Yours sincerely



[REDACTED]
Corowa
NSW 2646.
[REDACTED]

17/6548

DD010-2017-00000032 001

S.McHugh

08.03.2017

Planning Dept.
Federation Council
100 Edward Street
Corowa. NSW. 2646.

Dear Madam / Sir,

Re: DA 2017/32

Please accept this submission regarding DA 2017/32 for a proposed 24/7 Car Wash at 12 Bow Street, Corowa.

This development application raises many concerns for the surrounding neighbourhood that it would be located in, particularly for the Skate Park facility that sits on the northern boundary of the proposed development.

Thanking you for your consideration.

Yours sincerely

[REDACTED]
[REDACTED]
[REDACTED]

CONCERNS / COMMENTS REGARDING DEVELOPMENT APPLICATION 2017/32
12 BOW STREET, COROWA
CAR WASH FACILITY

Nowhere in the supporting documentation for this Development Application that was made available to the public to see was the actual developer of the above project identified.

It is of concern that a number of people who approached Council to view and assess the plans and supporting documentation that should have been made available to the public regarding this project after the 14 day notification period began Wednesday 22.02.2017, were only shown the drawn plans for the project and not the other supporting documentation they were entitled to view. I understand this was a genuine oversight by Council staff and that this was corrected on Friday 03.03.2017, well over half way through the notification timeframe, however it does mean that interested parties were not shown documentation that may have been of benefit to them in deciding whether they needed to submit written comment to Council regarding the advertised proposal. This situation needs to be considered by Council and may in all fairness require that the DA notification period be readvertised.

Besides the obligatory notices sent to a small number of residents and businesses regarding this development application, the one public notification to the community was by media advertisement in the Free Press Wednesday 22.02.2017. This advertisement described the proposed work as a 'Car Wash' and not as a 24/7 Car Wash as it should have been. The latter conveys a whole different proposal to the community than the first and the impact it would have if the development was to go ahead.

Supporting Documentation

Plans – Dated March 2016. The plans supporting this development application are manifestly inadequate and incomplete. They are confusing and misleading and at times use differing scales within the one drawing, altering the visual perception of the proposed project and how it will appear if constructed. Elevation orientations are incorrect and labelled wrongly and structures that should be included in them (e.g. solid walls) are not shown as solid or are omitted altogether. The vacuum bay boundary wall between the project and the skate park is not shaded to indicate it is solid, misleading the casual viewer to believe it is not there at all. The Proposed Elevations and Sections Along Boundary plan of this northern boundary wall does not have a baseline to assess the height scale or its visual impact on the neighbourhood.

There are no plumbing, drainage or stormwater plans provided. Given the trade waste requirements and environmental concerns re wash water, storm water and runoff this project carries, one would think this was an imperative they be provided to receive DA approval. The Proposed Roof Plan for the plant room and vacuum bays has a boxed gutter running along the western wall and the northern skate park boundary with a storm water outlet in the northwest corner, the furthest point away from Council's open stormwater drain – with no storm water plan provided, does this mean storm water from this discharge point will be released onto the skate park property behind it?

Other Supporting Documentation – The documentation attached to this development application is light on any information to support this project and seems to rely solely on the premise that the land it is to be constructed on is zoned Zone B2 Local Centre, as if that is a licence that overrides all else and with little regard to the impact that may result. Yet, in the prohibited list for Zone B2 Local Centre is Water Treatment Facilities – the Car Wash business related to this development application will involve the treatment of wash water being recycled through the filtration process of an Oil / Water Separator before it can be discharged into the Council sewerage system. The oil /

water separator will be a small plant by municipal standards, but one all the same that produces environmental trade waste that requires adherence to EPA guidelines.

This application wrongly downplays the existence of the surrounding neighbourhood, the residents who live there and the relationship the community has with the area. No one would know from this application that this development will adjoin the valuable green space area that runs through this neighbourhood like a spine or that the important community recreation space of the Skate Park, BMX Track and Apex Bike Ed Track are an immediate neighbour to where this development could be.

The issues of neighbourhood impact, noise, pumps, night security lights and vehicle lights, traffic movement, chemical storage, spillage, trade waste and stormwater management are not addressed. The concepts of Best Practice and Australian Standards seem to be notions that do not apply to any part of the development.

Concerns re the Car Wash Proposal

This DA is for a 4 bay car wash (1 laser wash automatic bay and 3 hand wash high pressure bays), 3 vacuum bays, 1 plant room, a bin bay, a dog wash facility and driveways off Bow Street and John Street.

This will not be a small business in the ordinary sense for a local retail business centre:

- it is an industrial commercial proposal that produces industrial trade waste, one that will change the nature of the residential neighbourhood and park area forever
- it is not a fit for purpose facility or an appropriate one for the surrounding locale
- the proposal will have a significant impact on the residential and community space it adjoins
- the displacement and disruption of community amenity and ambience will be felt by residents along John St (including south of the John St/Bow St intersection), Bow St, Betterment Parade, Gitchell St and Walker St. Considerably more than the one or two residents mentioned in the support documentation live in the areas adjoining it
- the 5.7m height of one building that runs across the centre of the site and the 4m height of another across the entire northern boundary will have a significant impact on the visual appeal of the neighbourhood area
- a 50m long x 1.5m high concrete wall (graffiti magnet) along the tourist walkway/cycleway (including 2 x 4m high sections totalling 21.5m) and a 20m x 4m high wall along the entire skate park boundary will block out the green space / park area around it, changing how the surrounding established green space and recreation area is perceived and possibly used by the community
- lights from vehicle movements at night will impact on neighbouring residences
- it will be lit up by security lights all night, creating further impact on the surrounding neighbourhood
- there will be increased vehicle and traffic movement near an already busy intersection that is often backed up and difficult to traverse safely. Placing the driveways away from the intersection will not mitigate the potential impact this will have on the local area and the travelling public
- the entry/exit driveways will be situated close to the tourist rail trail walkway/cycleway and the skate park access pathway. This raises real safety concerns for young pedestrians and bike riders who are known to frequent these areas daily
- the entry/exit driveways are not wide enough to allow 2 vehicles to pass safely at the narrowest neck (this point will be narrower than reads on the plan, as the measurement given includes an extended area beyond the driveway edge). This has the potential to cause vehicle backup delays on the street and impede pedestrian movements in the area. This will be particularly so for Bow Street where the rail trail walkway/cycleway, Bow Street

pedestrian footpath and the car wash driveway virtually converge, exacerbating the already mentioned safety issue

- noise from the wash bay equipment, high pressure washers, vacuum bays, pumps and plant room (oil/water separator) will disrupt 24/7 what is now a very quiet neighbourhood. This will be particularly evident overnight. It is doubtful that the design of the buildings and their placement on the site will mitigate this concern
- what backup system will be available to deal with trade waste in the event of machinery failure?
- the dog wash unit is located at the southeast corner of the project layout, right next to the busy Bow St and John St intersection – not wise or great for any soaped up escaping dogs!
- added stormwater and runoff from the facility will be discharged directly into the open Council stormwater drain along John Street, with the potential for flooding, erosion and incidental environmental spillage along this drain
- rain water runoff from the walkway/cycleway embankment will flow down along the 50m concrete wall of the site due to the natural slope of the block to pool in the adjoining skate park property with the potential to cause damage to the earthen infrastructure supporting its embankments
- it will be an unmanned facility when completed with no person onsite to oversee machinery or what is going on at the facility after dark and during the night
- the project has the potential to be a gathering place at night with loud music being played while cleaning and polishing cars, for further disruption – this does happen at the other car wash near the water treatment plant and while the impact out there on the neighbourhood is not so evident, residents along the railway line and Gitchell St do report that this sound does funnel up along the railway line and can be heard clearly. Closer to home in Bow Street, this has the capacity to seriously impact on the nearby residential neighbourhood.

The Corowa Skate Park

The Corowa Skate Park is developed on land belonging to the State Rail Authority of NSW, land known as the railway reserve which lies beside the now disused railway line. In 1989 the then Corowa Shire Council specifically leased a section of the railway reserve for the community to construct and develop the Corowa Skate Park. In 1998, prior to the Skate Park being extended, the Council further negotiated an ongoing lease over the larger area of reserve land from May Street to Wanstead Street.

Schedule B of the 1998 Tenancy Agreement between the State Rail Authority of NSW and Council clearly states that the railway land pertaining to this lease agreement can only be used 'for community, recreation and beautification purposes.' Today, this area that surrounds the allotment pertaining to the development application for this car wash has been developed by the community (not Council) into a valuable community space and includes the RSL Park, the Rail Trail Walkway / Cycleway, the Apex Shed, the Corowa Skate Park, the Walker St Walkway, the Corowa BMX Track and the Apex Bike Ed Track. This community development in the area is current and continuing e.g. in the past week, the Corowa Skate Park Committee has formed a community partnership agreement with the staff of Rivalea and the residents of John Street to do a beautification project over 12mths and plant out the BMX Track embankments. John Street residents and members of the Corowa Rutherglen Garden Club have agreed to maintain this work on an ongoing basis.

In addition to this aforementioned project, the Corowa Skate Park Committee has advanced plans for a skate bowl extension at the southern end of the Skate Park, a project that has been worked on since July 2010 and has had many hours of planning, fundraising and effort put into. Now, the Committee finds this car wash proposal intends for a 20m x 4m high wall along the length of the

property boundary with the Skate Park, a wall that will block in and overshadow the Skate Park and one that will be virtually adjacent to the new skate bowl extension.

The social impact of this high wall impacting on the amenity of the Skate Park will be huge. The community has worked hard for decades to provide and maintain this youth space which caters predominantly for children as young as 5 years of age through to 18 years of age. As a youth space it gives the Corowa children and youth a place that is theirs and one that they have ownership of on their own terms. It works extremely well – on any given day an average of around 40 to 50 patrons will attend the park at varying times, making it the most used public space that Corowa has.

The open placement of the park, which can be easily viewed from both Bow Street and John Street, allows both parents and the community to keep an eye on what is happening there and has always been an advantage in relation to providing supervision and security for the park itself and the surrounding area. Far from being an ad hoc approach to safety and security, it works in its own way, with its own strengths. This was also the case when the previous residence that was destroyed by fire on the block in question was there.

The building height of this development proposal, in particular the solid wall right next to the park itself and the wall along the walkway/cycleway will be a backward step for the Skate Park and will require a whole new approach to maintaining safety and security there. Shutting the youth down behind an enormous wall will undo years of work to provide a space and sense of inclusiveness in the wider community that is healthy for all parties.

Light shed from the after dark car wash security lighting has very real implications for the Skate Park operation. While the Committee would be agreeable to the park having lights for evening events only and controlled by the Committee, having them shining on or near the Park all the time will encourage patrons to be there after dark at any time. This would not be in the interests of the nearby residential community.

The near convergence of the Skate Park access path and the proposed car wash development raises real safety concerns for the young pedestrians and bike riders attending the Park. This will be even more so when the new skate bowl extension is constructed and a closer access path built.

Another major concern regarding this car wash proposal and the structural elements of it, is the large expanses of wall space it will have on 3 sides, effectively providing a couple of giant blackboards for graffiti to appear. Small amounts of graffiti have always been a problem for the Skate Park Committee, an annoying / manageable problem, but over the past 2 years there have been some serious graffiti done on a scale we have previously not seen. As usual, the culprits were older and not our park users and despite the efforts of the Corowa Police, it has been difficult to bring those responsible to account for the damage they have done. The Skate Park Committee has then have been left to deal with it and has no wish to take on the time-consuming responsibility for dealing with this on a much larger available scale. How are the car wash developers going to deal with this is what I would like to know?

Conclusion

This 24 hour / 7 day a week car wash proposal is totally incompatible with the surrounding residential and community use of the neighbourhood area it intends to be developed and located in. John Street has always been the boundary between the local retail / business centre of Corowa and the residential / community areas beyond. The parklands, community space and recreation facilities along the old railway line have been developed overtime and now provide a pleasant and sociable public utility for Corowa's residents to enjoy.

All this would have been known to the owner / developer when the land for the car wash was purchased. It is completely astounding that the then Corowa Shire Council, who as the local government authorising agent as well as the lessee of the railway land that has become such a community asset and which surrounds 12 Bow Street, would then quietly approve a development zone change for this 12 Bow Street property from Residential to Zone B2 Local Centre in 2012/2013 – a change that would put it in conflict with the interests of the surrounding neighbourhood and risk the amenity that is integral to it. It is more than doubtful that an industrial commercial development such as proposed is in keeping with the intention of the B2 Local Centre zoning.

Any argument that this development proposal will bring beneficial business, employment and investment to Corowa is contestable. Corowa already has a developed car wash facility that is commensurate with the one proposed and there is another (although smaller) across the river in Wahgunyah. Corowa's population will not support another car wash development. If what is proposed was to go ahead, it is more than likely that it will cause harm to the existing local businesses than anything else. As an unmanned business, the employment benefits of it will be negligible.

Business interests are important to the well-being of Corowa and are to be supported cohesively and in conjunction with the overall concerns of all sectors of the community. In considering this development application (DA 2017/32), Federation Council has no choice but to consider the wider concerns this proposal holds for the community. More will be lost than ever gained if this proposal was to proceed.

Federation Council
Corowa Civic Centre
Edward Street
Corowa NSW 2646



08 March 2017

Dear Sir / Madam

Reference: PLANNING APPLICATION 2017/32

Proposed development of Car Wash and Vacuum Bays on land situated Cnr Bow and John Streets, Corowa.

I write in connection with the above planning application. I have examined the plans at the Federation Council Office and I know the site well. I wish to object to the development of the Car Wash and Vacuum Bays at this location. I believe that such development at this site will be detrimental to the area on both social and safety aspects.

The proposed site of the car wash development is currently an area used by many children frequenting the Skate Park adjoining the site. As an active local resident I recently participated in a 'Clean Up Australia' activity at the Skate Park as it is an area which is frequented by many local children. I submit this objection as I believe the safety of the children frequenting the Skate Park will be affected by such development. The size and location of the proposed development will impact on the safety of the children entering and exiting the Skate Park. The addition of new vehicle crossovers into and out of this proposed development presents concern for safety of pedestrian and cyclists for both the adjoining Skate Park and general public around the proposed site.

The considerable increase in traffic movements that would occur with the proposed development will also produce an increase in congestion along Bow Street. This is currently already a busy road and I believe that the roads adjacent to the site will not be able to cater for the congestion of traffic that will result from the proposed development. I travel along Bow Street to work every day and believe that the width of Bow Street at that point would not adequately be able to cater for flow from the additional traffic movements should the development take place.

Please consider my objection to the proposed development the Car Wash and Vacuum Bays on land situated Cnr Bow and John Streets in Corowa on the grounds of safety as mentioned.

Yours faithfully,



To whom it may concern

Re development application for a 24/7, 4 bay Carwash facility on the corner of Bow Street and John Street.

I have a few things I would like you to consider

- Council and community have gone to great effort to make a child friendly area. Increasing traffic right beside the Skate Park and dirt jumps significantly increase the risk of a younger person being hit by a car.
- The block was a residential block or are you proposing to change that to industrial – a car wash does not fit into this area.
- There are not enough people in town to sustain two 24hour car washes, and why would you want to have a carwash in the middle of town ruining a beautiful park area.
- It will become a place where the younger people will gather. And if you think that wouldn't happen have a look at McDonald's carpark on a Friday and Saturday night after closing.
- That part of town is very quiet – a facility that is 24hours is going to significantly increase noise pollution and traffic.
- The impact of lights on for 24hours a day. At night this is going to make the area very bright.

There was a mention of a 50metre concrete wall being built along the walking track which would become a graffiti eyesore and even further degrade the look of that corner.

And where is the storm water going to be directed too, that may well have an effect on houses in John street with the real potential for flooding in that area.

Yours Sincerely

A black rectangular redaction mark covering the signature area.

8.3.2017

17/6545

DDO10.2017.00000032

McHugh

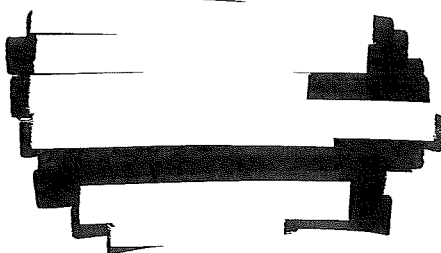
Re Proposed car wash development
Corner Bow Street and John Street

My concerns are as follows

- As a nearby resident I have knowledge of the traffic flows.
- * I am concerned that many children use Bow street to go to schools walking or riding their bikes ..it would be a great hazard & unsafe with the car wash being sited in this vicinity.
- The general traffic generated by usage of the car wash is of concern 24 hours daily

*The railway walkway track has been a great innovation for Corowa...but with a carwash being built there would be a loss of all that has been achieved..the green space & recreation area are to be admired not a commercial business which is noisy and the buildings would be an eyesore

As a ratepayer I would hope the council gives this application due consideration but no approval



RE PROPOSED CAR WASH FACILITY

17/6544

Corner John and Bow Streets, Corowa

DD00-2617-000003 L

S McHugh

I refer to the proposed development application currently before the Federation Council for a 24/7, 4 bay car wash facility, including a 3 bay vacuum area to be built on the Corner of John and Bow Streets, Corowa.

My objections to this proposal are as follows:

1. Does Corowa need a second facility of this nature when the one already in Corowa (I might add approved by the Corowa Council at that time) is underutilised.
2. I know this is probably zoned commercial but I really feel a car wash should be in an area zoned industrial as it is a 24/7 operation.
3. The storm water runoff from a facility of this size should be piped underground and the developers expense and not allowed to run into the poorly formed drain on that side of John Street.
4. This area would be definitely be better developed as parkland to enhance the areas around it.
5. Perhaps if a building on this site is ever approved it could be a youth centre for the youth of the town.
6. This is already a very busy corner and a 24/7 car was in this area would make it even more dangerous than it is at present.
7. The outcome of a second 24/7 car wash in a town the size of Corowa will only be that there will be two businesses that will probably go broke and there will be two vacant premises just asking for the vandals in the town to graffiti them and worse.

Yours faithfully,

[Redacted signature block]

COROWA. N.S.W. 2646

[Redacted]

[Redacted]

Corowa NSW 2646

17/6543

General Manager

Staff

Consultants + Advisers

Corowa Federation Council

DD010 2017 000000032

S McHugh

Dear Sirs,

Although not personally impacted by the proposed Car Wash Facility at corner of Bow + John St. (DA NO 2017/32.) and adjacent to the rail-trail walkway and the skate park.

I have concerns for adjacent residents particularly noise and security lighting during night.

Excess water impact on residences on lower end of John St.

The proposal is sited in a residential and recreation area unlike the existing car wash facility sited in an industrial area on Honour Avenue

One sited in Awoodrome - Race Club Showground areas would be a plus

Yours faithfully

[Redacted Signature]

24/02/17

DA No 2017/32

7/6354
DDO10.2017.00000032
SMatugh

In reference to the proposed Car Wash at 12 Bow Street Corowa.
As I live at [REDACTED]
I have several concerns regarding this development;

- 24 Hours operation
- Car wash lighting at night shinning into my property
- The substantial noise made from, the automatic Car Wash, Vacuums and plant room during the day & more so at night, also traffic
- The increase in traffic flow in our residential street a common place for hoons to hang out at night and when leaving the wash with wet tyres they leave sideways with all tyres screeching
- The valuation of my property being opposite to a noisy Car Wash

With such large amounts of Commercial & Industrial land available in Corowa I cannot understand why a Car Wash would need to be built next to a residential area.

I like living in my quiet backstreet of Corowa and would hate to see that destroyed by this development.

Regards [REDACTED]

24/02/17

DA No 2017/32

TRIM NO:	17/6000
REC'D:	2 MAR 2017
CONTAINER NO:	DD010, 2017, 00000032-dcl
ACTION:	S. McHugh

In reference to the proposed Car Wash at 12 Bow Street Corowa.

As I live at [REDACTED] Corowa I have several concerns regarding this development;

- 24 Hours operation
- Car wash lighting at night time shining into my property
- The substantial noise made from, the automatic Car Wash, Vacuums and plant room during the day & more so at night, also traffic
- The increase in traffic flow in our residential street a common place for hoons to hang out at night and when leaving the wash with wet tyres they leave sideways with all tyres screeching
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With such large amounts of Commercial & Industrial land available in Corowa I cannot understand why a Car Wash would need to be built next to a residential area.

I like living in my quiet backstreet of Corowa and would hate to see that destroyed by this development.

Regards

24/02/17

17/6352
DD010-2017-000000-32.001.
SMC/HSL

DA No 2017/32

[Redacted]

COROWA NSW

In reference to the proposed Car Wash at 12 Bow Street Corowa.
As I live at
I have several concerns regarding this development;

- 24 Hours operation
- Car wash lighting at night shinning into my property
- The substantial noise made from, the automatic Car Wash, Vacuums and plant room during the day & more so at night, also traffic
- The increase in traffic flow in our residential street a common place for hoons to hang out at night and when leaving the wash with wet tyres they leave sideways with all tyres screeching
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With such large amounts of Commercial & Industrial land available in Corowa I cannot understand why a Car Wash would need to be built next to a residential area.

I like living in my quiet backstreet of Corowa and would hate to see that destroyed by this development.

Regards

[Redacted]

24/02/17

DA No 2017/32

17/6351
7 MAR 2017
DDC10.2017.00000032.ccd
SMcHugh



In reference to the proposed Car Wash at 12 Bow Street Corowa.
As I live at
I have several concerns regarding this development;

- 24 Hours operation
- Car wash lighting at night time shining into my property
- The substantial noise made from, the automatic Car Wash, Vacuums and plant room during the day & more so at night, also traffic
- The increase in traffic flow in our residential street a common place for hoons to hang out at night and when leaving the wash with wet tyres they leave sideways with all tyres screeching
- The valuation of my property being opposite to a noisy Car Wash

With such large amounts of Commercial & Industrial land available in Corowa I cannot understand why a Car Wash would need to be built next to a residential area.

I like living in my quiet backstreet of Corowa and would hate to see that destroyed by this development.

Regards

Corowa 2646 NSW

7/3/2017

Federation Council

Po Box 77, Corowa 2646 NSW

Dear Sir/Madam

17/6350
17 FEB 2017
DDO10.2017.000000332.00
S M C W G H

Re- Application Number 2017/32

I am writing to you to voice my objection to the 24 hour Car/Dog Wash.

the proposed Car Wash.

I have been to the council office and looked at the proposed plan of this commercial enterprise

I have concerns on a number of points:

1. The entry/exit would be close to the road, which would mean extra noise and car lights all hours of the night.
2. A 24 hour unmanned wash is causing anxiety in regards to my personal safety.
3. Very close to the walking track and childrens' skate park.
4. I also believe that this type of commercial development will devalue my property if I eventually went to sell
5. It is already quite busy along Bow Street as it is the main thoroughfare from the centre of Corowa to a number of Corowa's facilities and industries, including the hospital, high school, industrial area and Riverlea. Grain and Feed Mill trucks also use this street for cartage. The driveway to our property has always been off John Street due to the high traffic flow on Bow Street.
6. I also believe we are well catered for in this aspect as we have an existing Car Wash out Honour Avenue, one in Wahgunyah and one in Rutherglen. Howlong is the only town in close proximity that does not have a Car Wash

I hope you will consider my objections when you are making your decision re – Application Number 2017/32

Yours sincerely,

Federation Council
100 Edward Street
COROWA NSW 2646

COROWA NSW 2646

7 March 2017

Dear Council Members

Re: Proposed Carwash Corner John and Bow Streets

I understand the above major disruption to the amenity of the residential and recreational character of this area is being considered between the RSL park and the children's skate park in the inner CBD of Corowa.

I would like to express my disapproval of this location for such a facility and my concern that it will degrade the most attractive area of our town and negatively impact on, not only local use, ecology and aesthetics but also the increasingly positive impression Corowa is offering to visitors.

This is an area used regularly by:

- locals seeking healthy exercise and relaxation on the excellent bike/walking path already provided,
- families picnicking in the park opposite which is so often frequented by those with small children using the play area opposite,
- visitors coming to our impressive RSL club and admiring our restored railway station (an important heritage site in Federation history),
- youngsters passing to and fro to the skate park next door who cannot be expected to share the area with more vehicular traffic,
- patrons of our imposing flour mill coffee shop/restaurant which has also become a draw-card for our town.

As a resident of John Street I can testify that the heavy vehicles that pull up on the unsealed roadside beside the railway station already awaken occupants, sometimes arriving late at night and leaving very early morning, leaving toilet lights on and creating dust clouds. I have already asked Council to seal this "dustbowl" beside the road. Any further traffic down John Street is to be discouraged as school children and buses use this road coming from the Catholic school in Mary Street. This end of Bow Street is also busy enough with the roundabout and tyre business.

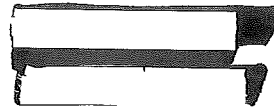
A facility with all-night lights and noise is not appropriate in a mostly residential/recreational area, and so close to the heart of the CBD it has the potential to create problems regarding certain youth elements out of hours.

Add to these considerations the ugliness of concrete walls, possible drainage problems regarding the waste water, the inevitable noise etc and it makes mockery of the efforts we, and so many others are making in our various ways to make Corowa a fine place to live and visit.

We already have a car wash but if we do need another one, please locate it on the fringe of our town where it is not going to destroy what we have worked so hard for in the residential/recreational areas.

[REDACTED]

17/6/89
REC'D: 7 MAR 2017
COMPLAINT NO: DD010-2017-00000032.acf
ACTION: S McHugh



Corowa NSW 2646

6th March 2017

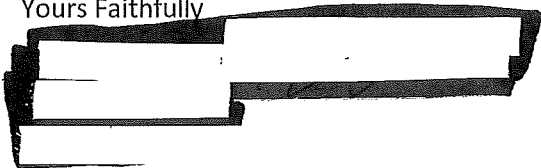
Dear/Sir Madam,

Proposed Car Wash Facility Corner John Street and Bow Street Corowa

As a resident of the area I wish to make an objection to this proposal for the following reasons.

- The township has an existing facility in a more suitable location.
- Increased traffic to the area from vehicles no longer wanting to travel out to the existing facility in Honour Avenue i.e. South Corowa and those living west of town.
- Young children as young as 8,9yrs make their own way regularly to the skate park, sometimes alone or in groups. Increased risk to children safety is a major concern.
- Noise pollution 24/7 from the plant itself and vehicles coming and going.
- It will in no way enhance the neighbourhood and parkland.
- This type of facility should be located in an industrial estate.

Yours Faithfully



17/6/88

DDC10.2017.00000032.ccd

S McHugh

COROWA

7.3.17

To whom it may concern re
the application for a new car
wash on the corner of Bow &
John Street

A TOWN THE SIZE OF COROWA
SURELY DOESN'T NEED 2 CAR
WASHES. IN MY OPINION IT WILL
SPOIL THE LOOK OF THE AREA,
& THE TRAFFIC ALONG JOHN ST
IS HEAVY ENOUGH ESPECIALLY
OUR END. GO UPWARDS

THE SKATE PARK ITSELF IS AN
EYE-SORE RUBBISH (ALTHOUGH
BINS ARE PROVIDED) IS ALWAYS
STREWN AROUND THE AREA
(I WOULD) HAVE THOUGHT A CAR WASH
IS A COMMERCIAL ENTERPRISE &
THIS AREA IS ZONED HOUSING.

PLEASE TAKE OUR OBJECTION
TO YOUR NEXT MEETING.

YOURS

24/02/17

DA No 2017/32

TRIM NO:	17/6353
REC'D:	17 MAR 2017
CONTAINER NO:	DDC10.2017.00000032
ACTION:	S.McHugh

In reference to the proposed Car Wash at 12 Bow Street Corowa.
As I live at
I have several concerns regarding this development;

- 24 Hours operation
- Car wash lighting at night time shining into my property
- The substantial noise made from, the automatic Car Wash, Vacuums and plant room during the day & more so at night, also traffic
- The increase in traffic flow in our residential street a common place for hoons to hang out at night and when leaving the wash with wet tyres they leave sideways with all tyres screeching
- The valuation of my property being opposite to a noisy Car Wash

With such large amounts of Commercial & Industrial land available in Corowa I cannot understand why a Car Wash would need to be built next to a residential area.

I like living in my quiet backstreet of Corowa and would hate to see that destroyed by this development.

Regards

[Redacted signature]

24/02/17

FEDERATION COLLEGE
TRIM NO: 17/6/33
REC'D: 6 MAR 2017
CONTAINER NOS: DDC10.2017.00000032.001
ACTION: SANctHugh

DA No 2017/32

In reference to the proposed Car Wash at 12 Bow Street Corowa.

As I live at [REDACTED]

I have several concerns regarding this development;

- 24 Hours operation
- Car wash lighting at night time shinning into my property
- The substantial noise made from, the automatic Car Wash, Vacuums and plant room during the day & more so at night, also traffic
- The increase in traffic flow in our residential street a common place for hoons to hang out at night and when leaving the wash with wet tyres they leave sideways with all tyres screeching
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With such large amounts of Commercial & Industrial land available in Corowa I cannot understand why a Car Wash would need to be built next to a residential area.

I like living in my quiet backstreet of Corowa and would hate to see that destroyed by this development.

Regards [REDACTED]

24/02/17

TRIM NO:	17/6/32
REC'D:	6 MAR 2017
CONTAINER NO:	DDO10.2017.00000032.c01
ACTION:	MARIA SMcHugh

DA No 2017/32

[Redacted address]

In reference to the proposed Car Wash at 12 Bow Street Corowa.

As I live at [Redacted address]

I have several concerns regarding this development;

- 24 Hours operation
- Car wash lighting at night time shining into my property
- The substantial noise made from, the automatic Car Wash, Vacuums and plant room during the day & more so at night, also traffic
- The increase in traffic flow in our residential street a common place for hoons to hang out at night and when leaving the wash with wet tyres they leave sideways with all tyres screeching
- The valuation of my property being opposite to a noisy Car Wash

With such large amounts of Commercial & Industrial land available in Corowa I cannot understand why a Car Wash would need to be built next to a residential area.

I like living in my quiet backstreet of Corowa and would hate to see that destroyed by this development.

Regards

[Redacted signature]

The Federation Council
Corowa.

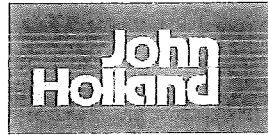
17/6348

PP010 2017.00000032 001

S McHugh

Dear Sirs, I cannot understand how you would even consider putting a car wash in the midst of housing. We have one & it is in a sensible area. Heaven help us if we want to sell at a later date. There is enough noise & damage going on now with some of the trouble makers in the place. I've had the experience as I've had to replace two windows broken by loots on the skate park. Please no car wash.

[REDACTED]



COUNTRY
REGIONAL
NETWORK

Country Regional Network

John Holland Rail Pty Ltd
ABN 61 009 252 653

PO Box 215
Parramatta NSW 2124

Level 1, 20 Smith Street
Parramatta NSW 2150

T. + 61 2 9685 5100
F. + 61 2 9685 5190

20 April 2017

The General Manager
Federation Council
PO Box 77
COROWA NSW 2646

FEDERATION COUNCIL	
TRIM NO:	
REC'D:	27 APR 2017
CONTAINER NO:	2017/32
ACTION:	Kate Lester

Attention: Stephen McHugh

Dear Sir

Re: DA 2017/32 Car Wash at 12 Bow St, Corowa

We refer to your letter dated 21 February 2017 regarding DA 2017/32 for a car wash at 12 Bow St Corowa.

The New South Wales Government's Transport for NSW is the land owner of the Country Regional Network (CRN) railway lines across NSW. As of 15 January 2012, John Holland Rail Pty Ltd (JHR) has been appointed to manage the CRN. As such JHR is responsible for reviewing developments, plans and policies adjoining the rail corridor to ensure any potential impacts of or on future rail operations are considered.

It is requested that Council consider State Environmental Planning Policy (SEPP) (Infrastructure) 2007 (the Infrastructure SEPP) and *Development Near Rail Corridors and Busy Roads – Interim Guideline (2008)* in its assessment of the application. A copy of the guidelines can be found at the following link:

http://www.planning.nsw.gov.au/planningsystem/pdf/guide_infra_devtrailroadcorridors_interim.pdf

Particularly it is requested that Council consider stormwater and fencing, as follows.

Stormwater

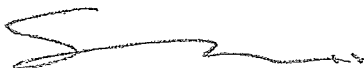
It is requested that Council ensure that no additional stormwater flows toward the rail corridor.

Fencing

The security of fencing along the rail corridor is essential to prevent unauthorised entry. JHR requests that Council impose a condition on any consent requiring a 1.8m chain wire fence or similar to prevent access to the rail corridor.

Should you have any further enquiries with regard to this matter please do not hesitate to contact Danny Sloane, JHR Property Agreements Manager, either via email at danny.sloane@jhg.com.au or telephone (02) 9685 5065 / 0421 617501.

Yours faithfully
JOHN HOLLAND RAIL PTY LTD



Danny Sloane
Agreements manager, Country Regional Network



**FEDERATION
COUNCIL**

**FEDERATION COUNCIL
AUSTRALIA DAY
AWARDS 2018
NOMINATION FORM**

*Who Makes a Difference in Your
Community?*



Australia Day

Federation Council Australia Day Awards 2018 NOMINATIONS

The Federation Council Australia Day Awards provide an opportunity to celebrate the achievement and contribution that individuals and community organisations make in the Federation Council area.

Residents are encouraged to consider who they believe makes a difference in the community, and nominate them to be recognised for their efforts and commitment. Award recipients will be announced at the official Australia Day Award Ceremony on Friday 26 January 2018.

To be eligible;

- All nominations must be made on this official Federation Council Australia Day Nomination Form. The name of the nominee, together with supporting details of the nominee's service to the community and one referee must be provided.
- All organisations and individuals within the council area can make nominations.
- Individuals cannot self-nominate.
- The nature of the awards places emphasis on voluntary involvement rather than recognising achievements within paid occupations.
- The Committee reserves the right to obtain more information about each person, event and project.
- The decisions of Council shall be final and no correspondence will be entered into on the subject of decisions made.

All nominees for the Citizen of the Year, Young Citizen of the Year, Local Achiever of the Year Award, Community Event of the Year, and Community Project of the Year categories are encouraged to attend the Australia Day ceremony.

Information about the Australia Day ceremony will be forwarded to the nominator and nominees prior to the event.

Nominations open Monday November 6 and close COB Friday 4 December

CATEGORIES OF NOMINATIONS

Nominations are being sought for the following award categories.

Federation Council Citizen of the Year

The Citizen of the Year Award is a very prestigious award presented annually, which is an acknowledgment Australia wide of the particular recipient's contribution to his or her respective communities.

Conditions

Nominees;

- Must have made a significant contribution to the wellbeing of the Federation Council community through their leadership and/or voluntary service. Contributions can be in the areas of social, environmental, business and/or arts and culture.
- May have served their local organisation or organisations outside the community, which benefit others apart from local residents.
- Could have served their community for a short period of time or the nomination may represent many years of contribution.
- Must be an Australian citizen residing within the Federation Council area to be eligible for nomination (except Councillors, Senior Staff and their immediate families).

Other;

- Acts of generosity, bravery and individual service may also be taken into account.
- There is one award given council wide for the Citizen of the Year.

Federation Council Young Citizen of the Year

Council is committed to encouraging the participation of youth in community activities and initiatives. The Young Citizen of the Year Award is an opportunity to celebrate the contribution young people make to the community.

Conditions

- To be eligible for this award, nominees must be less than 30 years of age on 31 December 2017.
- There is one award given council wide for the Young Citizen of the Year.
- All other conditions of nomination are the same as those for the award of Citizen of the Year.

Federation Council Local Achiever of the Year Award

The Local Achiever of the Year Award celebrates local heroes in each community who go above and beyond to make their community a great place to live.

Conditions

Nominees;

- Individuals or groups must have made a significant contribution at a local community level (within the town for which they are being nominated).
- May have provided an exceptional level of care, support or assistance either in the current year or over a number of years.
- Must be an Australian citizen residing within the Federation Council area to be eligible for nomination (except Councillors, Senior Staff and their immediate families).

Other;

- These nominations may also be considered in the overall Federation Council Citizen and / or Young Citizen of the Year award if the nominee chooses to do so.



**FEDERATION
COUNCIL**

Federation Council Local Achiever of the Year Award

One Local Achiever of the Year Award will be awarded from the following towns and villages (where nominations are submitted):

- Balldale,
- Boree Creek
- Buraja-Lowesdale
- Coreen
- Corowa
- Daysdale
- Howlong
- Morundah
- Mulwala
- Oaklands
- Rand
- Rennie
- Savernake and
- Urana



**FEDERATION
COUNCIL**

Federation Council Community Event of the Year

The Community Event of the Year Award recognises an event held in the past year that best reflects the importance of strong community values and ties.

Conditions

Nominations;

- The event must have been coordinated by local community based members in the Federation Council area.
- Event organisers or committee members can self-nominate.
- The event should demonstrate social, economic or environmental benefit to the community and deliver positive outcomes for residents.
- The event must have taken place in the Federation Council area between 1 January 2017 and 31 December 2017.

Other;

- There is one award given council wide for the Community Event of the Year.



**FEDERATION
COUNCIL**

Federation Council Community Project of the Year

The Community Project of the Year Award recognises an individual or group who have staged the most outstanding community project during the year.

Conditions

- The project must have been coordinated by local community based members in the Federation Council area.
- Project or committee members can self-nominate.
- The project must have been completed in 2017.
- The project must demonstrate social, economic or environmental benefit to the community and deliver positive outcomes for residents.
- The project must have been delivered within the Federation Council area, or it must be demonstrated how the project directly benefited Federation Council residents.

Other;

- One award will be given community wide for the Community Project of the Year.



ASSESSMENT CRITERIA

Citizen of the Year, Young Citizen of the Year and Local Achiever Awards

The following criteria will be used in the assessment of nominations for the Citizen of the Year, Young Citizen of the Year and Local Achiever Awards:

- Significant contribution to the Federation Council community and / or outstanding achievements considered appropriate by Council.
- An inspirational role model for the Federation Council community.
- The scope of impact the individual's contribution has on the local government area.

Consideration will be given to the following in assessing and comparing nominations against the above criteria:

- Demonstrated excellence in a field that has assisted the community.
- Contribution in the relevant field (how has the nominee 'put back' into their field to benefit others).
- Demonstrated leadership, innovation and creativity.
- Personal interests and community involvement.
- Contribution to the development of a regional community and/or economy.
- Voluntary work beyond paid employment.
- Nature and length of activity or service.
- Degree of difficulty of the achievement and sacrifices made.
- Previous awards and recognition.
- Personal, academic and professional achievements.
- Achievements as an individual or as part of a group or organisation.



**FEDERATION
COUNCIL**

Community Project of the Year and Community Event of the Year Awards

The following criteria will be used in the assessment of nominations for the Community Project of the Year and Community Event of the Year Awards:

- The quality of the event or project
- The event's or project's contribution and impact the event or project has had on the local government area
- The level of social, economic or environmental benefit the event or project provided the community.

Referee

Nominators must specify one referee who is available to be contacted for further information regarding the nomination or attach a letter of support from at least one referee who is able to make direct comment on the contribution/service of the person or event/project nominated.



**FEDERATION
COUNCIL**

Federation Council Australia Day Awards 2018

NOMINATION FORM

Please complete the selection criteria for the award category. If required, you may provide any further details in a separate document as to why this individual or organisation should be nominated for a Federation Council Australia Day Award.

You may also include support documentations such as:

- Enclosed copies of any newspaper or magazine articles about the nominee's achievements.
- List awards and / or community benefits resulting from achievements.

NOMINATOR

(Your details in case we need to ask you some more questions)

Name :	
Organisation:	
Phone:	
Email:	
Postal Address:	

NOMINEE

(Details for the person, event or project you are nominating)

Nominee Name:	
Event / Project Contact Person:	
Phone:	
Email:	
Postal Address:	



REFEREE

Please provide details of one someone who is available to be contacted for further information regarding the nomination or attach a letter of support from at least one referee who is able to make direct comment on the contribution/service of the person or event / project nominated

Name:	
Phone:	
Email:	
Letter of Support:	<input type="checkbox"/> Attached

CITIZEN OF THE YEAR, YOUNG CITIZEN OF THE YEAR AND LOCAL ACHIEVER AWARD CATEGORY

More than one category can be entered into, e.g. please tick both the Citizen of the Year and the Local Achiever Award if you wish to nominate the candidate for both.

<input type="checkbox"/> Federation Council Citizen of the Year (For community leadership)	<input type="checkbox"/> Federation Council Young Citizen of the Year (For community leadership under 30 years old)
<input type="checkbox"/> Federation Council Local Achiever Award (For significant contribution at a local community level)	

Nominations for Community Project of the Year and Community Event of the Year please complete section on page 14.



**FEDERATION
COUNCIL**

What level of social, economic or environmental benefit has the event or project provided the community?

Please include any further information to support your nomination

Additional Attachments

Yes

No



**FEDERATION
COUNCIL**

If an individual is submitting a nomination please indicate if you wish to have your name acknowledged as the nominator?

Yes, please

No, thanks

Declaration

I acknowledge that the information contained in this nomination is accurate

Name:

Signed:

Date:

Thank you for your interest in the Federation Council Australia Day Awards 2018.

PLEASE SEND COMPLETED FORMS TO:

Post:

Federation Council
Att: General Manager
Australia Day Awards 2018 Nomination
PO Box 77
Corowa NSW 2646

In person:

At any Federation Council office

Email to:

council@federationcouncil.nsw.gov.au
Subject Line: Australia Day Awards 2018 Nomination

For assistance in completing this form or if you wish to discuss your nomination, please contact the Community Development Team at Federation Council on 02 6033 8974.

PRIVACY

Federation Council acknowledges and respects the privacy of individuals.

All information on the nomination form will be managed and stored according to the Privacy and Data Act 2014.

Personal information about the nominations collected by Council for Australia Day Awards will be published in local circulating newspapers and magazines, on council's website and social pages and announcements made at public events.

Participants in the Australia Day Ceremony may have their image recorded for use in various forms of media, reports and/or presentations, for which there will be no form of compensation.

In submitting this form you give your consent to the collection and use of this information as described.



AUSTRALIA DAY
FEDERATION COUNCIL

COROWA & MULWALA TOURISM DEVELOPMENT PROPOSALS

STRATEGIC & ECONOMIC ASSESSMENT

APRIL 2017

FEDERATION COUNCIL

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FILENAME: Corowa & Mulwala Strategic & Economic Assessment_FINALV1

VERSION: 1

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EXECUTIVE SUMMARY

PROJECT BACKGROUND

Federation Council engaged Urban Enterprise to undertake a strategic and economic assessment for the following tourism development proposals:

- Corowa riverfront redevelopment;
- Mulwala foreshore redevelopment; and
- Corowa to Mulwala Cycleway.

The purpose of this assessment is to respond to strategic and economic criteria identified in the NSW Restart, Regional Growth Environment and Tourism Fund (RGEFTF), which aims to increase tourist visitation by investing in regional environment and tourism infrastructure, particularly focusing on assets that will grow and further diversify NSW regional economies.

TOURISM DEVELOPMENT PROPOSALS

The suite of tourism development projects proposed for Corowa and Mulwala are discussed below.

Corowa Riverfront Precinct

The Corowa riverfront redevelopment project will revitalise Corowa's riverfront and improve local and visitor access to the River creating a destination to encourage outdoor activities such as general sightseeing, bushwalking, fishing, bird watching, picnics/BBQ's and recreational boating.

Key components of the redevelopment project include:

- Bangerang Park Adventure Playground;
- Café in Rowers Park;
- Corowa Boardwalk and Riverside Walking Track;
- River Revegetation;
- Interpretive Signage; and
- Rehabilitation to Rowers Park Wall.

The suite of projects will contribute to a revitalised riverfront, encouraging a greater connection to the River through improved access, amenity and infrastructure.

Mulwala Foreshore Redevelopment

The Mulwala foreshore redevelopment is identified as a priority project for Mulwala and is supported through the preparation of a Master Plan.

The Master Plan identifies the need for Mulwala to better utilise areas of public open space at the interface of Lake Mulwala for tourism and recreation purposes. Specifically, the Master Plan identifies recommended actions to redevelop and reposition six public open space areas along Mulwala's foreshore:

1. Miss Ross Hill-Endeavour Park;
2. Digger Loughnan Park;
3. Apex Park;
4. Purtle Park;
5. Owen Bridges Reserve; and
6. North Street Park Reserve.

Corowa Mulwala Cycleway

The Corowa Mulwala Cycleway forms part of the Murray River Adventure Trail and includes the construction of a 42.9 km trail connecting Corowa and Mulwala enabling a bicycle connection between the two destinations incorporating interpretive signage along the trail.

The proposed Corowa Mulwala Cycleway would encourage an increase in cycling participation for locals and visitors, as well as promote the dispersal of visitors between the two destination and cross-destination expenditure.

STRATEGIC ASSESSMENT

Strategic justification for the tourism development proposals is assessed in regard to the following:

- Alignment with key local, regional and state strategic policy;
- Increasing visitation to Corowa and Mulwala;
- The advancement of Federation Council and the Murray region; and
- Increased employment and business outcomes in the region's visitor economy.

Alignment with Strategy and Policy

The riverfront, foreshore and Cycleway proposals for Corowa and Mulwala align with relevant state and local strategic policy and objectives for tourism development.

The redevelopment of the Corowa riverfront and Mulwala foreshore will create new tourist attractions through upgraded recreational areas, whilst also improving visitor access and interface with the Murray River and Lake Mulwala, which satisfies the Murray DMP's strategic development opportunity to improve visitor access and experience of the River.

Increase in Visitation

The Corowa riverfront and Mulwala foreshore redevelopment proposals will encourage an increase in outdoor and water-based activities such as bushwalking, picnic/BBQ, swimming, fishing, bird watching and recreational boating.

The proposed Corowa to Mulwala Cycleway project, which forms part of the Murray River Adventure Trail, will connect Corowa and Mulwala via a bicycle trail and will significantly improve the connectivity between the two townships. The construction of the Cycleway will encourage the dispersal of visitors and cross-destination expenditure. This project satisfies the Murray DMP's strategic opportunity to invest in tracks and trails and develop touring routes between Murray destinations.

It is estimated that the suite of tourism development proposals for Corowa and Mulwala will attract approximately 26,000 additional visitors per annum as a result of the redeveloped Corowa Riverfront, Mulwala Foreshore and the construction of the Corowa Mulwala Cycleway.

Based on comparable case studies of Murray riverfront redevelopments (e.g. Mildura and Swan Hill), Corowa and Mulwala can expect to experience an increase in domestic visitation in the order of 22,000 visitors as a result of the tourism development proposals.

Furthermore, The Murray River Adventure Trail estimates that Stage 3 of the trail, which includes the Corowa Mulwala connection will attract 115,000 users per annum, of which, 38,000 are visitors. The Corowa Mulwala Cycleway is expected to attract approximately 4,000 of these visitors.

Increase in Visitor Expenditure

The tourism development proposals are expected to generate a total of \$9.6 million in visitor expenditure as a result of the suite of tourism development proposals in Corowa and Mulwala. This figure includes:

- \$8.6 million of expenditure generated from new visitation; and
- \$1 million of expenditure generated from existing visitation.

Advancement of Federation Council and the Murray Region

- Strengthening the Murray brand;
- Improving Federation Council's access to the river;
- Social, health and wellbeing benefits;
- Meeting target market visitor expectations; and
- Increasing yield from existing visitors.

ECONOMIC ASSESSMENT

The proposed tourism development projects are expected to generate local employment opportunities and promote economic growth in the region.

Construction Impact

During the construction phase, the suite of projects are expected to generate a total economic output of \$12.4 million, supporting 29 (FTE) jobs. This includes \$6m in direct output and 14 direct jobs.

Ongoing Impact

During the operational phase, it is estimated that the suite of projects will generate \$10.7 million in economic output to the regional economy, supporting 29 jobs (FTE) per annum.

1. BACKGROUND

1.1. INTRODUCTION

Federation Council engaged Urban Enterprise to undertake a strategic and economic assessment for the following tourism development proposals:

- Corowa riverfront redevelopment;
- Mulwala foreshore redevelopment; and
- Corowa to Mulwala Cycleway.

The purpose of this assessment is to respond to strategic and economic criteria identified in the NSW Restart, Regional Growth Environment and Tourism Fund (RGEETF), which aims to increase tourist visitation by investing in regional environment and tourism infrastructure, particularly focusing on assets that will grow and further diversify NSW regional economies.

1.2. TOURISM DEVELOPMENT PROPOSALS

The tourism development proposals include the redevelopment of Corowa's riverfront and Mulwala's foreshore for tourism and recreation purposes and the construction of the Corowa Mulwala Cycleway which provides a bicycle trail connection between the two destinations.

The following section provides an overview of the projects including a description of works and estimated project costs.

COROWA RIVERFRONT DEVELOPMENT

The Corowa riverfront redevelopment is identified as a priority tourism project for Corowa and is supported through the preparation of a Corowa Riverfront Master Plan.

The redevelopment of Corowa's riverfront precinct is also supported in the Community Strategic Plan, Corowa Shire Delivery Program, Corowa Urban Design Framework and the Murray Region Destination Management Plan.

The key objectives of the project are to:

- Provide a passive space for residents and visitors;
- Improve connectivity;
- Improve liveability through well planned recreational areas;
- Encourage the dispersal of visitors within the township;
- Provide a food and beverage establishment that capitalises on the riverfront setting;
- Improve the connection and access to the Murray River and capitalise on the regions natural assets; and
- Significantly bolster the profile of the town through civic pride.

The key components of the Corowa riverfront redevelopment project include:

- Bangerang Park Adventure Playground;
- Café at Rowers Park;
- Corowa Boardwalk;
- Riverside Walking Track;
- River Revegetation;
- Interpretive Signage; and
- Rehabilitation to Rowers Park Wall.

The suite of projects will contribute to a revitalised riverfront, encouraging a greater connection to the River through improved access, amenity and infrastructure.

Based on information provided by Federation Council, the project cost is estimated at \$1.4 million.

MULWALA FORESHORE DEVELOPMENT

The Mulwala foreshore redevelopment is identified as a priority project for Mulwala and is supported through the preparation of a Master Plan.

The Master Plan identifies the need for Mulwala to better utilise areas of public open space at the interface of Lake Mulwala for tourism and recreation purposes. Specifically, the Master Plan identifies recommended actions to redevelop and reposition six public open space areas along Mulwala's foreshore:

1. Miss Ross Hill-Endeavour Park

- Existing park furniture to be standardised in accordance with style guide and repaired where necessary
- Existing carpark to be constructed and sealed to ensure improved efficiency
- Existing monument to be replaced with improved interpretive signage in accordance with style guide
- Larger boat mooring structure
- New lake edge treatment and boardwalk
- New formalised pathways connecting activity nodes
- New lookout to be constructed on elevated portion of park

2. Digger Loughnan Park

- Existing signage to become "style guide" for Mulwala foreshore recreational areas
- Existing landscaping to be retained and similar theme undertaken along foreshore
- New lake edge treatment
- Construction of fishing jetty

3. Apex Park

- Upgraded boat ramp - location and nature to be determined
- Boat holding structure
- Trailer parking for boat ramp
- Existing tree to be removed and additional formalised vehicle parking provided
- BBQ facilities to be upgraded
- Existing amenities to be retained (minor maintenance required)
- Open recreation area
- Upgrade of lakeside swimming pool
- Prospective site for future land reclamation
- Develop car park and improve boating facilities
- Upgrade to lake edge treatment

4. Purtle Park

- Community recreation "event arena"/outdoor gym
- Consolidated playground facilities
- All abilities adventure playground (includes all abilities amenities block)
- Water exploration and splash pad
- Constructed pathways to connect nodal points and beyond to provide recreational walking opportunities
- New amenities facility (incorporating existing dump point)
- New lake edge treatment and boardwalk
- Purtle Park rehabilitation and car park
- Boat mooring structures

- Existing gravel carpark and boat ramp to be removed and transformed into landscaped park area for adventure playground
 - Long vehicle/caravan parking
5. **Owen Bridges Reserve**
- Boat ramp
 - Renewal of park furniture and landscaping BBQ facilities
 - Sewer dumping point
6. **North Street Park Reserve**

Based on information provided by Federation Council, the project cost is estimated at \$2.3 million.

COROWA MULWALA CYCLEWAY

The Corowa Mulwala Cycleway forms part of the Murray River Adventure Trail and includes the construction of a 42.9 km trail connecting Corowa and Mulwala enabling a bicycle connection between the two destinations incorporating interpretive signage along the trail.

The broader project; the Murray River Adventure Trail, consists of the construction of a 1,000-km trail along the Murray River, connecting key destinations from Lake Hume to Wentworth.

A feasibility study for the Murray River Adventure Trail was commissioned by Murray Regional Tourism to understand the estimated costs and benefits. The estimated cost of the project is \$23.4 million. The benefits associated with the Trail were estimated at \$34 million, providing a benefit to cost ratio of 2.3.

The proposed Corowa Mulwala Cycleway would encourage an increase in cycling participation for locals and visitors, as well as promote the dispersal of visitors and cross-destination expenditure.

The Business Case for the Murray River Adventure Trail identifies the following benefits of the proposal:

- Strengthening nature based tourism;
- Growing yield from existing visitors;
- Strengthening the Murray brand;
- Health and wellbeing benefits;
- Drive investment in accommodation;
- Meeting target market expectations;
- Grow visitor dispersal through the region;
- Leverages from existing and proposed investments;
- Provides new business opportunities;
- Grows jobs in the Murray Region.

Based on information provided by Federation Council, the project cost is estimated at \$2.3 million.

2. STRATEGIC ASSESSMENT

2.1. INTRODUCTION

This section provides strategic justification for the tourism development proposals in regard to the following:

- Alignment with key local, regional and state strategic policy;
- Increasing visitation to Corowa and Mulwala;
- The advancement of Federation Council and the Murray region; and
- Increased employment and business outcomes in the region's visitor economy.

2.2. ALIGNMENT OF STRATEGIC OBJECTIVES AND POLICY

This section identifies that the development proposals align with key objectives for tourism development and visitor growth in NSW regional destinations.

An overview of state and local strategies will provide context for the development proposals identified for Corowa and Mulwala.

The following documents are relevant to the tourism development proposals:

- NSW Visitor Economy Industry Action Plan;
- Federation Council Delivery Program and Operational Plan;
- Corowa Economic Development Strategy;
- Corowa Urban Design Framework; and
- Murray Region Destination Management Plan.

2.2.1. STATE STRATEGY

NSW VISITOR ECONOMY INDUSTRY ACTION PLAN

The NSW Visitor Economy Action Plan is a Government plan that aims to double overnight visitation expenditure in NSW by 2020.

The Plan outlines seven strategic imperatives that will help to achieve this goal.

Strategies and actions that are relevant to the Corowa and Mulwala tourism development proposals include the following:

Strategic Imperative 1: Increase Visitation

Strategic Imperative 3: Renew and Revitalise NSW Destinations

- Implement destination management planning system in NSW.

Strategic Imperative 4: Improve the Visitor Experience

- Improve Government and Industry collaboration for management/development of nature and heritage experiences; and
- Develop new products and experiences.

Strategic Imperative 5: Increase Visitor Spend

- Assess and act on emerging high-yield market opportunities.

Strategic Imperative 6: Make NSW More Competitive

2.2.2. LOCAL STRATEGY

FEDERATION COUNCIL DELIVERY PROGRAM AND OPERATIONAL PLAN 2016

The Delivery Program and Operational Plan (2016) provides recommendations and priorities for Federation Council for the four year delivery program 2016 to 2020, incorporating the Operational Plan 2016-2017.

The priority areas for the delivery program relevant to the tourism development proposals in Corowa and Mulwala are discussed below.

Priority Area 1: Community and Culture identifies the outcome of 'A Shire of Excellence for Sport and Recreation, which identifies the delivery of 'Well Planned Recreation Facilities'.

Key strategies relevant to this outcome include:

- Ensure a place making approach is taken for all open space and water foreshore developments within the Shire. This includes the implementation of the Corowa Riverfront Master plan and the Mulwala Foreshore Master plan.
- Promote footpath and cycle way network.

Priority Area 4: A Prosperous Local Economy identifies the outcome of 'A Thriving Tourism Sector', which identifies a key long term goal of 'Creating a Positive Visitor Experience'.

Relevant strategies include:

- Provide value-add and revenue raising opportunities to support tourism development in the Shire.

COROWA ECONOMIC DEVELOPMENT STRATEGY (EDS) 2012-2017

The Corowa EDS prioritises the following key objectives for economic development:

1. A strong and resilient economic community;
2. Marketing activities that attract and retain business, residents and visitors;
3. A competitive advantage; and
4. Infrastructure and economic resources that improve business productivity.

The key tourism objectives identified in the Strategy:

'The Shire's tourism offer is well positioned through the development of the tourism related product and service offer.'

Relevant actions include the following:

- Work with Murray Regional Tourism, RDA Murray, Tourism NSW and local tourism associations and operators to advance tourism related development and investment.
- Work with tourism operators to encourage innovative and sustainable offering and practices to encourage growth in visitation.
- Encourage tourism activity that sustains and enhances the Shire's environmental and social character.

COROWA URBAN DESIGN FRAMEWORK (UDF)

The Corowa Urban Design Framework (UDF) aims to identify a unifying vision for the town centre and a range of innovative initiatives that will complement the work previously undertaken for the Shire.

The UDF provides ten 'big ideas' for the revitalisation of the town centre. Idea number six is to 'make the town centre exciting and legible for visitors'

Specific short term (1 to 5 years) actions include:

- Promote the waterfront as a picnic area.
- Review the provision of and signage to public toilets.

MURRAY REGION DESTINATION MANAGEMENT PLAN (DMP)

The objective of the Murray Region Destination Management Plan is to improve the quality and range of the Murray Region's tourism product offer with a view to driving increases in visitation, length of stay and the visitor experience. The Plan is based on developing an understanding of the region's tourism markets, triggers for visitation, tourism product gaps; and identifying projects that will have a significant impact on the tourism industry in the Murray Region.

The most relevant tourism opportunities for the Murray Region relevant to Corowa and Mulwala is **the Murray River**, more specifically **improving visitor access to and experience of the Murray River itself**.

Specific projects identified as Destination Development initiatives that have the potential to be implemented in Federation Council include:

- Improvement of river access infrastructure;
- Development of touring routes that link the Murray's destinations;
- Infrastructure investment in camping and visitor facilities;
- Investment in tracks and trails;
- Infrastructure to support bird watching;
- Investment in indigenous sites and interpretation;
- Development of riverfront dining and accommodation; and
- Standardised tourist and directional signage.

The Murray DMP also identifies targeted strategies for destination development. The destinations of Corowa and Mulwala are within Federation Council, which sits within the mid-eastern Murray region. This region incorporates the Local Government Areas of Federation, Moira and Berrigan.

Strategic development opportunities relevant to the Corowa and Mulwala development proposals include:

- Improve river access through upgrades to boating facilities, fishing platforms, canoe landings, tracks and trails.
- Designated safe swimming areas.
- Develop touring routes commencing multiple riverside destinations.

KEY FINDINGS

The tourism development proposals for Corowa and Mulwala align with relevant state and local strategic policy and objectives.

It is expected that the redevelopment of the Corowa riverfront and Mulwala foreshore will create new attractions through upgraded recreational areas, whilst also improving visitor access and interface with the Murray River and Lake Mulwala, which satisfies the Murray DMP's strategic development opportunity to improve visitor access and experience of the River.

The Corowa riverfront and Mulwala foreshore development proposals will encourage an increase in outdoor and water-based activities such as bushwalking, picnic/BBQ, swimming, fishing, bird watching and recreational boating.

The proposed Corowa to Mulwala Cycleway project, which forms part of the Murray River Adventure Trail will connect Corowa and Mulwala via a bicycle trail and will significantly improve the connectivity between the two townships. The construction of the Cycleway will encourage the dispersal of visitors and cross-destination expenditure. This project satisfies the Murray DMP's strategic opportunity to invest in tracks and trails and develop touring routes between Murray destinations.

Whilst the development proposals will significantly bolster the region's tourism product and appeal as a destination, they will also instil civic pride within the local community, providing residents with improved areas of public open space in close proximity to the Murray River and Lake Mulwala.

2.3. INCREASE IN VISITATION

It is expected that the development proposals for Corowa and Mulwala will result in significant visitation impacts in the form of an increase in domestic overnight and day trip visitation.

This section quantifies the expected increase in visitation to Corowa and Mulwala as a result of the proposed tourism development projects.

2.3.1. RIVERFRONT REDEVELOPMENT

Mildura and Swan Hill provide examples of Murray destinations that have experienced an increase in visitation as a direct result of the redevelopment of their riverfront. These case studies provide a benchmark for the likely visitation impacts in Corowa and Mulwala.

CASE STUDIES

Mildura Riverfront Precinct Redevelopment

The Mildura riverfront precinct redevelopment project aims to redevelop the parkland area extending 1.2 km along Mildura's riverfront. The redevelopment included:

- Redevelopment of the Mildura Rowing Club
- Promenade and shared pathways connecting key sites within the precinct
- New and improved shaded areas for recreation activities with BBQs and seating
- Way finding signage, art, lighting and landscaping that represents and celebrates our unique community, heritage and natural environment
- Upgraded lighting, public amenities, landscaping and improved access to power and water across the precinct

The project was staged across a four year period. Since the project's completion, Mildura has experienced an increase in visitation.

Table 1 summarises the total domestic visitation to Mildura from 2015 to 2016. Findings show that visitation to Mildura increased from 2015 to 2016, correlating with the timing of the completed riverfront precinct.

Between 2015 and 2016, domestic visitation to Mildura increased from 507,000 to 687,000. This represents a 35% increase in visitation. Whilst it is difficult to say with certainty that the redeveloped riverfront precinct is responsible for the significant increase in visitation, it can be argued that the improved access and amenity of the riverfront has created a more appealing destination for visitors.

TABLE 1 DOMESTIC OVERNIGHT VISITATION TO MILDURA - 2015 TO 2016

YEAR	TOTAL DOMESTIC VISITORS	ANNUAL CHANGE (%)
2015	507,421	
2016	686,887	35.4%
Difference	179,466	

Source: Domestic overnight Trips, Mildura region, National Visitor Survey, Tourism Research Australia 2010 – 2016

Swan Hill Riverfront Redevelopment Stage 1

The Swan Hill riverfront redevelopment is a long term project that aims to improve the town's relationship with the River through improved access and an increase in public amenity and infrastructure.

Similar to the Mildura riverfront redevelopment, the Swan Hill project is staged.

Stage one of the project incorporated the following:

- Cleaning of the Riverside Park's pond;
- installation of new lights on water fountains; and
- Realignment of the path from Riverside Park to under the Swan Hill Bridge.

Additional projects include the installation of six outdoor fitness stations, drinking fountains, bike racks, designer recycle bins and car park developments which have facilitated a destination that encourages activity and interaction across the community.

Table 2 provides a summary of domestic visitation to Swan Hill from 2015 to 2016. The findings show that there was an increase in visitation between 2015 and 2016, correlating with the timing of the completed riverfront precinct.

From 2015 to 2016, domestic visitation to Swan Hill increased from 316,000 to 338,000, reflecting a 7% increase.

TABLE 2 DOMESTIC OVERNIGHT VISITATION TO SWAN HILL – 2015 TO 2016

YEAR	TOTAL DOMESTIC VISITORS	ANNUAL CHANGE (%)
2015	315,582	
2016	338,447	7%
Difference	22,865	

Source: Domestic overnight Trips, Swan Hill, National Visitor Survey, Tourism Research Australia 2010 – 2016

Corowa Riverfront and Mulwala Foreshore Development

The two examples of redeveloped riverfronts (Mildura and Swan Hill) serve as comparable case studies, which can be applied to the proposed redevelopment of the Corowa riverfront and the Mulwala foreshore.

Whilst the size and scale of redevelopment projects vary significantly between Mildura, Swan Hill, Corowa and Mulwala, it is expected that the Corowa riverfront and Mulwala foreshore redevelopments will result in an increase in domestic visitation to the respective destinations based on improved public open space areas adjoining the Murray River and Lake Mulwala.

The visitation impact of the riverfront redevelopments in Mildura and Swan Hill are difficult to quantify, however, evidence suggests that a proportion of the increase in domestic visitation can be attributed to the riverfront redevelopment projects.

In order to quantify the expected visitation increase to Corowa and Mulwala, a similar methodology is adopted. Based on the case study assessments, it is assumed that the redevelopment proposals for the Corowa riverfront and the Mulwala foreshore will result in a 10% increase in annual domestic visitation the year after the project's completion. This increase is based on a proportion of the average increase experienced in Mildura and Swan Hill.

Between 2010 to 2016, Corowa and Mulwala attracted an average of 224,000 domestic visitors to the region. Based on a 10% increase, this is expected to increase to approximately 246,000 annual visitors upon completion of the projects. This equates to an additional 22,000 visitors per annum.

Table 3 summarises the expected increase in visitation to Corowa and Mulwala.

TABLE 3 INCREASE IN DOMESTIC VISITATION TO COROWA AND MULWALA

	TOTAL DOMESTIC VISITORS
AVE P.A 2010 - 2016	223,767
+ 10% increase	22,377
TOTAL	246,143

Source: Domestic overnight Trips, Swan Hill, National Visitor Survey, Tourism Research Australia 2010 – 2016, derived by Urban Enterprise 2017

2.3.2. COROWA TO MULWALA CYCLEWAY

The Corowa to Mulwala Cycleway will form a part of the Murray River Adventure Trail, which is a multi-sport adventure trail which extends the length of the Murray River within the Murray Tourism Region, utilising land and water to incorporate walking, cycling, kayaking/canoeing and other forms of water transport.

The Adventure Trail is categorised into three stages. The Corowa to Mulwala connection will be part of Stage 3 of the project. Stage 3 includes the following trails:

- Colignan to Mildura;
- **Corowa/Wahgunyah to Mulwala/Yarrawonga;**
- Mulwala/Yarrawonga to Cobram/Barooga;
- Murrabit to Swan Hill;
- Tooleybuc to Boundary Bend;
- Euston/Robinvale to Colignan;
- Boundary Bend to Euston/Robinvale; and
- Koondrook/Barham to Murrabit.

The Business Case estimates that Stage 3 will attract a total of 115,778 users per annum. This includes a mix of local users (67%) and visitors (33%).

Furthermore, the Feasibility Study identified that the Trail will attract over 100,000 new visitors to the region. Of this visitation, approximately 21,691 visitors are expected to visit the mid-eastern Murray region.

Based on the length of trail between each destination, it is estimated that Corowa and Mulwala will attract approximately 4,000 visitors to utilise the Cycleway.

KEY FINDINGS

It is estimated that the suite of tourism development proposals for Corowa and Mulwala will attract approximately 26,000 additional visitors per annum as a result of the redeveloped Corowa Riverfront, Mulwala Foreshore and the construction of the Corowa Mulwala Cycleway.

Based on the examples of Mildura and Swan Hill riverfront redevelopments, Corowa and Mulwala can expect to attract an increase in domestic visitation in the order of 22,000 visitors as a result of the riverfront and foreshore redevelopments.

Furthermore, The Murray River Adventure Trail estimates that Stage 3 of the trail, which includes the Corowa Mulwala connection will attract 115,000 users in which 38,000 are visitors. The Corowa Mulwala Cycleway is expected to attract approximately 4,000 of these visitors.

2.4. INCREASE IN VISITOR EXPENDITURE

The riverfront and foreshore redevelopments and the Corowa Mulwala are expected to attract new visitors to the region, whilst also keeping existing visitors in the region for longer through the development of new tourism product and attractions that will allow visitors to engage in new activities.

This section assesses the likely visitor expenditure impacts that will result from the tourism development proposals in Corowa and Mulwala.

NEW VISITORS

The suite of tourism development projects proposed for Corowa and Mulwala is estimated to attract 26,000 visitors to the region, that would not have otherwise visited the region. The attraction of new visitors will result in an increase in visitor expenditure in the region.

Corowa Riverfront Precinct and Mulwala Foreshore Precinct

The riverfront and foreshore redevelopments will create tourist destinations in Corowa and Mulwala, whereby visitors can engage in activities such as eating out, general sightseeing, bushwalking, cycling, swimming, fishing, bird watching, recreational boating and utilising play spaces.

These areas will be significantly bolstered through public infrastructure such as walking/cycling trails, revegetation, the provision of boardwalks, picnic/BBQ facilities and interpretive signage, as well as the provision of a café in Corowa. It is expected that the creation of riverside and foreshore precincts will increase the average length of stay for domestic visitors.

In 2016, the average length of stay in the Federation Council area was 3.1 days¹ with an average spend of \$373 per overnight trip². It is estimated that this will increase by 2 hours per overnight trip due to the redevelopment of riverfront and foreshore, offering visitors additional activities to undertaken in the region.

It is estimated that the redevelopment of the Corowa riverfront and the Mulwala foreshore will generate an additional \$8.6 million from new visitors attracted to the region.

Table 4 provides a summary of findings.

TABLE 4 VISITOR EXPENDITURE IMPACT RESULTING FROM NEW VISITATION - RIVERSIDE/FORESHORE DEVELOPMENTS

IMPACT	
Domestic overnight trip expenditure pre-tourism developments	\$373 per trip
Domestic overnight trip expenditure post tourism developments	\$383 per trip
Impact of Riverfront/Foreshore per trip	\$10
Estimated additional visitors p.a.	\$22,377
Total visitor expenditure impact p.a.	\$8,568,134

Source: Urban Enterprise 2017

¹ Domestic overnight visitors/domestic overnight visitor nights, National Visitor Survey, Tourism Research Australia 2016, derived by Urban Enterprise 2017

² Average expenditure per domestic overnight trip, Murray region, Tourism Victoria 2016

Corowa to Mulwala Cycleway

The Murray Adventure Trail Business Case provides expenditure forecasts for each of the three stages of the Trail based on the expected number of users; both locals and visitors.

Stage 3 of the trail forecasts to generate \$4.4 million in expenditure from approximately 115,000 users.

The Corowa/Wahgunyah Mulwala/Yarrowonga Trail sits within Stage 3 of the trail. Based on visitor expenditure and the corresponding distances of each individual trail, the Corowa/Wahgunyah to Mulwala/Yarrowonga Cycleway is expected to generate \$455,000 in expenditure per annum.

Table 5 provides a summary of expenditure findings for the Cycleway.

TABLE 5 VISITOR EXPENDITURE IMPACT RESULTING FROM NEW VISITATION - CYCLEWAY

CATEGORISATION OF USERS	EXPENDITURE
International Visitors	\$14,811
Domestic Overnight Visitors	\$319,365
Domestic Day trip Visitors	\$45,351
End to end users	\$60,095
Local users	\$15,691
Total	\$455,313

Source: Murray River Adventure Trail Business Case 2016, derived by Urban Enterprise 2017

EXISTING VISITORS

As stated in the previous section, the average length of stay for domestic overnight visitors to the region is expected to increase by 2 hours, based on the redevelopment of the riverfront and foreshore in Corowa and Mulwala. The increase in length of stay from 3.1 days to 3.2 days will result in an increase in expenditure per visitor.

Applying this increase in expenditure to the existing number of domestic overnight visitors results in an additional \$1 million in visitor expenditure to the regional economy per annum.

Table 6 provides a summary of findings.

TABLE 6 VISITOR EXPENDITURE IMPACT RESULTING FROM EXISTING VISITATION – RIVERFRONT/FORESHORE DEVELOPMENT

IMPACT	
Existing domestic overnight trip (YE Dec 2016)	\$373 per trip
Domestic overnight trip expenditure post tourism development (increase in ALOS)	\$383 per trip
Impact of riverfront/foreshore redevelopment per trip	\$10
Existing domestic overnight trip visitors p.a.	104,052
Total visitor expenditure impact p.a.	\$1,030,026

Source: Urban Enterprise 2017

KEY FINDINGS

The tourism development proposals are expected to generate a total of \$9.6 million in visitor expenditure in Corowa and Mulwala. This figure includes:

- \$8.6 million of expenditure generated from new visitation; and
- \$1 million of expenditure generated from existing visitation.

It is important to note that the riverside and foreshore redevelopments will be suitable to accommodate a range of tourism events and other tourism uses in the future, but are excluded from this assessment. Therefore, the visitor expenditure estimates are deemed conservative.

2.5. ADVANCEMENT OF FEDERATION COUNCIL AND THE MURRAY REGION

This section provides an overview of the social, environmental and economic benefits that are expected to result from the development of the proposed tourism projects, and the advancement of the Council area and the Murray region.

STRENGTHENING THE MURRAY BRAND

The Murray River Adventure Trail and the redevelopment of riverfront and foreshore precincts are based around improving the experience of the River and capitalising on the region's competitive strengths.

Promotion of the adventure trail and improving access to the River will help position the Murray Region as a premier nature based tourism region in Australia, highlighting the region's drawcard natural asset.

IMPROVING FEDERATION COUNCIL'S ACCESS TO THE RIVER

It is becoming more apparent that destinations along the Murray region are investing in the redevelopment of public open space areas adjoining the River. Destinations such as Mildura, Swan Hill, Albury, Echuca and Koondrook have invested in redeveloping their riverfronts with the purpose of improving the connection to the river, creating a tourist destination that offers a multitude of uses, as well as a passive open space area for both locals and visitors to enjoy.

SOCIAL, HEALTH AND WELL BEING BENEFITS

The proposed Cycleway will provide new trails and infrastructure that will be used by visitors and the local community. This trail will assist in encouraging active lifestyles for Murray Region residents and will lead to health and wellbeing benefits through encouraging an increase in cycling participation.

The all abilities playground proposed for Purtle Park on the Mulwala foreshore will provide a range of social, health, educational, environmental and economic benefits to individuals and to communities. In terms of health and social benefits, it is expected the all abilities play space would provide the following:

- Opportunities for physical exercise;
- A communal location for social gatherings;
- Enhance the character of the neighbourhood;
- Increasing the communities sense of civic pride;
- A play space for all abilities and all ages;
- A new facility for community members of all ages and all abilities to play and interact; and
- A place that promotes social inclusion.

MEETING TARGET MARKET VISITOR EXPECTATIONS

The key target markets for the Murray Region were surveyed by Colmar Brunton in 2012 to identify their needs and expectations when visiting the Murray Region. The research showed that the activities that will drive additional visitation in the key markets are escaping to the natural world, touring routes and history and heritage products. All three of these will be integrated within the trail.

INCREASING YIELD FROM EXISTING VISITORS

The riverfront and foreshore redevelopments will contribute to revitalising the destinations of Corowa and Mulwala. This will enable visitors to engage in activities such as eating out, general sightseeing, bushwalking, cycling, swimming, fishing, bird watching, recreational boating and utilising play spaces.

These areas will be significantly bolstered through public infrastructure such as walking/cycling trails, revegetation, the provision of boardwalks, picnic/BBQ facilities and interpretive signage, as well as the provision of a café in Rowers Park, Corowa. It is expected that the creation of riverside and foreshore precincts will increase the average length of stay for existing domestic visitors, thus increasing yield from existing visitors in the region.

3. ECONOMIC ASSESSMENT

3.1. INTRODUCTION

This section assesses the proposed tourism development project's capacity to generate local employment opportunities and promote economic growth in the region.

The economic assessment will measure the short-term and ongoing impacts of the proposed development projects in terms of economic output generated to the regional economy and employment supported.

Impacts are assessed using multipliers generated through Urban Enterprise's input-output model. Appendix A provides definitions of key economic terms.

3.2. SHORT TERM CONSTRUCTION IMPACT

The suite of tourism development projects will result in significant short-term economic impacts through the construction period.

The total construction cost for the projects is estimated at \$5.4 million. This incorporates \$4.6 million for the riverfront and foreshore redevelopment and \$2.3 million for the Corowa Mulwala Cycleway.

During the construction phase, the projects are expected to generate a total economic output of \$12.4 million, supporting 29 (FTE) jobs. This includes \$6 million in direct output and 14 direct jobs.

TABLE 7 SHORT TERM IMPACT SUMMARY – TOURISM DEVELOPMENT PROPOSALS – COROWA & MULWALA

	DIRECT EFFECT	INDUSTRIAL EFFECT	CONSUMPTION EFFECT	TOTAL EFFECT
Output	\$5,998,700	\$4,858,947	\$1,559,662	\$12,417,309
Employment	14	11	4	29
Value Added	\$1,799,610	\$1,797,810	\$904,604	\$4,502,024

Source: Urban Enterprise 2017

3.3. ONGOING IMPACTS

This section assesses the ongoing impacts of the tourism development proposals in Corowa and Mulwala.

COROWA RIVERFRONT AND MULWALA FORESHORE REDEVELOPMENTS

As discussed in Section 2.4, the riverfront and foreshore developments in Corowa and Mulwala are expected to attract new visitors to the region, whilst also increase the length of stay for existing visitors.

The riverfront and foreshore development projects are expected to generate an additional \$9.6 million in visitor expenditure per annum.

Table 8 provides a summary of findings.

TABLE 8 VISITOR EXPENDITURE IMPACT – RIVERFRONT/FORESHORE DEVELOPMENTS

	IMPACT
New visitors	\$8,568,134
Increase in ALOS for existing visitors	\$1,030,026
TOTAL	\$9,598,161

Source: Urban Enterprise 2017

COROWA TO MULWALA CYCLEWAY

Health Benefits

The Corowa Mulwala Cycleway will provide the region with an additional recreational trail, in which locals and visitors can utilise for exercise or leisure purposes.

Access to recreation and leisure infrastructure improves physical health and wellbeing. Regular physical activity has been shown to increase health and reduce the risk of a wide range of diseases, including cardiovascular diseases, hypertension, diabetes and some types of cancers.³

It is expected that the Cycleway will increase the average amount of time spent exercising. The expected time spent on the trail for cyclists will result in recreation and leisure benefits in the form of health cost savings.

To quantify the health cost savings, the following assumptions have been adopted:

- One hour of exercise is assumed to result in a health cost saving of \$3.54.⁴
- The average value of leisure time per hour, which was used as a proxy for recreational/leisure benefit, is assumed to be \$13.88.⁵
- The health cost saving derived from one hour of exercise is considered to be linear over time (i.e. the saving per hour remains constant despite how many hours of exercise an individual undertakes).
- Approximately 7,700 locals and 4,050 visitors will utilise the trail on an annual basis.
- On average, the 42 km Cycleway will take 3 hours to complete (per user).

Based on certain assumptions, it is estimated that the Cycleway will result in a health cost saving of approximately \$614,055 per annum.

³ The Victorian Open Space Planning and Design Guide, Parks and Leisure Australia (2013)

⁴ Trubka, R, Newman, P and Bilsborough, D (2008). *Assessing the Costs of Alternative Development Paths in Australian Cities*. Fremantle: Curtin University Sustainability Policy Institute. Report commissioned by Parsons Brinckerhoff Australia. Indexed to 2016 values.

⁵ *National Guidelines for Transport System Management in Australia* (2006), Australian Transport Council. Indexed to 2016 values.

TABLE 9 HEALTH COST SAVINGS FOR USERS OF COROWA MULWALA CYCLEWAY

	NO. OF USERS	HEALTH COST SAVINGS
Local users	7,700	\$402,402
Visitors	4,050	\$211,653
TOTAL	11,750	\$614,055

Source: Cost Benefit Analysis, Murray River Adventure Trail Business Case 2016, derived by urban Enterprise 2017

Additional Visitor Expenditure

Identified in Section 2.4, the Cycleway is expected to attract new visitors to the region and generate new expenditure. Based on the distances of each individual trail within Stage 3 of the Murray Region Adventure Trail, the Corowa to Mulwala Cycleway is expected to generate \$455,000 in visitor expenditure per annum.

SUMMARY OF ONGOING IMPACTS

Table 10 provides a summary of expected ongoing impacts for the proposed tourism development proposals in Corowa and Mulwala.

It is estimated that the projects will generate \$10.7 million in economic output per annum to the regional economy, supporting 29 jobs (FTE) per annum.

TABLE 10 ONGOING IMPACT SUMMARY

TOURISM DEVELOPMENT PROPOSAL	VISITOR EXPENDITURE	HEALTH COST SAVINGS	TOTAL	EMPLOYMENT (JOBS)
Riverfront & Foreshore	\$9,598,161		\$9,598,161	27
Cycleway	\$455,313	\$614,055	\$1,069,368	2
TOTAL IMPACT			\$10,667,529	29

Source: Urban Enterprise 2017

KEY FINDINGS

During the construction phase, the suite of projects are expected to generate a total economic output of \$12.4 million, supporting 29 (FTE) jobs. This includes \$6m in direct output and 14 direct jobs.

During the operational phase, it is estimated that the suite of projects will generate \$10.7 million in economic output to the regional economy, supporting 29 jobs (FTE) per annum.

APPENDICES

APPENDIX A ECONOMIC TERMS AND DEFINITIONS

This study applies REMPLAN economic data for the defined region of Federation Council, incorporating data sourced from the ABS 2011 Census, 2012/2013 ABS National Input / Output Tables, and ABS Gross State Product (June 2014).

All costs, employment and other number assumptions outlined in the report are based on data that has been provided to REMPLAN by Urban Enterprise.

The potential economic impacts are demonstrated in terms of:

- Output / Revenue (\$M);
- Employment (Jobs); and
- Value-added (\$M).

Key measures are assessed in terms of:

Output data represents the gross revenue generated by businesses/organisations in each of the industry sectors in a defined region. Gross revenue is also referred to as total sales or total income.

Employment data represents the number of people employed by businesses / organisations in each of the industry sectors in a defined region. Employment data presented in this report is destination of work data. That is, no inference is made as to where people in a defined region reside. This employment represents total numbers of employees without any conversions to full-time equivalence. Retail jobs for instance represent typical employment profiles for that sector, i.e. some full time, some part time and some casual.

Value-Added data represents the marginal economic value that is added by each industry sector in a defined region. Value-Added can be calculated by subtracting local expenditure and expenditure on regional imports from the output generated by an industry sector, or alternatively, by adding the Wages & Salaries paid to local employees, the gross operating surplus and taxes on products and production. Value-Added by industry sector is the major element in the calculation of Gross Regional Product / Gross State Product / Gross Domestic Product.

Gross State Product (GSP) is the total value of final goods and services produced in the region over the period of one year. This includes exports.

Impacts used in this assessment include the following terms:

Direct effects – Direct output or value of development or construction activity.

Industrial effects - The increased output generated by servicing industry sectors in response to the direct change in output and demand.

Consumption effects - As output increases, so too does employment and wages and salaries paid to local employees. Part of this additional income to households is used for consumption in the local economy which leads to further increases in demand and output region.

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Use of Council Seal

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Record No: 16/16841

Adopted: Enter Adoption Date



Document Title	Use of Council Seal
Council Adopted	Adoption Date
Council Resolution No	Enter Resolution No
Version Number	2
Responsible Department	Director Corporate and Community
Date to be Reviewed	7 September 2020

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1. Purpose

The purpose of this policy is to provide an outline for the use and safe keeping of the Council Seal.

2. Background

A council must comply with any relevant acts of legislation in addition to the Local Government Act 1993. Section 50 of the Interpretation Act 1987 requires a statutory corporation to have a seal.

3. Scope

The General Manager is to arrange safekeeping of the Council Seal. The seal is to be kept under lock except when it is required for affixing to a document.

4. Applications

- 4.1 The council seal must be kept in a secure location by the general manager, other than when it is required for affixing to a document.
- 4.2 The council seal may be affixed to a document only in the presence of:
 - (a) the mayor and the general manager, or
 - (b) at least one councillor (other than the mayor) and the general manager, or
 - (c) the mayor and at least one other councillor, or
 - (d) at least 2 councillors other than the mayor.
- 4.3 The affixing of the council seal to a document has no effect unless the persons who were present when the seal was affixed (being persons referred to in paragraph 4.2) attest by their signatures that the seal was affixed in their presence.
- 4.4 The council seal must not be affixed to a document unless the document relates to the business of the council and the council has resolved (by resolution specifically referring to the document) that the seal be so affixed.
- 4.5 For the purposes of paragraph 4.4, a document in the nature of a reference or certificate of service for an employee of the council does not relate to the business of the council.

5. References & Associated Documents

5.1 Relevant Legislation

Section 22 of the Local Government Act 1993

Part 13, Division 1, s.400 Local Government (General) Regulation 2005

Section 50 of the Interpretation Act 1987

Crimes Act 1900

5.2 Relevant Council Policies

Federation Council Model Code of Conduct

Federation Council Code of Meeting Practice

6. Policy History

Version	Date	Changes / Amendments
1	7 June 2016	Policy developed for Federation Council (09/16FC)
2	10 October 2017	New template applied. Removal of reference to Administrator. Change review period to every 3 years.

7. Reviews

The policy will be reviewed every three years or sooner as required.

NOTE: This is a controlled document. If you are reading a printed copy please check that you have the latest version by checking it on Councils Electronic Document system. Printed or downloaded versions of this document are uncontrolled.

Attachment 8.3.1

Asset Management Policy

federationcouncil.nsw.gov.au

Record No: 17/7537

Adopted: Awaiting Adoption



Document Title	Asset Management Policy
Council Adopted	Awaiting Adoption
Council Resolution No	None
Version Number	1.0 (DRAFT)
Responsible Department	Infrastructure & Environment
Date to be Reviewed	August 2018

DRAFT

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1. Purpose

The purpose of this policy is to provide direction on how asset management will be undertaken by Council to support service delivery in line with community expectations. It will ensure a commitment by Council to sound asset management principles, in accordance with the needs of the community and relevant legislation.

This policy will establish the framework necessary to develop the Asset Management Strategy and associated Asset Management Business Plan, and will also assist in the preparation of Council's Community Strategic Plan.

2. Introduction

The objectives of this policy are outlined as follows:

- Establish the goals and objectives of asset management.
- Integrate asset management with Council's overall objectives and strategic direction.
- Maximise value for money by adoption of a lifecycle costing, combined with performance measurement.
- Assign accountability and responsibility for service delivery and guide staff in the implementation of the goals and objectives outlined.
- Promote financial, social and environmental sustainability.
- Comply with all relevant legislation and regulations.

3. Vision

To provide and maintain assets that are accessible, safe, sustainable and responsive to the needs of the community whilst supporting excellence in Council operation and delivering value for money for the community.

4. Scope

This policy applies to all assets of a physical nature, owned or controlled by Council throughout the Council area.

This Policy is applicable to all Council owned assets and all Council-managed assets that:

- are used by the community;
- support the delivery of services provided for the benefit of the community; or
- are held by Council for future use

This Policy applies to all Councillors and Council officers involved in the creation, operation maintenance, upgrade, renewal and rationalisation of Council assets. The Policy applies to all contracts applicable in these areas.

5. Definitions

The following definitions are provided based on the International Infrastructure Management Manual.

Asset

A physical component of a facility which has value, enables services to be provided, and has an economic life of greater than 12 months. Dynamic assets have some moving parts, while passive assets have none.

Depreciated Replacement Cost (DRC)

The replacement cost of an existing asset less an allowance for wear and tear or consumption having regard for the remaining economic life of the existing asset.

Fair Value

The amount for which an asset could be exchanged or a liability settled, between knowledgeable, willing parties in an arm's length transaction.

Infrastructure Assets

Stationary systems forming a network and serving whole communities, where the system as a whole is intended to be maintained indefinitely at a particular level of service potential by the continuing replacement and refurbishment of its components. The network may include ordinary assets as components.

Level of Service

The defined service quality for a particular activity or service area against which service performance may be measured. Service levels usually relate to quality, quantity, reliability, responsiveness, environmental acceptability and cost.

Maintenance

Planned maintenance falls into three categories;

- Periodic – necessary to ensure the reliability or to sustain the design life of an asset.
- Predictive – condition monitoring activities used to predict failure.
- Preventive – maintenance that can be initiated without routine or continuous checking and is not condition based.

Replacement Cost

The complete replacement cost of an asset that has reached the end of its life, so as to provide a similar, or agreed alternative, level of service.

Risk Management

The application of a formal process to identify risks and the key factors associated with that risk, in order to determine the resultant range of outcomes and their probability of occurrence.

Service Potential

The total future service capacity of an asset. It is normally determined by reference to the operating capacity and economic life of an asset.

6. Overall Council Strategy

The objectives of this policy have been developed from the broad objectives of the organisation and reflect the Council's mission to 'provide for a range of community needs and encourage environmentally acceptable development in the region'.

This policy sets the foundations for the Asset Management Strategy, which will complement the Community Strategic Plan and allow for the implementation of a more formalised approach to asset management. It is essential that the asset management policy and plan are consistent with the overarching goals of the Council so that a strategic direction can be achieved.

6.1 Community Expectations

- Council will review the needs and expectations of the community to ensure that its service delivery of infrastructure assets is acceptable.
- Council will adhere to any legislative requirements regarding community engagement, as outlined in the Community Strategic Plan.

6.2 Asset Planning and Budgeting

- Council will ensure that the appropriate budget is provided to allow for the implementation of asset management strategies.
- Regular reviews will be undertaken by Council of its assets and any potential opportunities identified in a timely manner.

6.3 Asset Operations and Maintenance

- Predictive modelling will be implemented in maintenance programs to predict asset failure where possible and therefore minimise asset costs.
- A maintenance plan will be developed that will incorporate periodic, predictive and preventive maintenance activities. This plan will be based on data collected from condition assessments of the Council area's assets.

6.4 Risk Assessment

- Risk assessments of all Council assets will be undertaken on a regular basis, as outlined in Council's Risk Management Policy and associated Risk & WH&S Business Plan.

6.5 Asset Accounting and Costing

- Council's valuations will be recorded at the depreciated replacement cost (i.e. written-down value) using the fair value approach.
- Council's infrastructure assets will be re-valued, according to the principles and guidelines of AASB 116.
- Assets will be valued using fair value, not on a cost basis. The valuations to be undertaken comply with the requirements of the professional accounting standards AAS Financial Recording for Local Government and IFRS.
- The 'Replacement Cost' method will be used as this is the most common method for noncommercial infrastructure assets such as Council assets. It requires detailed asset component information.
- Financial valuations of assets will be stored in a database that will be accessible to Council staff. This Corporate Asset Register securely stores asset information in a network based module.

6.6 Asset Management Strategy

- This policy will assist in the development of Council's Community Strategic Plan by providing a clear direction for asset management.
- The broad strategic outcomes identified by this policy and the Council's Community Strategic Plan, will guide the development of the Asset Management Strategy, the associated Asset Management Business Plan and each infrastructure asset grouping Asset Management Plans.

7. Asset Management Roles and Responsibilities

It is recognised that an integrated and multidisciplinary approach is required to ensure the objectives of this policy are achieved. The following have been identified as key roles and responsibilities for effective asset management implementation.

7.1 Council

- To act as stewards for community assets.
- To review and adopt Asset Management Policies and Plans that are aligned with the Community Strategic Plan.
- Ensure that the appropriate resources and budget is allocated so that asset management can be effectively integrated into the strategic direction of Council.

7.2 General Manager

- Shall ensure the development of the Asset Management Strategy, the associated Asset Management Business Plan and each infrastructure asset grouping Asset Management Plans.
- Ensure that Council is accurately informed on any asset management issues so that sound decision making can occur.
- Shall report to Council any issues that arise out of the policy.

7.3 Management Executive Committee – includes General Manager

- Promote asset management throughout the organisation and make informed decisions which reflect the strategic direction of asset management.
- Review the Asset Management Policy from time to time, the associated Asset Management Business Plan and each infrastructure asset grouping Asset Management Plans that incorporate appropriate and realistic levels of service which reflect community needs and Council capacities.
- Allocate resources and support to these responsibilities.
- Communicate with the community and promote the principles of asset management.
- Enforce the implementation of asset management policies, strategies, plans and procedures and monitor the performance of these.
- Ensure that statutory requirements are met through the preparation of reports and financial data, and the development of procedures.
- Ensure the effective operation of the Asset Management Steering Committee in accordance with the Asset Management Steering Committee Terms of Reference.

7.4 Other Assigned Council Staff

- Develop and provide effective implementation of each infrastructure asset grouping Asset Management Plans and the associated asset management procedures.
- Adhere to the asset management procedures developed.

8. References & Associated Documents

- International Infrastructure Management Manual
- Federation Council Risk Management Policy
- AAS Financial Recording for Local Government

9. Policy History

Version	Date	Changes / Amendments
1.0 (draft)	22/3/2017	Initial document for presentation to Asset Management Steering Committee.
1.0 (draft)	4/08/2017	Draft as approved by the General Manager for Council consideration.

10. Reviews

This policy will be reviewed on an annual basis, or as deemed necessary by the Management Executive Committee.

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