



Queen Elizabeth Park

Ordinary Meeting of Council
to be held at
Council Administration Centre
180 Mort Street, Lithgow
on
Monday 1 December 2025
at 6:30 PM

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Acknowledgement of Country

Acknowledgement of Country

Lithgow City Council acknowledges Wiradjuri Elders past and present of the Wiradjuri nation - the original custodians of the land on which the Lithgow's communities reside. The Council also extends our respects to our neighbouring nations.

Declaration of Webcasting

I inform all those in attendance at this meeting, that the meeting is being webcast and that those in attendance should refrain from making any defamatory statements concerning any person, Councillor or employee, and refrain from discussing those matters subject to Closed Council proceedings as indicated in clause 14.1 of the code of meeting practice.

MANDATORY NEW PROVISIONS APPLYING FROM JANUARY 2026 COUNCIL MEETINGS

Under the new Code of Meeting Practice which will take effect from the January Council Meeting, several new mandatory provisions are to be noted.

Public Forums

In accordance with the mandatory requirements of the NSW Local Government Code of Meeting Practice, clause 4.1, Council may hold a public forum prior to meetings of Council for the purpose of hearing oral submissions from members of the public on items of business to be considered at the meeting. Council will be holding Public Forums from 6:30pm to 7:00pm prior to the commencement of the Council Meeting at 7:00pm. Please refer to [Addressing Council | Lithgow City Council](#) for details on how to register and the rules applying to participate in Public Forums.

Public Attendance

In accordance with the mandatory requirements of the NSW Local Government Code of Meeting Practice, clause 15.20, members of the public attending a meeting of Council

- (a) must remain silent during the meeting unless invited by the chairperson to speak,
- (b) must not bring flags, signs or protest symbols to the meeting, and
- (c) must not disrupt the meeting.

Present

Apologies

Declaration of Interest

Ethical Decision Making and Conflicts of Interest

A guiding checklist for Councillors, officers and community committees

Oath or Affirmation of Office

Councillors are reminded of the Oath or Affirmation taken of office, made under section 233A of the *Local Government Act 1993* when elected.

Ethical decision making

- Is the decision or conduct legal?
 - Is it consistent with Government policy, Council's objectives and Code of Conduct?
 - What will the outcome be for you, your colleagues, the Council, anyone else?
-

- Does it raise a conflict of interest?
- Do you stand to gain personally at public expense?
- Can the decision be justified in terms of public interest?
- Would it withstand public scrutiny?

Conflict of interest

A conflict of interest is a clash between private interest and public duty. The test for conflict of interest:

- Is it likely I could be influenced by personal interest in carrying out my public duty?
- Would a fair and reasonable person believe I could be so influenced?
- Conflict of interest is closely tied to the layperson's definition of 'corruption' – using public office for private gain.
- Important to consider public perceptions of whether you have a conflict of interest.

There are two types of conflict:

- **Pecuniary** – regulated by the *Local Government Act 1993* and Office of Local Government. A person with a pecuniary interest should at least disclose and not vote, but it would also in these cases be appropriate to leave the chamber.
- **Non-pecuniary** – regulated by Codes of Conduct and policy. ICAC, Ombudsman, Office of Local Government (advice only). If declaring a Non-Pecuniary Conflict of Interest, a person with a non-pecuniary interest can choose to either disclose and vote, disclose and not vote or leave the Chamber.
- Local Government Act 1993 and Model Code of Conduct
For more detailed definitions refer to the *Local Government Act 1993*, Chapter 14 Honesty and Disclosure of Interest and adopted Code of Conduct.

Identifying problems

1st Do I have private interests affected by a matter I am officially involved in? **2nd** Is my official role one of influence or perceived influence over the matter? **3rd** Do my private interests conflict with my official role?

Disclosure of pecuniary interests / non-pecuniary interests

Under the provisions of Section 440AAA(3) of the *Local Government Act 1993* (pecuniary interests) and the Model Code of Conduct it is necessary for you to disclose the nature of the interest when making a disclosure of a pecuniary interest or a non-pecuniary conflict of interest at a meeting.

A Declaration form should be completed and handed to the General Manager as soon as practicable once the interest is identified. Declarations are made at Item 3 of the Agenda: Declarations - Pecuniary, Non-Pecuniary and Political Donation Disclosures, and prior to each Item being discussed.

Confirmation of Minutes

Confirmation of the Minutes of the Ordinary Meeting of Council held 27 October 2025.

Commemorations and Announcements

On behalf of Lithgow City Council the Mayor expressed sincere sympathy and condolences to families who had lost loved ones since the last council meeting.

Public Forum

Any person registered to speak during Public Forum on a matters included in the business paper and registered via the Council website prior to 12 Noon on the day of the meeting will have the opportunity to speak. There will be only two speakers for and against, on each matter on the business paper.

Public forum will be allocated half an hour time in total with each speaker having 3 minutes to speak.

Speaker not registered for public forum will have an opportunity to speak on matters on the business paper if time permits.

Presentations

0.92.1. Presentation - F&G - 1/12/2025 - Financial Statements for year ended 30 June 2025

Executive Summary

Intentus is contracted by the NSW Audit Office to conduct Council's annual external audit. A representative of Intentus will provide a presentation to the meeting via audio-visual link. The presentation will be focussed on the end of year result and the conduct of the audit

Recommendation

THAT Council receive and note the presentation regarding the 2024/25 Audited Financial Statements by a representative of Intentus on behalf of the Audit Office of New South Wales (the Council's external auditor).

1. Mayoral Minutes

1.1. Mayoral Minute - 1/12/2025 - Advocacy Meetings in Sydney - November 2025

Report by Mayor – Councillor Cassandra Coleman

Commentary

From 12 to 14 November 2025, the Mayor and General Manager attended the following meetings in Sydney:

- 12 November - Central NSW Joint Organisation (CNSWJO) Board Meeting: a Delegates Report is included separately in the 1 December 2025 Ordinary Meeting business paper.
- 12 November – Mayor and GM meeting with Ministers Janelle Saffin (Minister for Recovery) and Minister Jenny Aitchison (Minister for Roads) regarding Wolgan Valley access.
- 13 November – CNSWJO meetings with Ministers at NSW Parliament House.
- 14 November - Country Mayors Association Annual General Meeting.

The Mayor, General Manager, and Ministers Saffin and Aitchison met to confirm the way forward in restoring access to the Wolgan Valley as a priority. To further expedite an outcome, Council, Transport for NSW and the NSW Reconstruction Authority have established an Executive Steering Committee to support delivery of Wolgan Valley access. A joint media statement was issued after the meeting.

Thursday 13 November was a day was one of engagement with senior NSW Government representatives hosted by Mr Phil Donato, Member for Orange. The Mayor raised issues which are important to the local community as follows:

- The Hon. Penny Sharpe MLC, Minister for Climate Change, Energy, Environment, Heritage: the Mayor brought the Greenspot Planning Proposal to the Minister's attention. The Mayor advocated for a solution to the Cullen Bullen Sewer Treatment Plant discharge licence issue.
- The Hon. Jihad Dib MP, Minister for Customer Service and Digital Government, Emergency Services, Youth Justice: the Mayor raised the matter of reform of the emergency services funding system and thanked the Minister for funding the the new Lithgow Fire Station.
- The Hon. Tara Moriarty MLC, Minister for Agriculture, Regional New South Wales, Western New South Wales: the Mayor asked that the NSW Forestry Corporation expedite discussions with the Council to explore the feasibility of developing the proposed Pinedale site as a resource recovery precinct. The Mayor also enquired as to progress of the Council's REDCIP grant applications.
- The Hon. Rose Jackson MLC Minister for Water, Housing, Homelessness, Mental Health, Youth: the Mayor spoke of the local and regional benefits of the Clarence to Wallerawang Water Reticulation Project and the need for State investment in the project.

Attachments

Nil

Recommendation

THAT Council note the advocacy undertaken by the Mayor and General Manager in Sydney from 12 to 14 November 2025.

2. Administration Reports

2.1. P&P - 01/12/2025 - Curtin Place Childcare Facility

Strategic Direction: **Developing Our Built Environment** To provide a choice of effective public and private transport options, suitable entertainment and recreational facilities, and lifestyle choices while enhancing the existing rural areas, villages and towns that make up the Lithgow LGA.

Author: Jessica Ramsden - Development Planner

Department: Development

Responsible Officer: Shaun Elwood - Director People and Place

Property Details Lot 1 DP568331, 20 Curtin Place Lithgow NSW 2790

Property Owner Monique Wilson & Denise Read

Applicant Monique Wilson

Executive Summary

This report is provided to Council for consideration and determination of DA033/25 for a 36 place Centre Based Child Care Facility at 20 Curtin Place Lithgow with a recommendation for approval subject to conditions.

The original application to Council was for a 39 place Centre Based Child Care Facility, but was subsequently amended to a 36 place facility. The site plan and carparking have also been amended since the application was originally lodged.

DA033/25 was 'called in' on the 17 April 2025 by Councillor Coleman and by Councillor Ring on 28 April 2025. An information report was provided for the Council meeting on 26 May 2025 which resolved (MIN No: 25-136):

THAT Council:

1. *Note the information provided on Development Application DA033/25 for a Centre Based Child Care Facility at 20 Curtin Place Lithgow.*
2. *Note that a report on the final assessment and recommendation will be furnished to a future Council meeting for determination of DA033/25 for a Centre Based Child Care Facility at 20 Curtin Place Lithgow.*
3. *Organise an onsite inspection with Councillors, residents and the developer before the item is returned to Council for determination.*

An onsite meeting was held with Councillors, the applicant and residents on the 9 October 2025 at 20 Curtin Place.

Assessment

Council's Development Planner has prepared an assessment report, which is included as Attachment 1 to this report. The assessment report includes consideration of relevant legislation, regulations, environmental planning instruments and guidelines, as well as advice from Council's Development Engineer, Building Officer, Water & Wastewater Officer and external agency, Water NSW, to reach a recommended outcome.

The application was notified to neighbouring properties and placed on public exhibition on two occasions for a period of 21 days each. Two submission periods were undertaken given the overall development proposal changes, including the number of places at the centre, carparking, acoustic fencing and overall site plan amendments. During the two exhibition periods a total of 56 submissions were received with a total of 38 unique submissions. Fourteen (14) submissions were in support of the proposal and 24 objected to the proposal. A summary of the concerns raised in the submissions is provided in the assessment report. All submissions have been considered in the assessment of the application.

Common themes from the submissions included traffic impacts, onsite parking requirements, overall character, safety and noise of the development on the surrounding residential area. The issues have been addressed through design and assessment of the proposal with proposed conditions of consent to further minimise potential impacts if approved.

Importantly, a development consent is only one of the approvals required before a Centre Based Child Care Facility can commence operating. If DA033/25 is approved, the applicant will then need to apply for a Construction Certificate before commencing physical works to the building. All physical works will need to comply with the National Construction Code as relevant to a Centre Based Child Care Facility. Further, the applicant will need to obtain an Occupation Certificate prior to occupying the building.

In addition, the applicant will need to obtain a Service Approval from the regulator for Centre Based Child Care Facilities, who will ensure that the site complies with all health, safety and operational requirements for child care centres.

It is considered that the proposal generally complies with the relevant provisions of all applicable environmental planning instruments and regulatory provisions. The proposal is not expected to result in any significant adverse impacts upon the environment or upon the amenity of the locality. Therefore, the proposed development is recommended for determination by way of approval subject to conditions of consent including a deferred commencement condition requiring a traffic management plan be provided within 1 year of determination.

Administration's Recommendation

THAT

1. Development Application DA033/25 be APPROVED subject to conditions of consent as detailed in the attached planning assessment report.
2. A DIVISION be called in accordance with the requirements of Section 375A (3) of the Local Government Act 1993.

Attachments

1. Section 4.15 Assessment Report re D A 033-25 [2.9.1 - 71 pages]
2. Development Plans- 20 Curtin Place [2.9.2 - 12 pages]
3. Public Submissions [2.9.3 - 5 pages]

Reference to any relevant previous minute

Min No. 25-136 Ordinary Meeting 26 May 2025

Background and discussion

Council is in receipt of Development Application No. DA033/25 seeking consent for a 36 place Child Care Centre Facility at 20 Curtin Place Lithgow NSW 2790. The proposal includes converting a dwelling with internal works for the childcare centre, acoustic fencing, play equipment, carparking and associated landscaping.

Specifically, the development proposes:

- 36 place child care facility being:
 - 8 children in Joey room (2-3 years) with 2 staff, and
 - 28 children in Koala room (3-6 years) with 3 staff;
- Operating hours being 7am to 6pm, 50 weeks per year, closed public holidays;
- Outdoor play of approximately 4 hours;
- Food onsite is provided by families in packed lunch boxes;
- 7 car spaces provided (3 staff and one disabled with shared zone);
- Outdoor play equipment construction;
- Internal and external construction works for walls, openings, ramps, doors, toilet and laundry facilities;
- Acoustic fencing; and
- Business identification sign.

Site Suitability

The development is proposed within an established residential area of the past 50 years. This area is located close to Lithgow CBD and main roads of Lithgow. It is situated away from other high traffic locations, traffic generating development and employment areas. The area being a quieter residential area is considered a suitable location for a Centre Based Child Care Facility given the calm surroundings and natural casual surveillance available within the neighbourhood.

The location has no natural hazards, and the existing residential building can be adapted to allow for a 36 place Centre Based Child Care Facility. The re-use of a dwelling means that the bulk and scale of the development is sympathetic to the surrounding area while allowing for a variation to the land use to meet needs of the Lithgow area.

Minimal earthworks, alterations or additions are required to comply with the relevant requirements for a Centre Based Child Care Facility under the Guidelines and National Construction Code. The development will provide adequate onsite carparking and maneuverability onsite for expected traffic movements and the existing street can cater for the increased traffic.

Although a Centre Based Child Care Facility will result in a slight change to the composition of the street, it is a suitable use within a residential zone as indicated by the NSW Government's Standard Local Environmental Plan, which mandates that Centre Based Child Care Facilities are permissible in the R1 General Residential zone.

Subject to conditions of consent to maintain and ensure compliance with required guidelines and the National Construction Code, it is considered that a 36 place Centre Based Child Care Facility is a suitable use of the land.

Public Interest

The public interest is best served by the orderly and economic use of land for permissible uses if they do not impact unreasonably on the use and development of surrounding land. The proposal will not restrict uses of the adjoining area given that it is for a compatible land use.

The application has received a number of public submissions with the majority of immediate residents objecting to the proposal due to concerns with regard to character, traffic, parking, noise and safety. However, approximately 37% of the submissions were in support of the proposal.

Providing child care services that are suitably considered within the Lithgow area will significantly benefit the overall workforce of Lithgow. Subject to conditions of consent being included in the development consent (if approved), the potential impacts on surrounding residential uses can be reduced to a minimal level.

The development design of utilising an existing residential building for conversion to a Centre Based Child Care Facility minimises the potential impacts of a child care centre on the surrounding residents while still providing a service needed in regional NSW.

Consultation and Communication

The application was notified to neighbouring properties and on public exhibition on two occasions for a period of 21 days each. Two submission periods were undertaken given the overall development proposal changes to number of children in the centre, carparking, acoustic fencing and overall site plan amendments.

During the two exhibition periods a total of 56 submissions were received with a total of 38 unique submissions. Fourteen (14) submissions expressed support for the proposal and 24 submissions objected to the proposal. The concerns raised from these submissions are summarised in the assessment report and have been considered in the assessment of the application.

Attachment 2 of this Report provides a summary of the submissions received.

The development application was subsequently 'called in; with recommendation for an onsite meeting for Councillors, residents and the applicant which was undertaken on 9 October 2025.

Policy

Policy 7.7 Calling In Of Development Applications or Development Application/Construction Certificates by Councillors

This application has been called in pursuant to clause 3 of Policy 7.7 "Calling in of Applications by Councillors", which states:

3. Should written notice signed by a Councillor be provided to the General Manager prior to determination of a development application, the application shall not be determined under delegated authority but shall be:

- Reported to the next available Ordinary Meeting for the information of Council that the development application or development application/construction certificate has been 'called in'; and*
- Reported to a Meeting of Council for determination where the application is in a state that it can be determined.*

This report is for determination in accordance with the policy.

Legal

The subject matters the assessment report is a function of Council conferred by the Environmental Planning & Assessment Act 1979 and under the Lithgow Local Environmental Plan 2014. In determining a development application, Council as the consent authority is required to take into consideration the matters of relevance under Section 4.15 of the Act. These are addressed in the attached Planning Assessment Report. The application is recommended for approval and has been assessed as achieving compliance with relevant regulatory requirements.

Risk Management

Nil.

Financial

- Budget approved – N/A for assessment of development application
- Cost centre - N/A for assessment of development application
- Expended to date - N/A for assessment of development application
- Future potential impact - The proposal if approved will be required to provide contributions as per the Development Servicing Plan for water and sewage services. The total amount to be provided to Council as of 1 October 2025 is \$12,784.52

2.2. P&P 1st December 2025 – DA142/24 Demolition of Shed and Subdivision into 43 lots, 38 Williwa Street, Portland

Strategic Direction: **Developing Our Built Environment** To provide a choice of effective public and private transport options, suitable entertainment and recreational facilities, and lifestyle choices while enhancing the existing rural areas, villages and towns that make up the Lithgow LGA.

Author: Will Cherrington – Team Leader Development

Department: Development

Responsible Officer: Shaun Elwood - Director People and Place

Property Details Lot 53 DP 755769 and Lot 8 DP 1304112, 38 Williwa Street, Portland

Property Owner Martin Connell of the Foundations Portland Pty Ltd

Applicant Mr Sedrick Dahdah

Executive Summary

This report is submitted to Council for consideration and determination of Development Application DA142/24 seeking consent to demolish a shed and subdivision of land to create 43 lots at 38 Williwa Street, Portland. The proposal is stage 2 of the Foundations Portland subdivision.

Elected Council to determine the development application - Council's Policy 7.6 Development Applications by Councillors and Staff or on Council Owned Land requires any application that proposes to dedicate land or an asset to Council is to be considered and determined by Council if the recommendation is for approval of that application. The applicant has submitted a Letter of Offer to enter a Voluntary Planning Agreement with Council. As the Letter of Offer proposes to dedicate land to Council, the application is to be determined by the elected Council.

Assessment Report - Council's Consultant Development Planner has prepared an Assessment Report, which is Attachment 1 of this report. The Assessment Report details the matters that are required to be considered during assessment of the development application, and identifies the legislation, environmental planning instruments, standards and controls that apply to this development. The Assessment Report also includes proposed conditions of consent.

External referrals - The development application was referred to external agencies including, Department of Planning and Environment, Rural Fire Service, Endeavour Energy, Transport for NSW, Heritage Council of NSW, and NSW Department of Health. All agencies have indicated support for the development application subject to conditions of consent.

Internal referrals - The development application was referred to Council's internal departments for review and advice in relation to water, sewer, traffic and infrastructure. All departments have provided support for the development application subject to conditions of consent.

Public exhibition - The application was placed on public exhibition and neighbour notified between the period 22 November 2024 and 13 January 2025 (28 days). No submissions were received during the notification period.

Offer to enter Voluntary Planning Agreement - A Voluntary Planning Agreement is proposed for the whole of the Foundations Portland development (Stages 1 to 6), not just Stage 2. The

development application includes an offer to enter a Voluntary Planning Agreement with Council (pursuant to section 7.4 of the Environmental Planning and Assessment Act 1979) for the dedication of land throughout the development rather than a monetary contribution. The Voluntary Planning Agreement will be on the terms of the Letter of Offer which is Attachment 3 of this report.

Recommendation

All matters that are required to be assessed and considered pursuant to section 4.15 of the *Environmental Planning and Assessment Act 1979* have been evaluated as documented in the attached Assessment Report, and DA142/24 is recommended for approval with conditions.

Administration's Recommendation

THAT

1. Development application DA142/24 be APPROVED subject to conditions of consent as detailed in the attached planning assessment report.
2. Council endorse the Letter of Offer to enter a Voluntary Planning Agreement proposed for DA142/24.
3. The Voluntary Planning Agreement for DA142/24 be placed on public exhibition for a period of 28 days.
4. Should no submissions be received during the public exhibition period, the Voluntary Planning Agreement be endorsed by Council's General Manager under delegated authority.
5. A DIVISION be called in accordance with the requirements of Section 375A(3) of the Local Government Act, 1993.

Attachments

1. Assessment Report
2. Subdivision Plans
3. Letter of offer to enter a Voluntary Planning Agreement

Reference to any relevant previous minute

Min 18-159 Ordinary Meeting of Council 25 June 2018

Min 20-273 Ordinary Meeting of Council 23 November 2020

Min 21-243 Ordinary Meeting of Council 25 October 2021

Min 23-91 Ordinary Meeting of Council 22 May 2023

Min. 23-201 Ordinary Meeting of Council 27 November 2023 (approved the making of the Foundations Portland Site Specific Development Control 2024).

Background and discussion

Nature of the development application

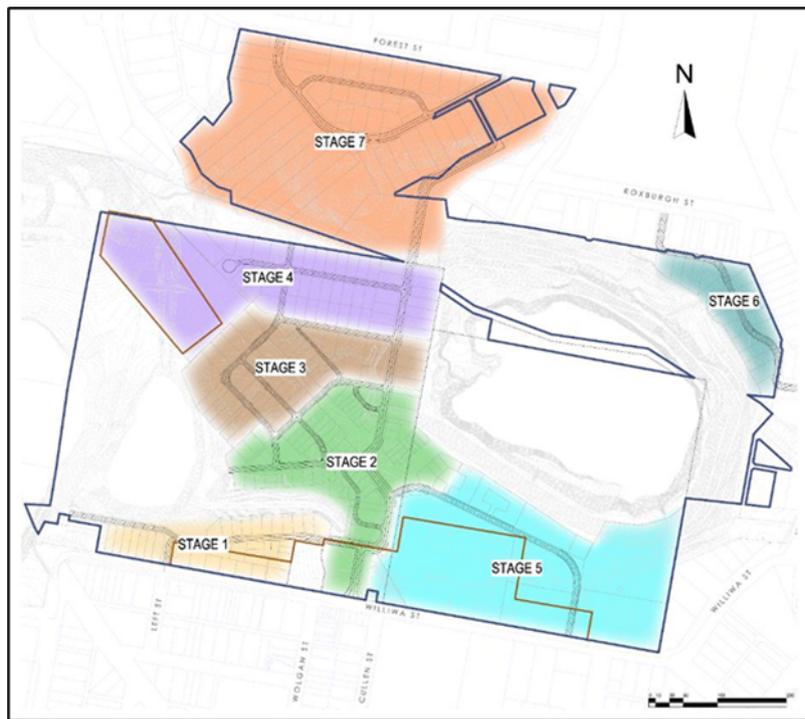
Council is in receipt of Development Application D142/24. The application is Stage 2 of the Foundations Portland and seeks consent for the following:

- Demolition of a storage shed currently on the land
- Subdivision of land to create 43 lots; comprising 34 residential lots, 4 park lots, 3 large residential lots for future medium residential development and 2 residue lots.
- Ancillary and related works including construction of new roads, including a new intersection to Williwa Street, reconstruction of an existing open drainage channel from Williwa Street to Mill Pond, construction of a stepped weir at Mill Pond's northern outlet to the Limestone Creek

channel, relocation of a power pole near the entrance road at Williwa Street, street tree planting and landscaping within open space areas, new stormwater infrastructure, new water, sewer, electricity and telecommunications connections to each lot.

The site

The site is formally known as Lot 53 DP 755769 and Lot 8 DP 1304112, 38 Williwa Street, Portland. The subject land is part of The Foundations Portland subdivision which has been through a master planning and Development Control Plan process. This subdivision is Stage 2 of the overall development. Below is an image showing Stage 2 (highlighted green).



Much of the property is currently vacant, however some existing heritage and non-heritage buildings are located on the site. The property currently has frontage and access to Williwa Street to the south. Below is an aerial image showing the site comprising Stage 2.



The proposal

Below is an image showing the layout of the proposed subdivision.



Details of the lots are included in the following table.

Lot Number	Land Area	Lot Purpose	Lot Number	Land Area	Lot Purpose
1	8605m ²	Future Residential Lot	23	300m ²	Residential Lot
2	457m ²	Residential Lot	24	375m ²	Residential Lot
3	444m ²	Residential Lot	25	430.4m ²	Residential Lot
4	432m ²	Residential Lot	26	376.8m ²	Residential Lot
5	420m ²	Residential Lot	27	320.2.m ²	Residential Lot
6	407.6m ²	Residential Lot	28	314.9m ²	Residential Lot
7	388.8m ²	Residential Lot	29	309.6m ²	Residential Lot
8	376.4m ²	Residential Lot	30	379.5.m ²	Residential Lot
9	364m ²	Residential Lot	31	362.4.m ²	Residential Lot
10	351,6m ²	Residential Lot	32	287m ²	Residential Lot
11	433.7m ²	Residential Lot	33	360m.1m ²	Residential Lot
12	21956m ²	Future Residential Lot	34	529.1m ²	Residential Lot
13	375m ²	Residential Lot	35	529m ²	Residential Lot
14	300m ²	Residential Lot	36	528.9m ²	Residential Lot
15	300m ²	Residential Lot	37	6489m ²	Future Residential Lot
16	300m ²	Residential Lot	38	1882m ²	Residue Lot
17	392.2m ²	Residential Lot	39	4007m ²	Residue Lot
18	833.6m ²	Residential Lot	40	1040m ²	Park Lot
19	375m ²	Residential Lot	41	2052m ²	Park Lot
20	300m ²	Residential Lot	42	417.3m ²	Park Lot

21	300m ²	Residential Lot		43	1319m ²	Park Lot
22	300m ²	Residential Lot				

Lots 1, 12 and 37 are three large lots for future medium density residential development (blue in the above table).

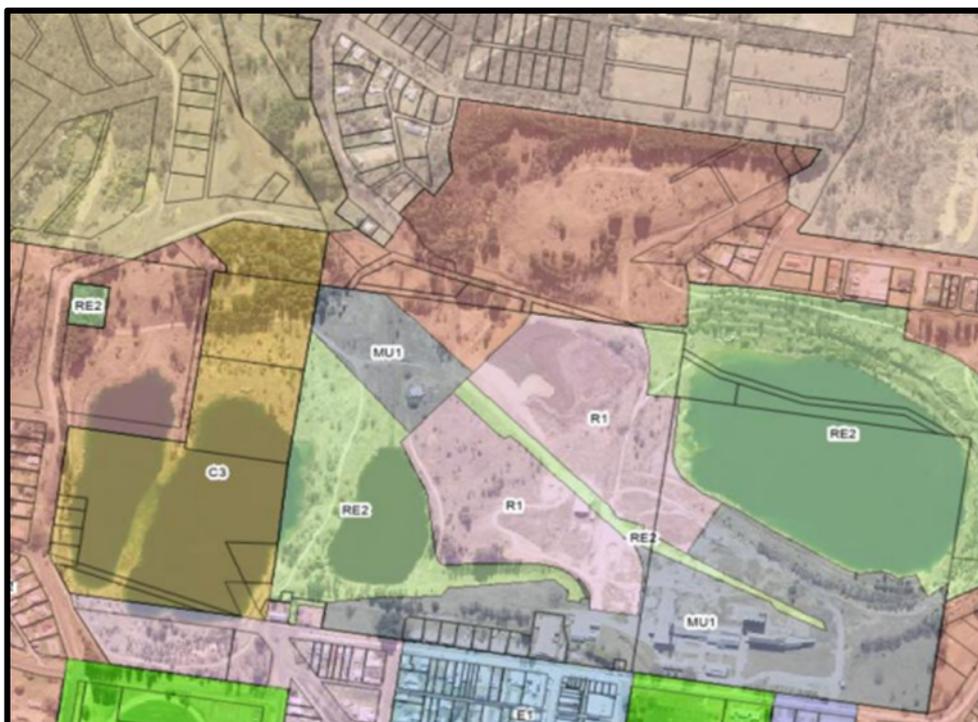
Lots 38 and 39 are residue lots (yellow in the above table).

Lots 40 to 43 are park lots to be vested in Council (green in the above table).

Lots 2 to 11 and Lots 13 to 36 are residential lots ranging in size from 287m² to 833.6m² (pink in the above table).

Zone and Permissibility

The subject site is located in the MU1 Mixed Use, R1 General Residential and RE2 Private Recreation zones under the Lithgow Local Environmental Plan 2014 as shown in the following image.



The proposal is permissible with consent in each zone. The only part of the development that crosses the MU1 zoned part of the site is the new entrance road. The proposed subdivision ensures the MU1 zoned portion of the site is not developed for residential purposes and will remain available for a range of other uses.

Integrated development and referrals

The development application was referred externally to Department of Planning and Environment, Rural Fire Service, Endeavour Energy, Transport for NSW, Heritage Council of NSW, and NSW Department of Health. All agencies have indicated support for the development application subject to conditions of consent

The development application was referred to Council’s internal departments for review and advice in relation to water, sewer, and infrastructure. All departments have provided support for the development application subject to conditions of consent.

Public exhibition and neighbour notification

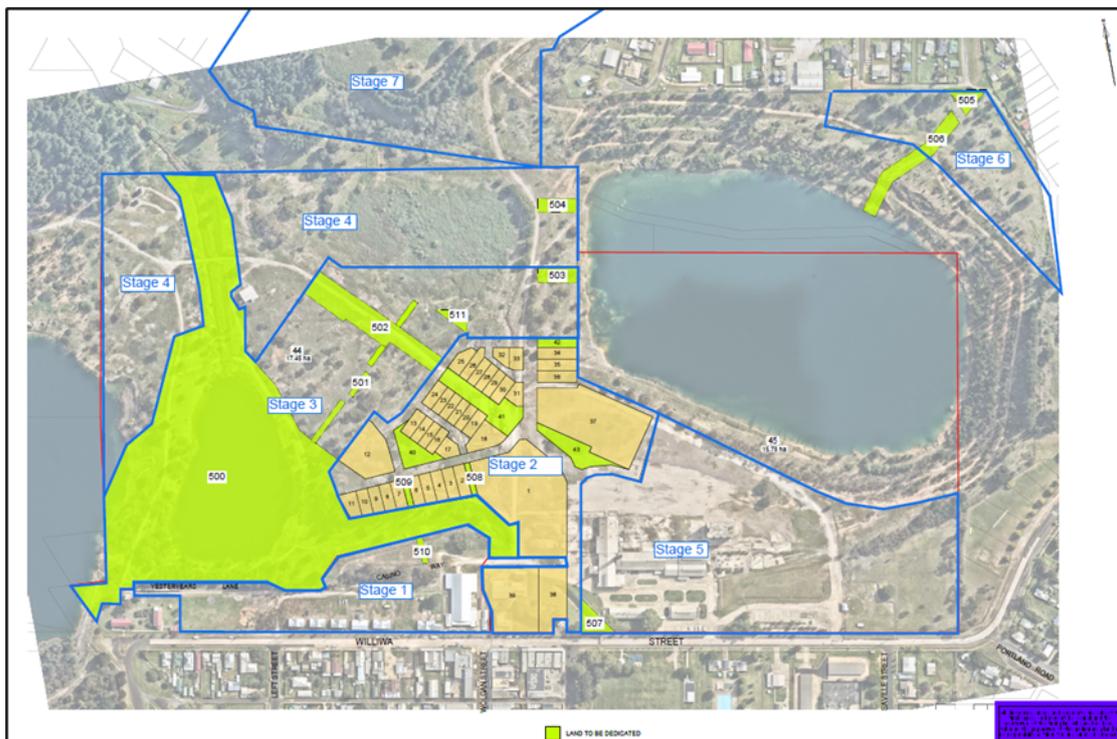
The application was publicly notified in accordance with the Lithgow Community Participation Plan 2020 for 28 days from 22 November 2024 until 13 January 2025. No submissions were received during public notification.

Voluntary Planning Agreements (VPA)

A Voluntary Planning Agreement is proposed for the development. The applicant has provided a Letter of Offer which is considered acceptable in the context of the overall development. The letter of offer, and the resultant VPA, will apply to the whole of the development (stages 1 to 6), not just this current stage, and includes the following:

- Dedication of Lot 510 at Stage 1
- Dedication of Lots 40, 41, 42, 43, 508 and 509 at Stage 2
- Dedication of Lots 500,501, 502, 503 and 511 at Stage 3
- Dedication of Lot 504 at Stage 4
- Dedication of Lot 507 at Stage 5
- Dedication of Lots 505 and 506 at Stage 6.

The above mentioned lots are shown in the following diagram.



The public benefits of the dedications include the provision of public open space for pocket parks, passive recreation, a recreational water body and enhanced pedestrian connectivity.

The letter of offer also agrees that the VPA will not exclude the application of s7.11 and s7.12 development contributions to all future development and the letter of offer agrees in principle to the inclusion in the VPA of monetary contribution or works in kind contribution towards the provision of

a future local community centre to service the development; the quantum of which is to be benchmarked on the provision of this type of infrastructure at 80m² per 1000 people.

Recommend approval

The key environmental planning issues arising from the assessment of the proposal include heritage conservation, contamination, bushfire impacts, traffic/access and stormwater management, connection to utilities which have been satisfactorily addressed and can be appropriately managed through the recommended conditions of consent.

All matters that are required to be assessed and considered pursuant to section 4.15 of the Environmental Planning and Assessment Act 1979 have been evaluated as documented in the attached Assessment Report, and the Development Department recommend that DA142/24 be approved subject to the conditions included in the Assessment Report.

Consultation and Communication

The application was placed on public exhibition in accordance with the EP&A Act and the Lithgow Community Participation Plan, and nearby landowners and occupiers were notified of the proposal. The public exhibition period commenced on 22 November 2024 and concluded 13 January 2025.

Policy

Lithgow Community Participation Plan

The application was placed on public exhibition in accordance with the EP&A Act and the Lithgow Community Participation Plan, and nearby landowners and occupiers were notified of the proposal. No known written submissions were received during the notification period.

Policy 7.6 Development Applications by Councillors and Staff (including immediate relatives), Or On Council Owned Land and Conflicts of Interest

Council's Policy 7.6 Development Applications by Councillors and Staff or on Council Owned Land requires any application that proposes to dedicate land or an asset to Council is to be considered and determined by Council if the recommendation is for approval of that application. Given that the Letter of Offer proposes to dedicate land to Council which will become Council assets, the application is to be determined by the elected Council.

Policy 7.8 Voluntary Planning Agreements

The developer has offered to enter a voluntary planning agreement with Council in relation to the entire Foundation Portland development. The developer offers to dedicate land to Council. The Letter of Offer is provided as Attachment 3 of this report. The wider community will share in benefits resulting from the planning agreement, by use of the dedicated land in accordance with Council Policy 7.8 - Voluntary Planning Agreements.

Legal

The subject matter of this report is a function of Council conferred by the Environmental Planning and Assessment Act 1979 and under the Lithgow Local Environmental Plan 2014.

The proposed development requires consent in accordance with the Environmental Planning and Assessment Act 1979 and under the Lithgow Local Environmental Plan 2014. In determining a development application, Council as the consent authority is required to take into consideration the matters of relevance under Section 4.15 of the Act. These are addressed in the attached Planning Assessment Report. The application is recommended for approval and has been assessed as achieving compliance with relevant regulatory requirements

Risk Management

N/A.

Financial

- Budget approved - N/A for the assessment of the development application.
- Cost centre - N/A for the assessment of the development application
- Expended to date - N/A for the assessment of the development application
- Future potential impact - A condition of consent is proposed to require that a Voluntary Planning Agreement be entered in the terms of the Letter of Offer, involving the dedication of land to Council. A valuation of the land will be undertaken in due course.

2.3. GM - 01/12/2025 - Proposal - Central West Academy of STEM Excellence

Strategic Context for this matter:

Caring for Our Community To retain, respect and strengthen both our overall sense of community, and the unique linked communities of groups, rural areas, villages and towns that make up the Lithgow LGA.

Strengthening Our Economy To provide for sustainable and planned growth through the diversification of the economic base, the development of diverse job opportunities and the provision of a broad range of formal and non-formal educational services.

Author: Jessica Gadd - LEEP Engagement Manager

Responsible Officer: Ross Gurney - General Manager

Executive Summary

In the recently adopted LEEP Action Plan update, there is a commitment to securing the ongoing presence of the Adaptive Skills Hub and STEAM education in the Lithgow LGA (LEEP Action Plan No. 25, 7.4.9).

This support is critical as Lithgow's relative workforce adaptive capacity is objectively assessed to be very poor and, without strategic intervention, the Lithgow LGA will not be well-positioned to meet the economic challenges the community faces in the medium to long term (the critical and structural period).

The NSW Government, via the NSW Department of Education, has made an offer of intention to fund \$71,860 on the basis of matched Council and other in-kind local funding to continue the work commenced by Council in its current pilot program.

The purpose of this report is to recommend that Council approve co-funding of \$100,604 to enable the continuation of the program to December 2026; with an allocation of \$50,302 in the 2025/2026 financial year and a commitment of \$50,302 in the 2026/2027 financial year. This would enable the continuation of the STEAM Academy efforts as detailed in this report.

Administration's Recommendation

THAT Council:

1. Accept the partnership with the NSW Department of Education to establish a Central West Academy of STEAM Excellence.
2. Approve a Transition Management budget adjustment (within the total Transition Management SRV funded 2025/26 allocation) of \$50,302 for co-funding the Academy in the 2025/26 financial year, and a commitment of \$50,302 for the 2026/27 financial year.

Attachments

Nil

Background and discussion

Priority in any transitions management program should be given to building workforce adaptive capacity. Over the past 12 months, LEEP has actively pursued initiatives that strengthen STEAM education and workforce development across the region. This includes collaboration with 13 of the 14 schools across the Lithgow LGA, local industry, and the NSW Department of Education to

promote STEAM education pathways. There is a well-documented link between STEAM education and the strength and adaptive capacity of a workforce.

STEAM education is a critical strategic intervention in the region's future by building versatile, high-demand skills that fuel innovation, attract industry, and future-proof the workforce. While strategic intervention in job creation and industry attraction in regional economic development is important, labour force intervention is more important. As noted in the Draft Regional Skills Roadmap:

Regional Australia predominantly faces a people (or labour supply) issue rather than a jobs (or demand) issue.

People are the economy's most important economic asset.

As Roberta Ryan of the University of Newcastle^[1] noted in the context of the Hunter Region of New South Wales:

Historically, the approach to regional development and planning has been framed by developing sector-specialisations based around physical resources or assets ... but that ... in an environment where new opportunities emerge quickly and existing markets can decline with little warning, the [Hunter] region needs to prioritise building a workforce with transferable skills across sectors and developing human capital that is nimble, adaptable and resilient to change.

The focus on a region's adaptive capacity is also a strong focus of the findings of the Australian Productivity Commission. A significant – perhaps the most significant – factor shaping the relative adaptive capacity for each region relates to people-related factors (including educational achievement, skill levels, personal incomes and community cohesion).

Although the proposed program is sub-optimal and under-resourced compared to programs being delivered in other transitioning regions, the Administration recommends the allocation of funding to ensure that the program continues until such time as appropriate resources are set aside to deliver a more fulsome and apt program.

Current Program

The current pilot program has been delivered through the Adaptive Skills Hub, which launched on 19 February 2025 and received significant media coverage. The room was constructed and prepared during January 2025 and equipped with high tech equipment to suit the STEAM curriculum developed for primary and secondary education delivery across the LGA.

Primary program: During 2025, the Adaptive Skills Hub has delivered STEAM primary school curriculum to schools across the Lithgow region, as well as regular in-class outreach for teachers to increase their capacity and confidence to teach STEAM content. The program has reached more than 300 stage 3 students across ten (of eleven) primary schools in the LGA.

Secondary program: During 2025, the Adaptive Skills Hub has hosted regular STEAM high school classes every Wednesday in the delivery of a 100-hour iSTEM Drone tech program, with all three secondary schools participating with a total of 35 students enrolled. Importantly, approximately 10% of the students are First Nations students and 13 (37%) young women.

[1] See statement accompanying release of *The Hunter Insight Series: The Geography of Jobs* accessed at <https://www.newcastle.edu.au/newsroom/featured/rethink-needed-on-hunters-economic-development-priorities>.

A grant application for future growth to continue the STEAM programs and create the Central West STEAM Academy (Lithgow and Mid-Western LGAs) was submitted to the NSW Government in

February 2025. The Council is still awaiting determination of this grant application. As such, the LEEP Team has sought to find an alternative funding stream to continue the STEAM outreach program in 2026. If an alternative program is not pursued, the program will need to be wound up, and a significant investment in the region's future will be lost (with \$80,000 worth of STEM equipment purchased for the pilot program).

STEM Industry School Partnerships (SISP) Program – establishing a Central West Academy of STEAM Excellence

LEEP has worked with the NSW Department of Education on the establishment of a Central West Academy of STEAM Excellence, a Category B Academy under the statewide STEM Enrichment program. The Central West Academy of STEAM Excellence would be based at the Adaptive Skills Hub, and work with primary schools across the Lithgow LGA. Subsequent funding may enable the program to extend to secondary schools.

The Central West Academy of STEAM Excellence would be staffed by a 4-day a week STEAM Project Officer and 1-day a week STEAM Support Officer, funded jointly by the NSW Department of Education, and Lithgow City Council (LEEP).

Strategic Rationale

1. Continued momentum for transition-related workforce development

- During 2025, LEEP's STEAM Pilot Program has built adaptive capacity in our future workforce through the delivery of STEAM education combined with engagement between schools, industry, and government.
- Council's support will sustain and expand this momentum, continuing to build adaptive capacity in the region and ensuring continuity in STEAM education outcomes, building teacher capability, expanding partnerships, and inspiring students to pursue future-focused STEM careers in support of our transition goals. It is anticipated the Council's contribution will decrease over time, as the NSW Department of Education increases input and direction to the program.
- The Central West STEAM Academy will deliver curriculum and career education aligned with transitioning workforce needs, supporting local employment and economic transition.

2. Leveraged Investment

- The NSW Department of Education has secured **\$71,860** for a 0.4 FTE STEAM Project Officer, which will be employed by Portland Central School and coordinated by Lithgow City Council. Additional grant funding (0.2 FTE) is pending, contingent on initial co-investment, and pending a successful Regional Economic Investment Program (RIEP) grant application outcome.
- Additional to the \$71,860 in funding from the Department of Education is an overheads allowance of \$28,744 in-kind (from local schools)
- Council's co-funding of at least **\$100,604** is sought to match this investment. Co-funding is also desirable to ensure delivery across all schools in the region.

Should funding become available through existing grant applications to the REIP, the NSW Virtual STEAM Academy, the Regional Economic Development and Community Investment Program (RECIP), or the Better and Fairer Schools Agreement (BFSA), the program may be extended in scope or duration, and a further report will be provided.

3. Expected educational and economic outcomes

The establishment of the Central West Academy of STEM Excellence is designed to deliver measurable benefits across the Lithgow region, supporting both educational advancement and long-term workforce development. Key outcomes include:

- **Expanded STEAM education in primary schools:** Delivery of consistent, high-impact programming will increase both the quality and quantity of STEAM-based learning across local schools.
- **Improved student engagement and achievement:** The Academy will foster stronger student interest and performance in STEAM subjects, contributing to sustained educational and career pathways in science, technology, engineering, arts, and mathematics.
- **Strengthened regional collaboration:** The initiative will deepen partnerships between schools, Lithgow City Council, local industry, and the NSW Department of Education, reinforcing a shared commitment to future-focused learning.
- **Regional innovation hub:** The Academy will function as a central platform for linking schools to industry and government initiatives, promoting innovation and collaboration across the Central West.
- **Enhanced teacher capability:** Educators will benefit from targeted mentoring, professional development, and access to contemporary teaching practices, improving their capacity to deliver engaging STEAM education.
- **Educational equity and access:** Students from rural and independent schools gain access to the same high-quality STEM learning opportunities and career education that metropolitan students have.

Support for Council's strategic goals: The initiative aligns with Lithgow City Council's priorities around youth retention, skills development, and economic diversification, contributing to a more resilient and future-ready local economy.

Consultation and Communication

N/A

Policy

N/A

Legal

The subject matter of this report is a function of Council conferred by the NSW Local Government Act 1993.

Risk Management

N/A

Financial

- There is \$50K currently unallocated against the SRV Transition Management Program.
- There is approximately \$193K uncommitted at this stage, which provides the opportunity to review timing of actions and the level of internal resource allocation to structure the program

to be able to leverage the funding opportunity and continue to build on the work undertaken by the Adaptive Skills Hub.

- There is also \$567K in the Transitions Management internally restricted reserve to fund most of the co-contributions identified in submitted grant applications that are yet to be determined.

Budgetary Analysis

There is currently \$190K uncommitted to fund priority actions identified within the Refreshed LEEP Action Plan. The ability to leverage the available funding opportunity from the NSW Department of Education provides a mechanism to continue the Adaptive Skills Action for minimal investment from Council.

The proposed budget for the 2025/2026 financial year in relation to LEEP, including proposed adjustments included in the September 2025 Quarterly Review is outlined below.

Cost	Action	Budget	Actual & Committed	Available
LEEP Transition Management Allocation		\$1,195,838		
Employee Costs	All actions	\$351,280	\$351,280	\$0
Consultants / Contractors	Growth Management Strategy	\$340,000	\$340,000	\$0
	Destination Marketing Plan	\$130,000	\$130,000	\$0
	Energy Transition 10 Year Roadmap	\$5,000	\$0	\$5,000
	Marangaroo / Employment Lands Enabling Brief	\$50,000	\$0	\$50,000
	Mine and Power Station Re-use Masterplanning – Early Investigations	\$20,821	\$0	\$20,821
	Hermitage Site – Early Investigations	\$30,000	\$0	\$30,000
	Main Street Placemaking (matching for Open Streets grant)	\$5,000	\$0	\$5,000
	Targeted Improvements in Priority Precincts	\$30,000	\$0	\$30,000
	Establishment of Working Groups (Health, Skills, Tourism, Placemaking)	\$2,500	\$0	\$2,500
	Engagement & Business Attraction	\$10,000	\$0	\$10,000
	Review LEEP Governance	\$10,000	\$10,000	\$0
	Metrics Development for Reporting	\$10,000	\$10,000	\$0
	Value Capture Modelling	\$35,000	\$35,000	\$0
	Future Fund Establishment	\$20,000	\$20,000	\$0
	Transport and Logistics Readiness	\$10,000	\$10,000	\$0
	Managing State Significant Development	\$15,000	\$15,000	\$0
	Regional University Study Hub	\$5,935	\$5,935	\$0
Materials & Consumables	All actions – Engagement	\$65,000	\$28,733	\$36,267
	Totals	\$1,145,536	\$955,948	\$189,588
	Total Unallocated	\$50,302		

Grants and Required Co-Contributions

The following grants have been secured or submitted under the LEEP program and require LEEP budget allocations to access external funding:

- Regional Economic Development and Community Investment Program (REDCIP)
- Project: Lithgow Health and Aged Care Precinct - Key Worker and Student Housing (Stage 1 – Site Preparation and Infrastructure)
- Grant funding: \$2,016,966
- LEEP co-contribution: \$305,601

- Regional Precincts and Partnerships Program – Precinct Development and Planning
- Project: Lithgow Economic Transition Precinct – Employment Land Readiness Program
- Grant funding: \$1,400,000
- LEEP co-contribution: \$360,000

At present there is \$567K available in a LEEP Transition Management Reserve. If both grant applications are approved and Council resolves to accept the funding deeds, a total of \$666K is required as Council funded co-contributions. This would involve an allocation of \$99K in the 2026/2027 budget to ensure that the Reserve holds sufficient funds to accommodate this requirement. As the timeframes of these projects would be across multiple years, this is feasible.

2.4. EXEC - 1/12/2025 - Ordinary Meeting of Council Dates 2026

Strategic Context for this matter:

Responsible Governance & Civic Leadership: To develop community confidence in the organisation by the way it is directed, controlled and managed.

Author: Sarah Lewis – Executive Assistant

Responsible Officer: Ross Gurney - General Manager

Executive Summary

The purpose of this report is to present to Council the proposed Ordinary Meeting of Council dates for 2026. Ordinary Meeting dates are generally set for the fourth Monday of each month, in accordance with the current Code of Meeting Practice (3.1) and Council resolution Min No. 20-285 (Ordinary Meeting of Council held 23 November 2020).

Administration's Recommendation

THAT Council endorse the schedule of Ordinary Meetings of Council for 2026 being the fourth Monday of each month (except for January being a Tuesday, and December there being no meeting):

- 27 January 2026 (Tuesday due to the Australia Day Public Holiday)
- 23 February 2026
- 23 March 2026
- 27 April 2026
- 25 May 2026
- 22 June 2026 (subject to confirmation of the dates of the National General Assembly)
- 27 July 2026
- 24 August 2026
- 28 September 2026
- 26 October 2026
- 23 November 2026 (subject to confirmation of the dates of the LGNSW Conference)

Attachments

Nil

Reference to any relevant previous minute

Min 20-285: Ordinary Meeting of Council held 23 November 2020

Min 21-192: Ordinary Meeting of Council held 23 August 2021

Min 22-239: Ordinary Meeting of Council held 28 November 2022

Min 23-218: Ordinary Meeting of Council held 27 November 2023

Min 24-255: Ordinary Meeting of Council held 25 November 2024

Background and discussion

Ordinary Meeting of Council dates are proposed for the fourth Monday of each month, in accordance with the current Code of Meeting Practice (3.1) and Council resolution Min. No. 20-285 (Ordinary Meeting of Council held 23 November 2020).

No meeting is proposed for December 2026, consistent with the practice of recent years.

Due to the following event, a change has been made to the meeting date.

- January meeting is to be held on the 4th Tuesday due to the Australia Day Public Holiday.

Council should also note that some meetings may be required to change for events such as the National General Assembly and the LGNSW Conference when the dates for 2026 become available.

The proposed Council meeting dates for 2026, generally being the fourth Monday of each month, are as follows:

- 27 January 2026 (Tuesday due to the Australia Day Public Holiday)
- 23 February 2026
- 23 March 2026
- 27 April 2026
- 25 May 2026
- 22 June 2026 (subject to confirmation of the dates of the National General Assembly)
- 27 July 2026
- 24 August 2026
- 28 September 2026
- 26 October 2026
- 23 November 2026 (subject to confirmation of the dates of the LGNSW Conference)

Council meetings will commence at 6:30 pm as resolved at the 28 October 2024 meeting (Min. No. 24-203). From January 2026, Public Forum will be held prior to the Council meeting, at 6:00pm, as per the adopted new Code of Meeting Practice.

Consultation and Communication

Council meeting dates are listed on the Lithgow City Council website. Business papers are added to the website in the week prior to each Council meeting.

Policy

The timing of Ordinary Meetings of Council is set by Council resolution.

Legal

Nil

Risk Management

Nil

Financial

- Budget approved – N/A
- Cost centre - N/A
- Expended to date – N/A
- Future potential impact – N/A

2.5. F&G - 1/12/2025 - Financial Statements for year ended 30 June 2025

Strategic Context for this matter:

Responsible Governance & Civic Leadership: To develop community confidence in the organisation by the way it is directed, controlled and managed.

Author: Vanessa Browning - Director Finance and Governance

Responsible Officer: Vanessa Browning - Director Finance and Governance

Executive Summary

At the 22 September 2025 Ordinary Meeting, Council resolved to authorise the signing of the 2024/2025 financial statements (Min. No. 25-223). The purpose of this report is to present to the Council the audited Financial Statements for the year ended 30 June 2025, as required by Section 419 of the Local Government Act 1993. The 2024/2025 Financial Statements are included as an attachment to this report.

Administration's Recommendation

THAT Council:

1. Receive the audited Annual Financial Statements for the year ended 30 June 2025 pursuant to Section 419 of the Local Government Act 1993.
2. Pursuant to Section 420 of the Local Government Act 1993, endorse the Financial Statements to be made available to the public to make submissions for a period of seven days.
3. Endorse the funding allocations to internally restricted reserves (\$8.8M) at 30 June 2025, as summarised in this report, noting the borrowing required to address the shortfall in unrestricted cash arising from rejected claims under the Disaster Recovery Funding Arrangement.

Attachments

1. Annual Financial Statements 2024 25 [2.3.1 - 104 pages]
2. Financial- Sustainability Plan [2.3.2 - 4 pages]

Reference to any relevant previous minute

Min. No. 25-151 Ordinary Meeting of Council held 30 June 2025.
Min. No. 25-223 Ordinary Meeting of Council held 22 September 2025.
Min. No. 25-247 Ordinary Meeting of Council held 27 October 2025.

Background and discussion

Audited Financial Statements

The Financial Statements for the year ended 30 June 2025 have been audited and were lodged with the OLG on 31 October 2025. The statements are included as Attachment One to this report.

The NSW Audit Office expressed an unmodified opinion, that:

- *“The Council’s accounting records have been kept in accordance with the requirements of the Local Government Act 1993, Chapter 13, Part 3, Division 2 (the Division)*
- *the financial statements:*
 - *have been prepared, in all material respects, in accordance with the requirements of the Division*
 - *are, in all material respects, consistent with the Council’s accounting records*
 - *present fairly, in all material respects, the financial position of the Council as at 30 June 2025, and of its financial performance and its cash flows for the year then ended in accordance with Australian Accounting Standards*
- *all information relevant to the conduct of the audit has been obtained*
- *no material deficiencies in the accounting records or financial statements have come to light during the audit.”*

This year has been a challenging year for Council, particularly due to grant income being received in previous years and expenditure on works being undertaken during 2024/2025, creating a mismatch between income and expenditure. Additionally, as advised during the 1 April 2025 Infrastructure Committee meeting, there were substantial levels of expenditure on restoring assets from natural disasters that were not accepted by TfNSW.

Council recognises the value of assets replaced as disposals, which are reflected in the ‘net loss from the disposal of assets’, in line with accounting requirements, making up \$7.3M of the \$7.0M reported in the Income Statement. Council currently only budgets for the projected return from the sale of assets.

Infrastructure assets were revalued this year and there was substantial improvement in the data associated with roads assets following the review undertaken by Shepherd Consulting. This was the main cause of the \$27.9M loss on infrastructure, property, plant and equipment reported in the Statement of Comprehensive Income (page 5 of Attachment One). It is important to note that this is an accounting entry only and does not impact upon Council’s cash holdings or ability to provide services to the community.

The impacts of the matters outlined above are the main contributing factors to the \$25M reported net operating loss before capital grants and the \$36.4M reduction in net equity.

A summary of the main financial results, on a consolidated basis, are provided in the table below.

Income Statement ('000s)	23/24 Actuals	24/25 Original Budget	24/25 Amended Budget	24/25 Actuals
Operating Income	\$86,967	\$75,595	\$82,373	\$78,911
Operating Expenses	\$50,292	\$47,275	\$51,595	\$68,486
Operating Result (excl Depreciation)	\$36,675	\$28,320	\$30,778	\$10,425
Depreciation	\$16,623	\$17,647	\$17,647	\$18,512
Net Operating Result	\$20,052	\$10,673	\$13,131	(\$8,087)
Capital Grants	\$18,298	\$9,924	\$15,252	\$16,901
Net Operating Result (before Capital Grants)	\$1,754	\$749	(\$2,121)	(\$24,988)

A summary of the main changes from the 2024/2025 Amended Budget are provided below:

- Operating income is \$3.5M lower than projected (4.2%), which is mostly related to the timing of grant recognition and delivery of grant funded programs.

- Operating expenditure is \$16.9M greater than projected (32.8%), arising from:
 - \$7.2M in relation to the value of claims rejected by TfNSW for natural disaster recovery works undertaken in previous years,
 - \$7.3M in relation to disposals of assets, due to renewal works undertaken, and
 - There was also higher than projected operating costs associated with delivery of grant programs and to restore assets arising from storm damage to sporting fields.

Statement of Financial Position ('000s)	23/24 Actuals	24/25 Actuals
Current Assets	\$97,014	\$68,259
Current Liabilities	(\$57,301)	(\$47,435)
Non-Current Assets	\$754,304	\$736,053
Non-Current Liabilities	(\$12,582)	(\$11,868)
Total Equity	\$781,435	\$745,009

A summary of the main changes from the prior year are provided below:

- Current Assets reduced by \$28.8M (29.6%), mostly associated with the expenditure of grant funded programs, reducing both cash and investments and contract assets,
- Current Liabilities decreased by \$9.9M (17.2%) due to the expenditure of grant funded programs associated with payments made in advance, and
- Non-Current Assets decreased by \$18.3M (2.4%) mostly arising from the revaluation of roads, where the conditions of the road network reduced the written down values due to natural disasters and damage from poor weather conditions.

A summary of the main factors contributing to the financial results is also provided by the NSW Audit Office on pages 74-80 of Attachment One. As the financial performance indicators and associated benchmarks are currently under review from the Office of Local Government, they are not included within the Financial Statements, except within the Auditor's report, which is summarised in the table below.

Financial Performance Indicators	23/24 Result	24/25 Result
Operating Result	20.1	-8.1
Unrestricted Current Ratio	2.67	1.63
Available Cash to Cover Expenses	3.6	1.5
Debt Service Cover Ratio	3.15	0.23

High variability in financial results is common in local government areas impacted by natural disasters due to the accounting requirements in terms of recognition of grant income, payments made in advance and expenditure of these funding sources in later years.

Reserve Balances

The rejection of the DRFA claims, particularly associated with Emergency Works, has had a significant impact on the 2024/2025 financial results and will impact upon Council's operations in future years. To fund the \$7.2M impact, Council was required to utilise internally restricted reserves of which a maximum of \$3.6M is recommended to be repaid.

The reported reserve balances and funds used to address the rejected DRFA claims are provided in the table below. It is to be noted that externally restricted reserves cannot be used for this purpose.

Reserve Balances – 2024/2025	Opening ('000s)	Allocated shortfall ('000s)	to	Closing ('000s)
Externally Restricted				
Unexpended loans	1,342		0	1,700
Unexpended grants	43,779		0	33,822
Developer contributions	1,927		0	1,913
Water Fund	4,712		0	3,864
Sewer Fund	6,419		0	294
Domestic Waste Management	8,261		0	8,531
Total Externally Restricted Reserves	66,440		0	50,124
Internally Allocated Reserves				
Plant and vehicle replacement	644		644	0
Employee leave entitlement	668		771	661
Carry over works	407		0	63
Deposits, retentions and bonds	539		0	400
Election	175		0	77
Land and building	2,184		2,100	85
Works in progress	637		0	137
Other	2,332		1,189	1,223
Financial Assistance Grant Prepayment	5,410		0	3,359
Non-Domestic Waste Management	1,405		678	2,769
Total Internally Allocated Reserves	14,401		5,381	8,774

The sewer reserve closed with \$294K due to the delivery of a range of capital works and the discontinuance of part of a loan. This is much lower than was forecasted when the decision not to refinance the full value of the loan was undertaken. The administration is currently reviewing the works program and likely expenditure to determine if additional funding is required and will be reported as part of the December 2025 Quarterly Review.

The full \$7.2M of rejected DRFA claims, was not required to be borrowed from internal reserves due to the timing of when the works were undertaken. A number of councils have also experienced significant cash impacts arising from natural disasters and the enhanced interrogation of claims. This has been acknowledged within the NSW Audit Office's Parliamentary Report on the poor levels of unrestricted cash, and challenging financial situations for many councils, which is available [here](#).

Financial Sustainability Plan

As outlined within this report, Council has a significant cash issue, having reported the negative unrestricted cash balance within the September Investment Report tabled at the October Council Meeting.

A program is being developed to undertake a budget reset in preparation for the 2026/2027 draft Budget. The main contributing factor to Council being unable to fully fund its ongoing operations is due to the loss of operating grants that were recurring and have been discontinued by both the State and Federal governments.

The budget reset will be undertaken with the Financial Sustainability Plan actions in mind, which is focussed on appropriate borrowings, long-term decision making for now and future generations, appropriate cost recovery, living within our means, service reviews and infrastructure renewal to clear backlogs. The Plan is included as Attachment Two.

It is to be noted that many of these actions and the resetting of Council's operations to resolve the structural operating deficit and current cash issues will involve community, Councillor and staff consultation and will take several years to address. Council needs to be prudent in its decision making to ensure that we are not expanding on service provision or allocating funding to non-core activities to assist in reaching enduring financial sustainability.

Consultation and Communication

The financial reports and Auditor's reports are presented to a meeting of the Council of which public notice has been given. The public notice has been given more than one week before the meeting and the meeting is being held not more than five weeks after the receipt of the Auditor's reports.

In accordance with Section 420 of the Local Government Act 1993, the Council is required to make the Financial Statements available to the public, seeking lodgement of any submissions in response to the document, for a period of seven days after presentation of the Financial Statements to Council.

To meet this requirement a copy of the Financial Statements is available to the public on the Council website and at the Customer Service counter. If submissions are received then those will be responded to, and details provided to all Councillors.

Policy

N/A

Legal

The subject matter of this report is a function of Council conferred by the NSW Local Government Act 1993.

Risk Management

The presentation of the financial statements to the Council, and the ability for the public to inspect the statements, supports the Council's financial reporting governance requirements.

Financial

As detailed in this report.

2.6. F&G - 1/12/2025 - Investment Report October 2025**Strategic Context for this matter:**

Responsible Governance & Civic Leadership: To develop community confidence in the organisation by the way it is directed, controlled and managed.

Author: Jonathon Reid - Financial Services Manager

Responsible Officer: Vanessa Browning - Director Finance and Governance

Executive Summary

The purpose of this report is to advise Council of investments held as at 31 October 2025 and to note the certification of the Responsible Accounting Officer that funds have been invested in accordance with legislation, regulations and Council's Investment Policy.

The report also provides commentary on the cash and investments balance compared with the funding required for internally and externally restricted reserves. A key aspect of the report is that while Council has total investments and cash of \$50.7M, it is fully restricted (internally or externally). Therefore, those funds are not available for any purpose beyond that for which they have been restricted, with a small internal borrowing from internal reserves for working capital currently required.

Administration's Recommendation

THAT:

1. Investments of \$49,900,000 and cash of \$822,999 (which is restricted for specific purposes) for the period ending 31 October 2025 be noted.
2. The enclosed certificate of the Responsible Accounting Officer be noted.
3. The commentary on cashflow and funding requirements for restricted reserves be noted.

Attachments

1. Oct Investment Attachment [2.4.1 - 1 page]

Reference to any relevant previous minute

Min No 25-247 Ordinary Meeting of Council held on 27 October 2025.

Background and discussion**Movements in the Cash and Investments Balance**

Council's total investment portfolio as at 31 October 2025, when compared to 30 September 2025, has decreased from \$52,000,000 to \$49,900,000. Cash in Council's bank account increased from \$342,965 to \$822,998.

October is usually a cashflow negative month, with grant income and water charges being the main funding source. In October 2025, there were low cash inflows resulting in a decreased cash position.

If the movement in the bank account is negative, this is shown as a nett redemption. If the movement in the bank account is positive this is shown as a nett new investment.

The movements in Investments for the month of October 2025 were as follows:

Opening Balance of cash and investments as 1 October 2025	\$52,342,965
<u>Plus</u> New Investments – October 2025	\$10,480,033
<u>Less</u> Investments redeemed – October 2025	\$12,100,000
Closing Balance of cash and investments as at 31 October 2025	\$50,722,998

The attachment to this report provides an overview of the current market value of investments held with each financial institution. The difference between the value quoted in in the attachment and within the report relates to the recognition of interest earned but not yet received by Council.

Responsible Accounting Officer comment on the cash and investments balance – there was a \$1.6M decrease in cash and investments in October 2025. Low cash inflows were accompanied by payments to suppliers (\$5.2M) which has resulted in a decreased cash balance. Cash outflows continue to be managed to ensure that the timing of grant funding milestones matches the pace of works undertaken.

High value supplier payments included:

- \$382K Water usage April and May 2025 from Fish River (Water funded),
- \$316K Wolgan Valley Access Road design and project management (DRFA funded),
- \$271K Domestic waste collection for September (Waste Fund),
- \$196K Footpath upgrade of Main St, Lithgow (Reserve and Grant funded),
- \$167K Wolgan Road Project Management (DRFA funded),
- \$136K Cupro/Main Street Stormwater Drainage Improvements (Grant funded),
- \$129K Lithgow Sewerage Treatment Plant Progress Claim (Sewer Fund),
- \$125K Electricity Account August September (General Fund), and
- \$112K Annual Software Licence Cybersecurity CrowdStrike (General Fund).

Funding Requirements for Restricted Reserves

A large proportion of Council's investments are held as restricted assets for specific purposes. Restricted assets may consist of externally restricted assets which must be spent for the purpose for which they have been received (e.g. water, wastewater, domestic waste) or internally restricted assets which have been set aside by Council resolution. Some internal restrictions are held to fund specific liabilities such as employee leave entitlements and bonds and deposits.

Responsible Accounting Officer comment on restricted reserves – Council had insufficient cash and investments at 31 October 2025 to fund \$47.0M of externally restricted reserves and \$5.6M of internally restricted reserves. An internal borrowing of \$1.9M from internally restricted reserves was required for general purposes due to timing of annual payments for the period to 31 October, relating to software and insurance that was unmatched by cash inflows. This is expected to be repaid over the balance of the year, with no significant annual payments remaining and as further rates instalments are received.

Cash and Investments Statement (\$'000)			
	30 June 2025	30 September 2025	31 October 2025
	Position	Position	Position
Externally Restricted			
Developer Contributions	1,913	2,060	1,955
Special Purpose Grants	33,822	30,667	29,784
Water Supplies	3,864	4,922	4,860
Sewerage Services	294	410	38
Domestic Waste	8,531	9,857	9,506
Unexpended Loans	1,700	984	903
	50,124	48,901	47,047
Internally Restricted			
Land & Buildings	85	85	80
FAGs	3,359	-	-
Plant & Equipment	-	-	-
Bonds, Deposits & Retentions	400	352	362
Works in Progress	137	137	137
Carry Over Works	63	66	48
Commercial Waste	2,769	3,910	3,874
ELE	661	661	161
Election	77	77	77
Other	1,223	350	850
Internal Borrowing to General Fund	0	(2,196)	(1,913)
Total Internally Restricted	8,774	3,442	3,676
Unrestricted (working capital)	-	-	-
Total Cash and Investments *	58,898	52,343	50,723

* Please note previously reported allocation for June 2025 have been restated in line with the audited 2024/25 Financial Statements. This has resulted in September 2025 being restated.

CERTIFICATION OF THE RESPONSIBLE ACCOUNTING OFFICER

I hereby certify that the investments listed in the report have been made in accordance with Section 625 of the Local Government Act 1993, clause 212 of the Local Government (General) Regulation 2021 and Council's Investments Policy.

Both internally and externally restricted reserves are managed in accordance with legislation, regulation, Council resolutions and Council's endorsed budget allocations to / from reserves.

Vanessa Browning
Director Finance and Governance - Responsible Accounting Officer

Consultation and Communication

N/A

Policy

Investments are held in accordance with the Lithgow City Council's Investment Policy at the date of investing funds. On 24 March 2025, Council adopted a revised Investment Policy which includes the Minister's Investment Order of 12 January 2011.

Legal

Council's Investment Policy complies with the Minister's Investment Order of 12 January 2011.

Risk Management

Risk is managed by taking a conservative approach to managing Council's investments and only investing in term deposits.

Financial

- Interest income budget approved \$2,813,000 (full year)
- Cost centre 800152-8130-41500
- YTD Income to date \$783,636
- Future potential impact Nil.

Council's budgeted investment interest income for 2025/26 is \$2.8M, approximately \$653K less than 2024/25 actual interest received. During October, the average rate achieved was 4.21% on an investment balance of \$49M, 60% of which is due to the remaining balance of the \$33.8M advance payment for natural disaster restoration works.

Interest is paid on the maturity date of the investment. The budget for interest income is determined by the average level of funds held and the rate of return. Adjustments to the budget estimate are processed through Council's Quarterly Budget Review process. Interest returns are determined by average funds invested and the rate of interest return.

2.7. F&G - 1/12/2025 - 2025/26 Quarter One Budget Review

Strategic Context for this matter:

Responsible Governance & Civic Leadership: To develop community confidence in the organisation by the way it is directed, controlled and managed

Author: Vanessa Browning - Director Finance and Governance

Responsible Officer: Vanessa Browning - Director Finance and Governance

Executive Summary

This report provides the Quarterly Performance Report on the 2025/2026 Operational Plan for the period of 1 July 2025 to 30 September 2025 with a recommendation that variations to income, expenditure and capital budget estimates are adopted and that the revised financial result of a \$1.5M consolidated operating surplus (before capital grants) be noted.

The Director Finance & Governance, as Responsible Accounting Officer, has reviewed the report and advises that Council's projected financial position at 30 June 2025 will be satisfactory compared with the original budget.

The report also provides an update on the capital expenditure budget, cashflow and reserve balances.

Administration's Recommendation

THAT Council:

1. Note the contents of the report and the projected consolidated operating result (before capital) of \$1.5M surplus for the 2025/2026 Operational Plan as detailed in the Quarterly Budget Review Report for the period 1 July 2025 to 30 September 2025.
2. Note the commentary on the capital expenditure budget, cashflow and reserve balances.
3. Adopt the income, expenditure and capital budget variations to the 2025/2026 Council budget as outlined in the attached Quarterly Budget Review Report.

Attachments

1. September 2025 Quarterly Review Report [2.5.1 - 11 pages]

Reference to any relevant previous minute

Min. No. 25-163 Ordinary Meeting of Council 30 June 2025

Background and discussion

Commentary

The Director Finance and Governance, as Responsible Accounting Officer, has stated in the Quarterly Performance Report that Council's projected financial position as at 30 June 2026 will be satisfactory, having regard to the original budgeted position.

Council's projected position at 30 June 2025 has slightly deteriorated from an operating result (before capital) of \$1.50M surplus (original budget) to an expected \$1.47M surplus. The following factors were considered in determining Council's projected financial position at 30 June 2025:

1. The primary impact on the projected operating result for Quarter One is the unfunded increase to Council's Workers Compensation insurance premium, which was higher than projected at the time of preparing the draft budget.
2. Other operating variances largely relate to timing of grant income, reserve-funded program adjustments, and minor realignments to operating budgets, none of which materially affect the underlying position.
3. Capital program changes include a mix of grant-funded additions, reserve-funded works and deferrals. These movements do not impact upon Council's unrestricted cash position.

The projected year end operating result before capital is \$1.47M surplus (before capital) at 30 September 2025.

Summary of the July to September Quarterly Budget Review Report

Details of the July to September 2025 Quarterly Budget Review Report are provided in the attachment to the Business Paper. Below is a summary table:

Budget	Result
	\$'000
Original Budget	1,505
September Review	1,467

Reasons for Changes in Revenue and Expenditure Projections

Projected total revenue to 30 June 2026 has increased by \$710K during Quarter One. Variations over \$50K, include:

- \$80K in Natural Area operating grants,
- \$81K in operating grants for the Wild Food Festival,
- \$50K in funding for a stormwater quality improvement device (SQID),
- \$250K of EPA capital grant funding for supervision and resource recovery upgrade works, and
- \$60K of EPA capital grant funding for littler fencing.

Projected total operating expenditure to 30 June 2025 has increased by \$420K, with variances over \$50K including:

- \$305K increase in Workers Compensation Premium, in line with the advice provided,
- \$130K increase funded from the Strategic Planning Reserve for the Growth Management Strategy, to add to the \$340K allocated from Transitions Management SRV allocation,
- \$50K increase for maintenance of the Charles Hoskins building, which was handed back to Council after the development of the Original Budget,
- \$60K increase for information technology relates expenses, and
- \$250K decrease to allocate stormwater works that were reclassified from operating to capital expenditure.

The nett effect of the increase in projected total revenue, together with the increase in projected total expenditure is a change in the expected consolidated operating result from a surplus of \$13.1M (Original budget) to a surplus of \$13.4M at 30 June 2025 (including capital grants and carryovers).

Capital Expenditure Budget

The final original budget for the 2025/26 Capital Works Program was \$35.4M.

The Quarter One review of the Capital Works Program, including projects carried from 2024/2025 has resulted in a net increase in the program of \$6.6M. The program has thus been increased to a total of \$42.4M.

Material variances to the Capital Works Program in Quarter One, being greater than \$250K, is:

- \$2.6M increase for Wolgan Road funded from DRFA,
- \$2.2M increase for Road Reseal Program, reprioritised from other infrastructure projects,
- \$811K increase for Main Street Footpath Revitalisation,
- \$606K increase for Main Street /Cupro Street Stormwater Drainage funded by grants,
- \$402K increase for Portland Garbage Depot Upgrade funded from the waste reserve,
- \$381K increase for Great Western Highway Drainage Upgrade funded from stormwater,
- \$280K increase for La Salle Drainage Upgrade funded from stormwater,
- \$450K reduction for sewer mains relining program due to insufficient funds,
- \$550K reduction to remove the Wallerawang Main Street Bridge Program, as grant funding was not approved, and
- \$1.8M reduction for DRFA landslip program in line with expected delivery.

Cash and Investments / Reserve Balances / Cashflow

The Cash and Investments Statement at 30 September 2025 is shown in the table below.

Cash and Investments Statement (\$'000)		
	30 June 2025	30 September 2025
	Position	Position
Externally Restricted		
Developer Contributions	1,913	2,060
Special Purpose Grants	33,822	30,667
Water Supplies	3,864	4,922
Sewerage Services	294	410
Domestic Waste	8,531	9,857
Unexpended Loans	1,700	984
	50,124	48,901
Internally Restricted		
Land & Buildings	85	84
FAGS	3,359	0
Plant & Equipment	0	0
Bonds, Deposits & Retentions	400	351
Works in Progress	137	137
Carry Over Works	63	66
Commercial Waste	2,769	3,910
ELE	661	661
Election	77	77
Other	1,223	350
Total Internally Restricted	8,774	5,638
Unrestricted (working capital)	-	(2,196)
Total Cash and Investments	58,898	52,343

There is insufficient cash and investments to fund Council's external and internal restrictions, with a \$2.2M shortfall in unrestricted working capital. The shortfall has been allocated against internal restrictions. Action is currently in progress to address this shortfall.

The \$30.7M balance of the special purpose grants reserve includes \$28.5M for advanced natural disaster funding.

Cashflow continues to be carefully managed to ensure that Council has sufficient liquid funds available to make payments on time. The action taken by management has ensured that cash inflows can match cash outflows.

Consultation and Communication

N/A

Policy

N/A

Legal

The Local Government Act 1993 and Local Government (General) Regulation 2021 sets out the requirements for the quarterly reporting of the achievement of performance targets and the submission of a budget review statement after the end of each quarter.

Risk Management

The Quarterly Performance Report provides assurance that Council has effective financial management practices in place.

Financial

As detailed in this report.

2.8. F&G - 1/12/2025 - Code of Conduct Statistics 2024-25

Strategic Context for this matter:

Responsible Governance & Civic Leadership: To develop community confidence in the organisation by the way it is directed, controlled and managed

Author: Vanessa Browning - Director Finance and Governance

Responsible Officer: Vanessa Browning - Director Finance and Governance

Executive Summary

The purpose of this report is to inform Council of Code of Conduct Complaint statistics as required by the Procedures for the Administration of the Model Code of Conduct for Local Councils in NSW, 2020 (the Procedures).

The Council's Complaints Co-ordinator is required to report to Council annually on Code of Conduct Complaints Statistics for the period **1 September – 31 August** each year, in accordance with Part 11.1 of the Procedures. The report is required no later than 31 December of each year. Councils are also required to submit a report to the Office of Local Government (OLG) in a set format.

Administration's Recommendation

THAT Council note the report on the Code of Conduct complaints statistics for the period 1 September 2024 to 31 August 2025.

Attachments

Nil

Reference to any relevant previous minute

Min No 25-197: Ordinary Meeting of Council 25 August 2025

Background and discussion

In accordance with Section 11.1 of the Procedures Council's Complaints Coordinator is required to report to Council and the Office of Local Government (OLG) on Code of Conduct statistics. Using the format prescribed in this Section, the statistics are as follows:

- a) the total number of code of conduct complaints made about councillors and the general manager under the code of conduct in the year to September (the reporting period): **20**
- b) the number of code of conduct complaints referred to a conduct reviewer during the reporting period: **10**
- c) the number of code of conduct complaints finalised by a conduct reviewer at the preliminary assessment stage during the reporting period and the outcome of those complaints: **2**
- d) the number of code of conduct complaints investigated by a conduct reviewer during the reporting period: **9**
- e) without identifying particular matters, the outcome of investigations completed under these procedures during the reporting period:
 - **2** found to be unsubstantiated,
 - **1** substantiated and recommended for censure and referral to OLG,
 - **1** referred to Council for alternate resolution,

- f) the number of matters reviewed by the Office during the reporting period and, without identifying particular matters, the outcome of the reviews, and
- 4 found to be unsubstantiated,
 - 3 yet to be determined.
- g) the total cost of dealing with code of conduct complaints made about councillors and the general manager during the reporting period, including staff costs: **\$86,360.19**.

Consultation and Communication

N/A

Policy

N/A

Legal

The subject matter of this report is a function of Council conferred by the Local Government Act 1993. In accordance with the Procedures for the Administration of the Model Code of Conduct for Local Councils in NSW, these statistics must be reported to Council within 3 months of the end of September each year and then be provided to the Office of Local Government (OLG).

Risk Management

N/A

Financial

- Budget approved - costs associated with code of conduct complaints are managed within the Council's recurrent operational budgets.
- Cost centre - PJ 800154.
- Expended to date – as detailed in the report.
- Future potential impact - To ensure independence and in accordance with the Procedures for the Administration of the Code of Conduct, complaints that are determined to be a possible breach of the Code of Conduct are referred to external Code of Conduct Reviewers and cost a minimum of \$2.5K for each complaint.

2.9. I&PD - 01/12/2025 - Proposed Roads Program - Conditions of Local Roads Network

Strategic Context for this matter:

Caring for Our Community To retain, respect and strengthen both our overall sense of community, and the unique linked communities of groups, rural areas, villages and towns that make up the Lithgow LGA.

Developing Our Built Environment To provide a choice of effective public and private transport options, suitable entertainment and recreational facilities, and lifestyle choices while enhancing the existing rural areas, villages and towns that make up the Lithgow LGA.

Author: Jonathon Edgecombe – Director Infrastructure and Project Delivery

Responsible Officer: Jonathon Edgecombe - Director Infrastructure and Project Delivery

Executive Summary

Lithgow City Council manages 546 km of sealed roads, the community's largest single infrastructure asset. These roads underpin community connectivity, safety, and economic productivity.

Independent condition surveys have now, for the first time, provided an objective and complete assessment of the network. The findings are sobering; about half of the sealed network is already in Poor or Very Poor condition, with a renewal backlog of ~\$90M.

Council has responded by developing a six-year \$92M renewal program, based on engineering evidence and sound asset management practice. This program sequences reseals, asphalt overlays, pavement recycling and reconstructions according to actual need, risk, and financial capacity.

The program is robust because it:

- Is based on independently measured condition data, not assumptions,
- Follows IPWEA Austroads and IIMM guidelines for treatment selection and asset management,
- Builds in annual testing (FWD - Falling Weight Detection and geotechnical) to refine and validate treatments before delivery, and
- Balances community expectations, risk management and financial capacity by aligning with SRV, own-source revenue, and external grants.

Two funding options are presented:

- **Option A (Full Program):** ~\$16M/yr, including a requirement for additional \$20M of funding over a six-year period. This stabilises the backlog and treats pavements at the optimum time.

Proposed Roads Renewal Works Program Budgets to address Condition								
V1.3	25th April 2025	Yr1	Yr2	Yr3	Yr4	Yr5	Yr6	
		25/26 Amount (\$ Mill)	26/27 Amount (\$ Mill)	27/28 Amount (\$ Mill)	28/29 Amount (\$ Mill)	29/30 Amount (\$ Mill)	30/31 Amount (\$ Mill)	Total
Road Surfacing/Pavements: Renewal Works								
CAPEX	Asphalt Resurfacing ^{##}	1.0	4.1	4.5	3.0	4.1	7.5	24.2
CAPEX	Bitumen Reseals (incl Prep/Repairs)	5.3	6.1	6.0	6.0	6.0	5.4	34.8
CAPEX	Recycle Pavement	6.3	4.0	1.8	1.8	2.0	0.0	15.9
CAPEX	Pavement Reconstruction	0.2	1.1	3.0	3.0	1.7	0.0	9.0
CAPEX	Concrete Pavmt Renewals (Repairs)	0.2	0.2	0.2	0.2	0.2	0.5	1.5
	Sub Total (\$ 2024 dollars)	13.0	15.5	15.5	14.0	14.0	13.4	85.4
	Sub Total with 3% pa Indexing of costs	13.0	16.0	16.4	15.3	15.8	15.5	92.0
	Budget Funds	12.9	15.9	16.3	15.1	15.4	15.7	91.4

Figure 1: Proposed Renewal Works Program

- **Option B (Reduced Program):** ~\$12M/yr, with no additional funding. Provides short-term savings but defers \$25M of overlays, which escalate into ~\$38M of reconstructions and heavier repairs - an additional **\$13M**, while service levels decline and risks increase.

This report sets out the facts, options and consequences of each approach. It also explains the high-level methodology used in developing the renewal program and notes the caveats around deterioration modelling recognising that while deterioration rates vary with weather and traffic, the underlying principle remains; delaying renewal always increases costs and exposes Council to risks.

Practical Implications – Option A vs Option B

Councillors and community members are most concerned with what happens on the ground.

The table below illustrates the practical differences between early renewal and delayed investment.

	Option A – Accelerated Renewal (Resealing at the Right Time)	Option B – Deferred Renewal (Reconstruction Later)
Objective	Protect and extend pavement life with a cost-effective reseal or overlay, preserving the base structure.	Rebuild failed pavements from the subgrade up, including drainage and kerb upgrades.
Typical Process	Minor prep works (patching, crack sealing, edge breaks) followed by reseal or thin overlay.	Full-depth recycling or reconstruction involving excavation, stabilisation, and resurfacing.
Timeframe	Short duration – typically days per site.	3 - 6 weeks per site, requiring heavy plant and multiple contractors.
Climate Window	Works planned outside May - August sealing shutdown period.	Broader seasonal window but longer curing and staging time.
Condition Before	Moderate wear, surface oxidation, minor defects – base still sound.	Severe cracking, deformation, drainage failure – full pavement fatigue.
Resulting Surface	Smooth, safe, water-tight surface extending life by 8–12 years.	Reconstructed pavement delivering a new 25-year design life.
Indicative Cost	≈ \$8/m2 – \$12/m2 (reseal) ≈ \$36/m2 – \$54/m2 (asphalt overlay)	≈ \$40/m2 – \$60/m2 (recycle) ≈ \$100/m2 – \$250/m2 (reconstruction)

Community Impact	Minimal disruption, short closures, lower noise and dust.	Longer closures, higher construction impact, greater detour requirements.
Network Outcome	Preserves asset condition and slows deterioration across more kilometres.	Restores failed assets but allows other sections to deteriorate further.
Financial Implication	Sustainable – renew before failure, flattening future cost curve.	Reactive – rising costs and backlog growth over time.

Figure 2: Practical Differences in Renewal Strategy

This report is split into 11 parts, as follows:

1. Current Situation.
2. Program Approach.
3. Available Funding Sources.
4. Condition and Cost Relationship.
5. Deterioration and Risk Modelling.
6. Caveats on Deterioration.
7. Options for Council.
8. Practical Implications.
9. Options Analysis - Consequences and Risks.
10. Recommendation.
11. Next Steps.

Administration's Recommendation

THAT Council:

1. Notes the work completed to inform the Sealed Road Renewal Program as the preferred long-term approach to improving the condition, safety, and sustainability of Lithgow's road network.
2. Endorse Option A – Accelerated Road Renewal Program Strategy with the inclusion of an additional \$20 million in funding required to support an increase in Council's planned capital sealed road renewal program over the next six years.
3. Endorse the development of a governance framework, such as the engagement of an external project auditor or quality assurance expert to independently check the status of project delivery.
4. Approve the publication of the draft Road Renewal Program to internal stakeholders, Councillors, and the community.
5. Acknowledges the current funding gap and directs that the gap be reflected in the upcoming Transport Asset Management Plan (TAMP) and Long-Term Financial Plan (LTFP).
6. Commits to ongoing advocacy for alternative funding sources including grants.
7. Note that the LTFP will consider generating own-source revenue and loan borrowings to progressively address the gap. Annual programs will be put to Council through the budget process.

Attachments

Nil

Reference to any relevant previous minute

Previous updates have been provided at the following sessions:

1. Councillor Information Session on 4 February 2025
2. Audit Risk and Improvement Committee on 3 June 2025
3. Infrastructure Committee Meeting of 3 June 2025

4. Infrastructure Committee Meeting of 17 June 2025
5. Infrastructure Committee Meeting of 5 August 2025
6. Tourism Committee Meeting of 20 August 2025
7. Combined Finance and Infrastructure Committee Meeting of 22 October 2025
8. Combined Finance and Infrastructure Committee Meeting of 17 November 2025

Background and discussion

1. Current Situation

Council’s sealed road network has faced decades of under-investment and has been found to be built on non-conventional pavement materials, such as sands and soils, resulting in a condensed period of asset failure. This impact has been compounded by recent flood damage and sustained wet seasons.

Recent independent condition surveys confirmed:

- ~33% in **Fair** condition.
- ~34% in **Poor** condition.
- ~28% in **Very Poor** condition.

This means around half of the network is at or beyond the typical point of intervention.

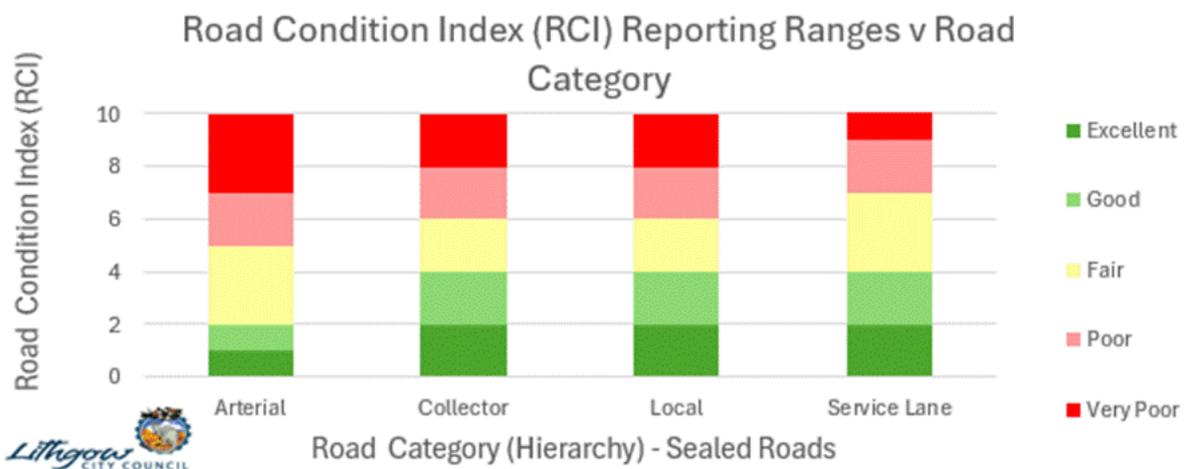


Figure 3: Condition profile of sealed network

The work required to bring those assets identified as being in Poor or Very Poor condition to a serviceable condition is referred to as an ‘asset renewal backlog’. This backlog is estimated at **\$88–92M**, and without decisive intervention it will continue to grow.

2. Program Approach

The six-year program illustrated within this report (~\$92M indexed) has been designed not just as a works list but as a framework for balancing engineering evidence, financial risk, and service delivery.

- **Years 1–2:** Focus on testing and investigations (FWD, geotechnical coring), combined with reseals delivered alongside DRFA projects. This ensures flood repairs are followed immediately by preventative renewals, extending pavement life at minimal cost.
- **Years 3–6:** Reseals, overlays, recycling and reconstructions are rolled out steadily, sequenced to climate conditions and DRFA staging to reduce duplication and maximise efficiency.

To ensure a fair, transparent and sustainable approach to managing the network, Council's Road Renewal Strategy is underpinned by the following principles:

1. Renew before new – focus on maintaining existing roads before expanding the network.
2. Fit-for-purpose design – treatments are matched to road use, traffic, and community expectations.
3. Network approach – prioritise renewal across the whole network rather than isolated projects.
4. Reasonable risk appetite – minor surface defects are tolerated to enable more kilometres to be treated overall.
5. Shovel-ready commitment – maintain design readiness to capitalise on future grant funded programs.

These principles ensure investment is equitable, defensible, and aligned with community expectations.

The Sealed Road Renewal Program provides the long-term, optimised approach to managing the condition and performance of the sealed road network. It is derived from, and consistent with, Council's broader infrastructure and financial strategies.

Key features include:

- Independent, data-driven asset assessment: using AI LiDAR surveys to define condition, risk, and intervention priorities.
- Engineering-based treatment selection: consistent with IPWEA, Austroads, and International Infrastructure Management Manual guidelines for reseals, overlays, recycling, and reconstruction.
- Prioritised, six-year renewal program (~\$92M): designed to balance engineering need, financial sustainability, and community service outcomes.
- Phased implementation: including early testing and investigation to confirm treatment risks and optimise investment sequencing.

3. Available Funding Sources

The proposed program combines multiple sources:

- **Special Rate Variation (SRV):** diverted from maintenance to renewal.
- **Own-source revenue:** general fund contributions, in line with depreciation – which is dependent upon attaining balanced operating results.
- **Federal and State grants:** including Roads to Recovery and block grants, but also any other new grant opportunities that arise from recent advocacy effort.
- **Alignment with DRFA:** maximising external contributions by combining works.
- **A potential, staged \$20M loan, considered yearly:** bridging the backlog gap in Years 2–6, with the aim to seek concessional interest rates available to councils.

Once this program has substantially commenced, it is expected that reduced maintenance costs will assist with the repayments associated with any loans. This assumption is based on sound engineering logic which suggests that a road in better condition that has been designed based on site and traffic needs will require reduced maintenance over its lifespan.

To adequately fund the accelerated program, particularly until the renewal and maintenance cost savings are realised, there is a requirement to consider the level, subsidisation and way services are delivered across Council. While this is not ideal, a modern Council must flex and respond to the needs of the community, balancing the limited funding it has to do so. We hear that roads and road conditions are of utmost importance to the Lithgow community. Service considerations, supported by appropriate service reviews and employee/community engagement, might include:

1. Reduction in operating hours at libraries, pools and other services.
2. Increases to revenue generation through new, or amended, fees and charges, and stricter application of these.
3. Sale or decommissioning of redundant, underutilised, or surplus Council assets.
4. Operational changes to service delivery models.
5. Reduction in the level of subsidisation and sponsorship offered to the Community.

It should be noted that it is likely a combination of all the above funding opportunities will need to be pursued to deliver this program in the most financial sustainable and responsible way.

It is to be noted that the above are all components outlined in Council's Financial Sustainability Plan, which also identifies that renewal of assets is a priority over new assets and that borrowings should be leveraged, where appropriate.

4. Condition and Cost Relationship

Condition directly relates to renewal cost. The unit rates shown below reflect typical treatment costs, with the below table presenting the current averages derived from the scoped treatments across the LCC network (with assumptions, currently being tested through in the investigation and testing program):

- **Fair condition:** reseal \$6–12/m².
- **Poor condition:** overlay \$36–56/m².
- **Very Poor condition:** reconstruction \$100–250/m².

This is the heart of the asset management story: every road allowed to deteriorate costs 3–4 times more to renew later.

COST/m2		COST/m2					
		Arterial	Collector	Local	Service Lane		
Main							
Road Hierarchy : Avg COST/m2 of Road in Each Roughness Category							
Road Condition	Arterial & Main	Collector	Local	Service Lane	AVERAGE	% Total	
Excellent	0	0	0	14	14		
Good	0	7	10	13	10		
Fair	8	24	17	24	18		
Poor	19	35	27	48	32		
Very Poor	19	41	33	49	36		

Figure 4: Average unit renewal cost by condition band for LCC network (\$/m²)

5. Deterioration and Risk Modelling

Deterioration is influenced by traffic, drainage, materials, and weather. While exact forecasts are not possible, illustrative slip/deterioration rates consistent with IPWEA and Austroads practice have been applied:

- Fair → Poor: 8–12% per year.
- Poor → Very Poor: 6–10% per year.

These values are consistent with ranges applied in *IPWEA Practice Note 9, Austroads AP-R649-21 Life Cycle Management Framework*, and State transport agency practice for network-level modelling.

The purpose of these assumptions is not to claim predictive precision, but to demonstrate the direction and scale of risk if renewal is underfunded. The following factors can skew the illustrative figures above:

- **Wet years or flood events** can double deterioration rates, tipping many pavements quickly into Very Poor.
- **Dry years** may slow deterioration and hide vulnerabilities for a time, but pavements do not “improve” with time; they remain on a downward trajectory.
- **Localised variability** means some pavements will fail earlier, requiring reactive spend that cannot be predicted in advance.

From an engineering and financial management perspective, the exact deterioration rate is less important than the certainty of the outcome:

- Deferring renewal always increases costs, because it pushes more road area into higher-cost treatment categories.
- Whether deterioration occurs at the low or high end of the assumed range, the outcome is the same — later intervention means greater cost, higher backlog, higher risk exposure, and lower service levels.

This approach therefore provides a conservative but credible framework to communicate funding risks to Council and the community. It is transparent, based on accepted practice, and avoids over-

claiming predictive accuracy while still giving elected members the information they need to make informed decisions.

This risk modelling shows the consequences of reduced funding:

- Fewer kilometres of road renewed at the optimum time.
- More area slipping into high-cost treatments.
- Reduced funding must be accompanied by a higher risk appetite.
- Long-term escalation (increased maintenance cost) of ~\$13M on a \$25M deferred program. This is compared to the additional \$5.4M of interest expense in relation to the proposed loan program.

6. Caveats on Deterioration

It is important to acknowledge that pavement deterioration is not an exact science. Even the most advanced mechanistic-empirical models used by State road agencies rely on assumptions about traffic loading, subgrade strength, drainage, and climate that are inherently variable at the local level.

Influencing Factors:

- **Climate and weather:** Lithgow's recent experience of above-average rainfall and flood events has demonstrated how rapidly pavements can deteriorate when drainage is compromised. Conversely, during drier periods deterioration may slow.
- **Traffic growth:** Heavy vehicles, changes in freight routes, or population growth can accelerate roughness and cracking beyond expected levels.
- **Material variability:** Pavement depth, base/sub-base materials, and historical construction quality vary widely across the network. This creates different performance profiles, even for roads recorded in the same "condition band."
- **Geographic challenges:** Much of the Lithgow LGA is mountainous and rugged but also suffers the typical frost-thaw cycles associated with colder climates.

7. Options for Council

Option A – Full Program (~\$16M/yr, \$92M total)

- Requires supplemental revenue of \$20 million, funded by alternative revenue streams like grants, or a loan taken out incrementally over a 5-year period.
- Roads are renewed before slipping further into high-cost reconstruction, keeping a greater share of the network in the lower-cost reseal/overlay category.
- Backlog stabilises and begins to reduce.
- Predictable long-term cost profile resulting in improved financial sustainability ratios.
- Efficient, planned program aligned with DRFA delivery.
- Assuming loans are required to cover the full additional \$20M, over the six-year period, \$2.7M interest expense and \$5.6M of principal repayments will be incurred.
- Assuming loans are required to cover the full additional \$20M, over the life of the loans, \$5.4M interest expense will be incurred to repay \$20M.

Option B – Reduced Program (~\$12M/yr, ~25% cut)

- No grants or loans; Council relies on its existing financial capacity.
- Defers ~\$25M of overlays.

- Escalates to ~\$38M of reconstructions and heavier repairs (+\$13M).
- Average roughness worsens from IRI 4.6 (Poor) to 5.7 (Very Poor).
- Reactive maintenance increases by ~\$3.3M over the six-year period.
- Community satisfaction declines, legal/liability risks increase.
- Optimistically, this program might be delivered in 9 years. However, once ongoing reseals, rehab, and future condition issues are accounted for, the deferred program could stretch to 12–13 years.
- Important to note that the reactive maintenance and renewal costs would continue to escalate above the amounts quoted. Additionally, Council would be exposed to higher claims costs associated with damage to vehicles and potentially physical injury.

The analysis is based on engineering and asset management evidence. Before a decision is made, the following matters must be considered:

- All assumptions require validation through the Director Finance and Governance and Finance Committee, particularly impacts on the Long-Term Financial Plan, financial sustainability ratios, and borrowing capacity.
- Loan Facilities: Councils have access to low-interest concessional loans (e.g. via NSW Treasury Corporation and State programs). These can reduce the effective cost of borrowings, smooth repayments, and improve affordability.

8. Practical Implications – Option A (proactive renewal) vs. Option B (deferred treatment)

Timely resealing keeps roads in serviceable condition, preventing water ingress and structural failure. It stretches limited funds across more kilometres and supports consistent service levels. “Renewing before failure – cost-effective surface protection.”



Image 1: Typical wearing surface due for reseat – minor defects on the edge, a pothole or two and some loss of surface stone



Image 2: Isolated defect correction (patching) and edge repair to repair defects prior to a reseal

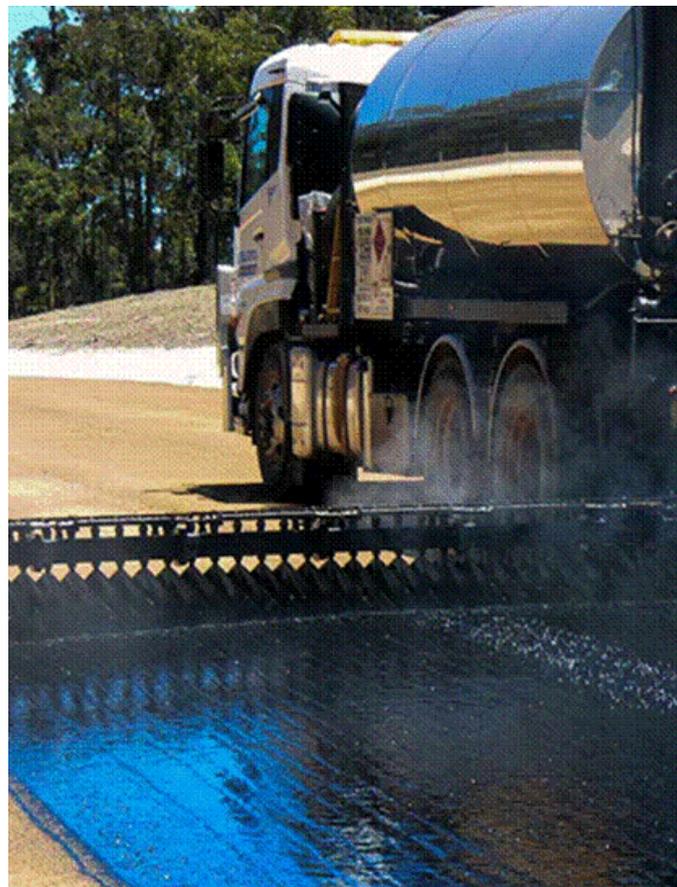


Image 3: Typical Reseal Treatment (\$6 /m² - \$12/m²) – a thin layer of sprayed bitumen with stone rolled on top (typically rural roads)



Image 4: Typical Asphalt Resurfacing Treatment (\$36/m² – \$56/m²) – a 30mm to 50mm layer of asphalt (typically urban streets or high traffic roads only)

Option B (Deferred Treatment):

Delaying intervention shifts renewal from an \$8/m² – \$12/m² (reseal) renewal exercise to a \$40/m² – \$60/m² (recycle). It increases disruption, multiplies cost, and compounds future funding pressures. “Deferred intervention – 4× cost, higher disruption.”



Image 5: Aged surface showing extensive cracking, early edge failure – patching and resurfacing still possible



Image 6: Typical surface after multi-year delay



Image 7: Typical Treatment when beyond resealing or resurfacing - Recycling/stabilisation (\$60/m²)



Image 8: Typical Treatment when beyond resealing or resurfacing - Full Reconstruction/Replacement (\$100/m² - \$250/m²)

In summary, renewing roads at the right time (Option A) saves money and delivers safer, smoother pavements. Deferring renewals (Option B) increases costs and reduces public satisfaction.

9. Options Analysis - Consequences and Risks

Financial

- **Option A (Full Program):** Achieves a higher annual capital spend of approximately \$16M, supported by loan servicing. This approach provides predictable costs, protects asset values, and improves Council's renewal ratio, ensuring financial sustainability over the long term.
- **Option B (Reduced Program):** Delivers a reduced program of renewal by \$4M per year on average, but these are outweighed by long-term escalation and increased maintenance cost. Approximately \$25M of deferred overlays would become \$38M of reconstructions and heavier repairs (an additional \$13M). Key sustainability ratios decline, depreciation expense rises, and a significant cost spike emerges in Year 6.

Service Outcomes

- **Option A:** Maintains more of the network in the reseal and overlay category, providing smoother and safer pavements. This supports improved urban amenity, fewer complaints, and higher community satisfaction.
- **Option B:** Average road roughness worsens from IRI 4.6 (Poor) to 5.7 (Very Poor), with more of the network slipping into the "Very Poor" category. This results in visibly rougher roads, particularly in urban areas, and a surge in community complaints.

Operational Delivery

- **Option A:** Supports a planned and efficient works program, allowing crews to focus on scheduled renewal delivery and align with complementary DRFA-funded projects.
- **Option B:** Diverts crews into reactive patching and temporary repairs, estimated at an extra \$3.3M. Deferred asphalt programs may also clash with water main and utility works, leading to inefficiencies and rework.

Legal & Liability

- **Option A:** Minimises safety risks by treating pavements proactively before they deteriorate to unsafe levels.
- **Option B:** Increases the likelihood of hazards, vehicle damage, and associated claims. This exposes Council to greater legal and insurance liability over a greater length of time.

Strategic & Governance

- **Option A:** Demonstrates responsible asset stewardship and intergenerational equity, showing Council's commitment to sustainable investment in long-lived infrastructure. It also strengthens alignment with DRFA and other external funding sources.
- **Option B:** Transfers financial and service risks to future councils, entrenches the backlog beyond \$100M, and reduces opportunities to leverage external funding. This option avoids borrowings in the short term but carries reputational risk if the community perceives worsening roads and growing complaints.

10. Recommendation

Both elected members and the executive leadership team must balance affordability, service outcomes, and stewardship responsibilities. The choice is ultimately a matter of governance: whether to prioritise short-term budget relief or long-term sustainability and asset protection.

- **Option A – Full Program (Preferred):**

Option A aligns with engineering evidence, industry standards, and prudent asset management. It stabilises and begins to reduce the renewal backlog, protects asset values, and delivers improved community service levels.

While loan servicing is considered affordable within the existing Special Rate Variation (SRV) and revenue streams, particularly with access to concessional borrowing arrangements available to councils, loans should be considered yearly alongside the Operational Plan for that year. This will ensure that any possible loans are considered alongside the needs of other divisions of Council, but also any other revenue opportunities (grants) for that year. For the Executive Team, Option A enables a planned, efficient works program, reduces reliance on reactive maintenance, and provides a defensible basis for long-term financial planning.

The following renewal program is proposed, subject to Council approval.

Funding Type	Funding Source /Year	Yr 1	Yr 2	Yr 3	Yr 4	Yr 5	Yr 6	Total
		25/26 Amount (\$)	26/27 Amount (\$)	27/28 Amount (\$)	28/29 Amount (\$)	29/30 Amount (\$)	30/31 Amount (\$)	
Road Surfacing/Pavements:		(**3%pa index 26/27 to 30/31)						
CAPEX	Roads to Recovery	1,274,884	1,513,925	1,593,605	1,593,605	1,593,605	1,593,605	9,163,229
CAPEX	SRV Roads Renewal**	2,557,538	2,634,264	2,713,292	2,794,691	2,878,532	2,964,887	16,543,204
CAPEX	Council General F - CAPEX**	6,684,715	6,885,256	7,091,814	7,304,569	7,523,706	7,749,417	43,239,477
CAPEX	Block Grants Roads**	280,000	288,400	297,052	305,964	315,142	324,597	1,811,155
CAPEX	Block Grant Supplementary**	99,000	101,970	105,029	108,180	111,425	114,768	640,373
	Sub Total	10,896,137	11,423,816	11,800,792	12,107,008	12,422,410	12,747,274	71,397,437
Road Surfacing/Pavements:								
CAPEX	Possible Loan or Grant (TBC)	0	5,000,000	5,000,000	3,500,000	3,500,000	3,000,000	20,000,000
	Sub Total	10,896,137	16,423,816	16,800,792	15,607,008	15,922,410	15,747,274	91,397,437
Drainage :								
CAPEX	SRV S/water Drainage Renewal**	463,568	477,475	491,799	506,553	521,750	537,402	2,998,548
Traffic Facilities :								
CAPEX	Line marking / Other (?)	115,000	115,000	115,000	115,000	115,000	115,000	690,000
CAPEX	TOTAL	11,474,705	17,016,291	17,407,592	16,228,561	16,559,160	16,399,677	95,085,985
	(Total CAPEX for Roads)							

Figure 5: Full program financial forecast

- **Option B – Reduced Program:**

Option B may appear attractive by avoiding borrowings and/or reliance on grants in the short term, but it comes with significant risks. Deferral escalates renewal costs by an estimated \$13M, pushes the backlog beyond \$100M, and results in rougher roads and lower community satisfaction. It increases operational inefficiency, ties up crews in patching and reactive work, and exposes Council to greater liability. From a governance perspective, Option B partially shifts responsibility and costs to future councils and communities.

- **Option A and B – Cost Comparison Table – 2025/26 to 2030/31**

	Option A (Loan)	Option B (No loan)
Renewal Program	\$91,397,437	\$71,397,437
Loan Funding	(\$20,000,000)	\$0
Loan Principal Cost	\$5,597,796	\$0
Loan Interest	\$2,726,738	\$0
Renewal cost escalation	\$0	\$13,000,000
Program length	6	9 (could be 12 – 13 years)
Cumulative cost	\$79,721,971	\$84,397,437
Reactive maintenance increase	\$0	\$3,300,000
Grand total	\$79,721,971	\$87,697,437

Figure 6: Proposed Renewal Works Program

Loan costs are calculated based on 4.90% interest rate based on the latest advice from T-Corp over a 10-year repayment schedule. For comparative purposes the loan costs quoted are within 2025/26 to 2030/31. The total loan interest expense amounts to \$5.4M, with a maximum of \$760K in 30/31, reducing to \$10K in 39/40. Attachment 1 shows a summary of the total loan impacts.

It is to be noted that if grant or other funding opportunities arise, the level of borrowings taken out each year will be reduced, thereby reducing the interest expense incurred.

11. Next Steps

- Development of an AI model to overlay of Council's road condition data against the water and sewer network diagrams and breakage hotspots (through customer request correlation), with the expectation of matching the source of funds with the root cause for damage.
- With an endorsed financial plan to fund the asset repair and reseal program, and detailed pavement analysis results being received, staff will amend and refine the works program.
- The refined program will be returned to an upcoming Infrastructure Committee for discussion.
- Staff will work across departments to develop a community portal so that Council's strategic approach to asset repair and renewal can be better understood and digested. This will include background information regarding the approach and simple information regarding the program itself.
- Development of progress reports so that Council and the community can see the results of its investment. This would include the status of individual projects, but also a temporal graph which highlights the improvement of asset condition over time. It would likely look like the Road Condition Index in Figure 2 above, measured over time.
- Ongoing operational improvements to reflect improved asset management practice, including structural, procedural, strategic and resource-based changes to current organisational process.

Consultation and Communication

Once the Council has settled on a strategy for its road renewal program, Council staff will commence refining the program to match this strategy. Once finalised, the Administration will commence the development of a purpose-built community portal to convey the strategy and its outputs, including the future renewal program.

Policy

This project will have long lasting implications on both the Council's Long Term Financial Plan and its future Asset Management Plans as they relate to Transport assets.

Legal and Risk Management

The expanded road renewal program has been carefully developed to ensure that it can be delivered with consideration of council resources, supporting consulting services and contractor resources. Preliminary discussions have already occurred with external contractor resources to understand their capacity and ability to support an expanded program.

A draft resourcing strategy has been developed which combines the resources of Council's internal project delivery team, external technical consultants, an external road construction project engineer, and a road asset strategy specialist.

Throughout this project, several decades of experience will be imparted on Council staff and be built into its new processes and guidelines.

To provide a level of assurance in terms of the program delivery, a governance framework will be implemented, incorporating an engagement of an external project auditor or quality assurance expert to independently check the status of project delivery throughout select projects.

It is suggested that we might follow a similar gateway review process as suggested by the Infrastructure NSW Gateway Review framework, an image of which is included below.

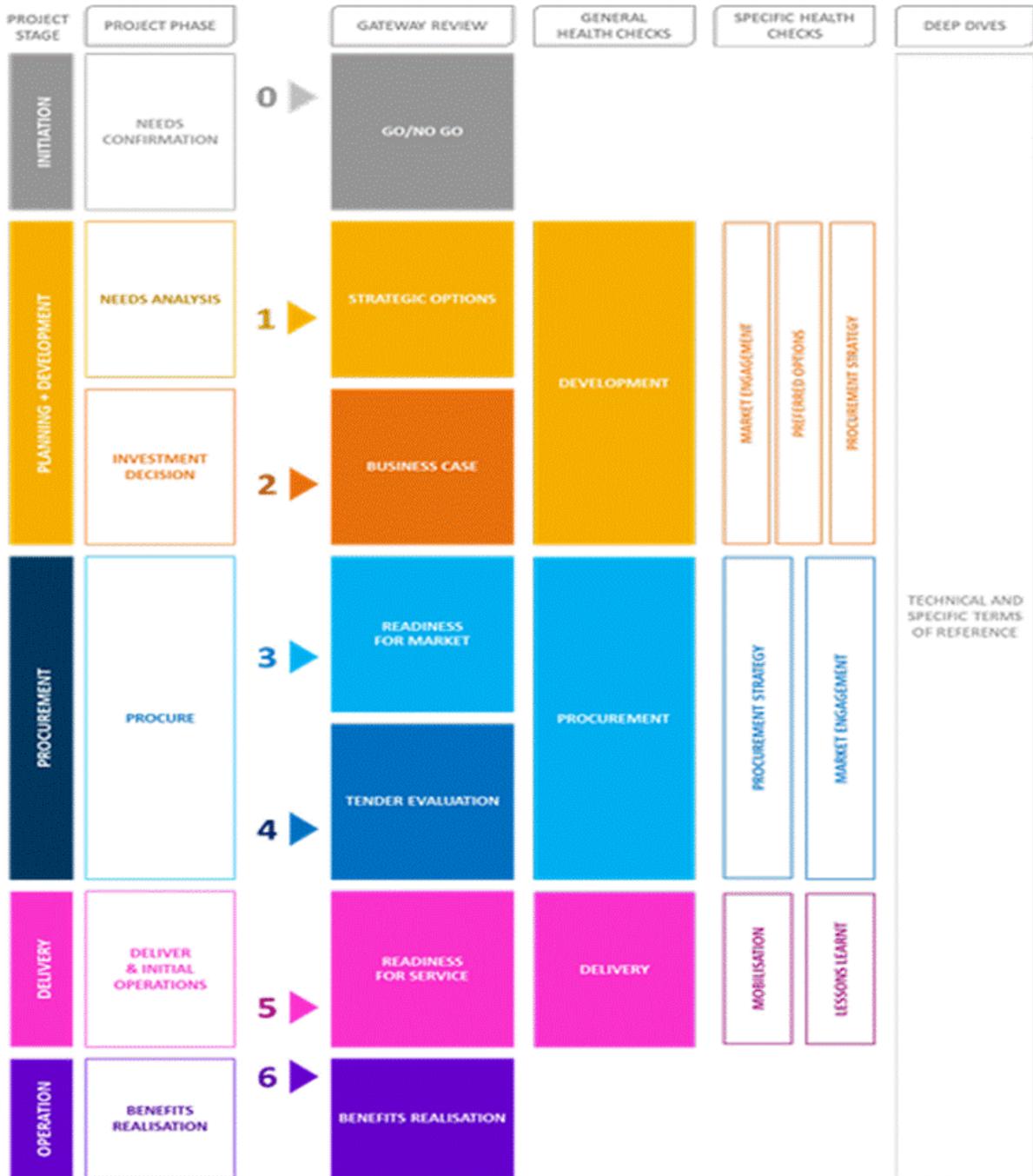


Figure 7: iNSW Project Lifecycle Assurance Framework ([LINK](#))

Financial

The recent condition assessment identified a renewal funding gap of approximately \$92M. The proposal does not have financial implications for the current year, however, impacts future years

within the Long-Term Financial Plan (LTFP). The LTFP will be updated in the next review (Q3 2025/26).

The six-year program integrates engineering priorities, community service outcomes, public safety and long-term financial sustainability. Two funding pathways were modelled:

Option	Annual Funding	Alternative Revenue Component	Outcome
A – Full Program	~\$16M/yr	\$4M load (loan or grant) in 2026/27 (up to \$20 Million over the next six-years)	Stabilises backlog; renews roads before structural failure; sustainable long-term costs.
B – Reduced Program	~\$12M/yr	Nil	Short-term savings; \$25M deferred works escalate to ~\$38M future cost (+\$13M); backlog exceeds \$100M.

Figure 8: Proposed Renewal Works Program

The sealed road network is Council's single largest asset class, and its condition directly influences the community's perception of service quality and safety.

Option A provides a structured, sustainable response by addressing this backlog over six years while maintaining stable annual expenditure.

Option B, while avoiding borrowings, defers essential work, effectively shifting the problem and cost to future Councils and communities.

The program combines multiple sources:

- **Special Rate Variation (SRV):** dedicated to renewal.
- **Own-source revenue:** general fund contributions.
- **Federal and State Grants:** including Roads to Recovery and block grants.
- **Alignment with DRFA:** maximising external contributions by combining works.
- **Additional \$20M funding (where no other income source is available):** bridging the backlog gap in Years 2–6, with access to concessional interest rates available to councils.

The program works to achieve the following financial sustainability objectives, as defined by Council's 'Fit for the Future' target ratios:

- The strategy is consistent with Council's financial sustainability targets:
 - Maintain **Asset Renewal Ratio** $\geq 100\%$. Or Backlog Ratio
 - Improve **Infrastructure Backlog Ratio** year-on-year.
- Ensure funding decisions are equitable across generations.
- Integrate renewal priorities into the Transport Asset Management Plan (TAMP) and Long-Term Financial Plan (LTFP).
- The funding gap will be reviewed annually as part of the budget process, ensuring flexibility to respond to grant opportunities or revised economic conditions.

The proposed budget phasing of the additional \$20 million road renewal investment is to ensure there is sufficient time to progressively undertake pavement testing and design ahead of commencement of any major works.

The funding gap will be reviewed annually as part of the budget process, ensuring flexibility to respond to grant opportunities or revised economic conditions. By maintaining shovel-ready design documentation and clear strategic alignment, Council will be positioned to attract external grant funding and concessional loans when opportunities arise.

As part of the development of each Operational Plan in the years that this expanded road renewal program applies to, the determination on whether to borrow (and the amount to borrow), will be contingent on:

- Delivery of the prior year works program,
- Any funding gap remaining after all other funding opportunities have been exhausted,
- Council's resourcing capabilities to deliver the proposed program, and
- Council's financial capacity to service the borrowing costs.

2.10. I&PD – 1/12/2025 - Submission - Draft Central West & Orana Strategic Regional Integrated Transport Plan

Strategic Context for this matter:

Developing Our Built Environment To provide a choice of effective public and private transport options, suitable entertainment and recreational facilities, and lifestyle choices while enhancing the existing rural areas, villages and towns that make up the Lithgow LGA.

Strengthening Our Economy To provide for sustainable and planned growth through the diversification of the economic base, the development of diverse job opportunities and the provision of a broad range of formal and non-formal educational services.

Author: Bruce Mills - Emerging Economy Manager

Responsible Officer: Jonathon Edgecombe - Director Infrastructure and Project Delivery

Executive Summary

The NSW Government has released the *Draft Central West and Orana Strategic Regional Integrated Transport Plan* (SRITP) for public consultation, with submissions closing on 14 December 2025.

The Draft Plan reflects several of the strategic and infrastructure priorities that the Council has articulated through the Lithgow Emerging Economy Plan (LEEP), particularly for the 2025-2035 'Critical Decade' of transition. It also responds to several of the key points raised by Council in its initial response to the *Central West and Orana Regional Transport Plan* (April 2022).

The Plan identifies Lithgow as a 'transition point' between the Sydney Metropolitan Basin and the Central West, noting that the Great Western Highway and Bells Line of Road converge at Lithgow, that Lithgow functions as the interchange where Sydney's rail network feeds into regional corridors, and the rail service planning in the SRITP treats Lithgow as the metropolitan-western interface.

This is in alignment with the *Central West & Orana Regional Plan 2041* which positions Lithgow as a strategic interface between Greater Sydney's demand and the Central West's supply chains.

The SRITP proposes a series of short-term (0-5 year) and medium-term (5-10 year) actions that directly support Council's adopted LEEP priorities for housing, employment lands, town-centre renewal, industrial diversification, and improved health and education access.

Key inclusions with direct LEEP alignment are as follows:

- Co-design of Marrangaroo access to the Great Western Highway to unlock housing and industrial land;
- Bowenfels/Hospital Access Program, including signalisation of Col Drewe Drive and improved pedestrian safety;
- Resilience and efficiency upgrades on Great Western Highway, Bells Line of Road, and Victoria Pass;
- Investigations into improved Intercity rail frequency and Lithgow's role as a regional interchange; and
- Potential future freight network improvements that could support emerging sectors such as transport, defence/precision manufacturing, and associated industries.

The Draft Plan provides strong validation of Council's evidence-based advocacy. There are, however, several important gaps, for example, the absence of planning for a Great Western Highway Tunnel which is critical to Central West connectivity, limited reference to enabling works for a Lithgow

Interchange Precinct, and no explicit support for addressing temporary construction workforce mobility.

This report outlines proposed key messages for Council's submission and recommends initiating joint working streams with Transport for NSW to progress local access, safety and freight priorities.

Administration's Recommendation

THAT Council:

1. Endorse the preparation and lodgement of a submission to the NSW Government on the Draft Central West & Orana Strategic Regional Integrated Transport Plan, reflecting the matters outlined in this report.
2. Support the commencement of joint working streams with Transport for NSW on the Bowenfels/Hospital Access Program and Marrangaroo Access and Land Release Enablers.
3. Note that further reports will be provided to the Emerging Economy Committee on progress and any additional State Government commitments arising from consultation.

Attachments

1. Draft Central West & Orana Strategic Regional Integrated Transport Plan

Reference to any relevant previous minute

This matter relates to Council's adoption of the Refreshed LEEP Action Plan 2025-2035 (Minute Number: 25-257 of the Ordinary Meeting of Council held 27 October 2025), and to Councillor workshop directions regarding employment lands and the need for a 10-year roadmap to guide the economic transition.

Background and discussion

1. Strategic Context - LEEP and the Critical Decade

Council has adopted a clear mandate through LEEP to:

- Enable housing and employment land;
- Support health, aged care and education access;
- Renew town centres;
- Enable new industry in rail, advanced/precision manufacturing, defence, transport, and logistics; and
- Improve connectivity to both the Sydney Basin and the Central West.

The 2025-2035 period is Lithgow's 'Critical Decade', in which enabling infrastructure must be delivered to secure long-term jobs, retain young families, and support industrial diversification as the region transitions away from coal-based industries.

The Draft SRITP reflects this sequencing, with 0-5 year priorities aligning to LEEP's front-loaded land release, health access and town-centre renewal agenda, and 5-10 year priorities aligning to expanded freight, rail and labour-market reach.

2. Alignment with Economic Transition Policy

The Draft Plan is consistent with:

- *A Case for Economic Change (2020)* which emphasises Lithgow's function as the entry point to the Central West and the need for modern industrial precincts connected to Greater Sydney;
- *LEEP Action Plan Workshops (2025)* which identified access constraints, fragmented industrial land, and the need for better hospital access and safe crossings; and
- *Refreshed LEEP Action Plan 2025-2035*, particularly the priorities to connect, activate and enable employment land, and to grow Lithgow as a regional education, health and skills hub.

3. Alignment with Current Council Priorities

The draft plan aligns with several advocacy initiatives of the current Council, including:

- An identified need to improve pedestrian accessibility across state road and rail assets as a means to address local social inequity and improve resident safety;
- Increased frequency of rail service offerings between Lithgow, Bathurst and Orange;
- Development of initiatives to introduce funding models to increase road maintenance and renewal capabilities within region; and
- Development of a strategic regional EV charging network to support destination charging strategies within the Central West.

4. Key Items in the Draft Central West & Orana SRITP Relevant to Lithgow

a. 'Western Gateway' Positioning

The Plan consistently identifies Lithgow as a 'transition point' between the Sydney Metropolitan Basin and the Central West, reinforcing Council's strategic narrative about Lithgow's role in NSW.

b. Marrangaroo Access and Land Release

TfNSW proposes a co-design process with Council for Great Western Highway access to open both housing and industrial lands. This is foundational to LEEP's land-activation program but also would provide much needed access improvements for the existing residents of Marrangaroo.

c. Bowenfels / Hospital Access Program

The Plan supports signalisation of Col Drewe Drive and targeted active transport improvements to create safer links between the hospital and aged care precinct. This supports LEEP's precinct-based health and ageing focus.

d. Highway Resilience and Safety

Actions relating to Victoria Pass congestion management, Bells Line of Road safety and Chifley Road motorcycle safety all respond to long-standing barriers impacting reliability, tourism flow, and freight.

e. Rail Connectivity and Interchange Role

The Plan includes investigations into additional Intercity service frequency, improved day-return access, and enhanced coach integration west of Lithgow. This supports LEEP's goal of expanding education/health access and building Lithgow as a rail-ready industrial precinct. It also supports the past and current advocacy position of Lithgow Council, wherein we maintain that a *balanced and integrated* transport solution is required for the Central West, inclusive of road and rail enhancements.

5. Gaps Identified for Council Submission

Several areas require further advocacy and requested inclusion in the final plan:

- Omission of the Great Western Highway Tunnel, which remains a critical part of the long-term resilience and safety strategy for the Sydney-Central West corridor.
- Need for a 'Lithgow Interchange Precinct Package', including interchange upgrade works, CPTED-compliant lighting, wayfinding, kiss-and-ride, etc., to fulfil Lithgow's role of linking Sydney to the Central West and Orana. This should include the identification of Lithgow as the natural home of an intermodal hub, linking intercity commuter services to those within the Central West.
- Early designation of Lithgow as a bi-mode/battery-electric Intercity pilot terminus, with stabling power and rail-ready enabling works.
- Consideration of temporary construction workforce mobility and accommodation needs associated with major projects.
- Support for Rail and Defence/Precision Manufacturing precincts, including freight-access and improved labour-market connectivity.
- Any initiatives to introduce funding models to assist with the task of maintaining local roads need to be co-developed with Local Government to ensure they are fit for purpose.
- Recognising TfNSW's new role with respect to the *Disaster Recovery Funding Arrangements* (DRFA). TfNSW must work alongside Local Government to advocate for changes to the DRFA that align with the draft objectives of the Transport Plan relating to asset resilience.
- While rest stops are essential in reducing freight-related fatalities, they must be strategically designed and located so that they do not result in the significant deterioration of amenity or environmental value in sensitive localities, like Little Hartley.

6. Proposed Submission Themes

Alongside the gaps identified in the section above, the Council submission would:

- Welcome the alignment with LEEP and Council's current advocacy position, and request funding and delivery year commitments.
- Support an accelerated timeframe for the Marrangaroo Access Options Study (Q1 2026 start).
- Request inclusion of 2-3 priority crossings in the Lithgow CBD and capital works support for Main Street in the Lithgow CBD to address the issues associated with the Plan's 'barrier effect' findings.
- Advocate for stronger rail commitments, including Lithgow's role as the Intercity interchange, and that Lithgow is the natural pilot location for bi-mode/battery-electric Intercity operations - the Plan should identify enabling works required at the rail yard.
- Seek reinstatement of the Greater Western Highway tunnel as a long-term commitment.
- Request alignment with Council's freight/rail/industry priorities.
- Note that large construction projects require integrated mobility planning and that Council seeks additional commitments addressing related transport, accessibility, and labour-mobility impacts.

Consultation and Communication

Collaboration has occurred between the Emerging Economy team, Infrastructure and Project Delivery, and Planning and Environment.

A staff workshop with relevant subject matter experts will be convened across relevant business units to refine the final submission.

Policy

The submission recommendations are consistent with:

- Lithgow Emerging Economy Plan 2025-2035;
- Community Strategic Plan - Our Place, Our Future 2036;
- Lithgow Local Strategic Planning Statement; and
- Draft Employment Lands Strategy.

Where the report seeks additional commitments (e.g., tunnel reinstatement, interchange works), these positions are consistent with adopted economic and transport advocacy priorities.

Legal

The subject matter of this report relates to Council's functions under the *Local Government Act (1993)*, including service provision, local roads, economic development and strategic planning.

There are no direct legal risks arising from lodging a submission.

Future joint working arrangements with TfNSW will be subject to appropriate agreements and project governance.

Risk Management

Key risks include:

- Insufficient State Government funding leading to under-delivery of enabling works;
- Freight inefficiencies and reduced investor confidence if access issues remain unresolved; and
- Reputational risk if Council does not proactively respond to the Plan.

These risks are mitigated through early advocacy, joint working streams, and alignment between TfNSW and Council.

Financial

- Working in partnership, existing LEEP and Infrastructure staff time advocacy and strategic planning activities.

3. Council Committee Reports

3.1. P&P - 1/12/2025 - Women's Advisory Committee Meeting Minutes - 20 October 2025

Strategic Context for this matter:

Caring for Our Community To retain, respect and strengthen both our overall sense of community, and the unique linked communities of groups, rural areas, villages and towns that make up the Lithgow LGA.

Author: Heather Chaffey – Manager Community and Culture

Responsible Officer: Shaun Elwood – Director People and Place

Executive Summary

The purpose of this report is to provide a summary of matters discussed and considered at the Women's Advisory Committee Meeting held on 20 October 2025 and recommends that Council note the attached minutes.

Administration's Recommendation

THAT Council note the minutes of the Women's Advisory Committee meeting held on 20 October 2025.

Background and discussion

The Women's Advisory Committee met on Monday 20 October 2025.

Key matters of discussion included the annual Young Woman of the year competition, Lithgow Show Society, an overview of the work of Lithgow Community Projects and the need for advocacy in reducing and preventing domestic and family violence. Planning for International Women's Day in March 2026 was also a point of discussion.

Draft minutes are included as an attachment.

Attachments

1. Womens Advisory Committee 20 October 2025 [3.1.1 - 5 pages]

3.2. F&G - 1/12/2025 - Combined Infrastructure and Finance Committee Meeting Minutes - 22 October 2025

Strategic Context for this matter:

Developing Our Built Environment: To provide a choice of effective public and private transport options, suitable entertainment and recreational facilities, and lifestyle choices while enhancing the existing rural areas, villages and towns that make up the Lithgow LGA.

Responsible Governance & Civic Leadership: To develop community confidence in the organisation by the way it is directed, controlled and managed.

Author: Vanessa Browning - Director Finance and Governance
Responsible Officer: Vanessa Browning - Director Finance and Governance
 Jonathon Edgecombe - Director of Infrastructure and Project Delivery
 Matthew Trapp – Director Water, Wastewater and Waste

Executive Summary

The purpose of this report is to provide a summary of matters discussed and considered at the Combined Infrastructure and Finance Committee Meeting held on 22 October 2025 and recommends that Council note the attached minutes.

Administration's Recommendation

THAT Council note the minutes of the Combined Infrastructure and Finance Committee meeting held on 22 October 2025, and the business paper recommendations endorsed by the Committee.

Attachments

1. Draft Minutes Combined Finance and Infrastructure Committee Meeting [3.2.1 - 7 pages]

Reference to any relevant previous minute

Nil

Background and discussion

At the 22 October 2025 Combined Infrastructure and Finance Committee Meeting, the following reports were discussed by the Committee:

- Proposed Works Program to Address the Condition of Our Local Road Network.
- Honeysuckle Falls Road – Crown Roads Transfer.
- Water Outage – Strategic Discussion on Council Response.

The following business paper recommendations were endorsed by the Committee.

5.1 Proposed Works Program to Address the Condition of Our Local Road Network

THAT for Lithgow City Council's forward road renewal strategy, the Finance Committee recommends Option A, being the taking out of a loan to the cumulative value of \$20M using

the following program, to supplement and fast-track Council's existing resources and capacity:

2026/27:	\$5,000,000
2027/28:	\$5,000,000
2028/29:	\$3,500,000
2029/30:	\$3,500,000
2030/31:	\$3,000,000

The matter will be reported to the 1 December 2025 Council meeting.

5.2 Honeysuckle Falls Road – Crown Roads Transfer

THAT further options are developed, and legal advice be provided to the next I&PD Infrastructure Committee meeting for determination on moving forward.

5.3 Water Outage - Strategic Discussion on Council Response

THAT the Committee:

1. Note the discussion on strategic actions to be taken to minimise the risk of future major water outages and how these may be funded.
2. Note that a proposal on the water asset program will be developed for Council's consideration.

Financial

As detailed in the attached Combined Infrastructure and Finance Committee meeting minutes.

3.3. P&P - 1/12/2025 - Crime Prevention Committee Minutes - 3 November 2025**Strategic Context for this matter:**

Caring for Our Community To retain, respect and strengthen both our overall sense of community, and the unique linked communities of groups, rural areas, villages and towns that make up the Lithgow LGA.

Author: Heather Chaffey – Manager Community and Culture

Responsible Officer: Shaun Elwood - Director People and Place

Executive Summary

The purpose of this report is to provide a summary of matters discussed and considered at the Crime Prevention Committee Meeting held on 3 November 2025 and recommends that Council note the attached minutes.

Administration's Recommendation

THAT Council note the minutes of the Crime Prevention Committee meeting held on 3 November 2025.

Background and discussion

The Crime Prevention Committee met on Monday 3 November 2025. Key matters of discussion included a statistic profile of crime in the Lithgow LGA during the 2024-2025 financial year and subsequent areas of focus for the Crime Prevention Committee in 2026.

The draft minutes are included as an attachment.

3.4. EXEC - 1/12/2025 - Emerging Economy Committee Minutes - 5 November 2025

Strategic Context for this matter:

Strengthening Our Economy To provide for sustainable and planned growth through the diversification of the economic base, the development of diverse job opportunities and the provision of a broad range of formal and non-formal educational services.

Author: Trinity Newton – Executive Assistant

Responsible Officer: Ross Gurney - General Manager

Executive Summary

The purpose of this report is to provide details of the minutes of the 5 November 2025 Emerging Economy Committee Meeting.

Administration's Recommendation

THAT Council note the minutes of the 5 November 2025 Emerging Economy Committee Meeting.

Attachments

1. Draft Minutes EEC 5 November 2025 [3.4.1 - 6 pages]

Reference to any relevant previous minute

Min 25-257 Ordinary Meeting of Council held on 27 October 2025

Background and discussion

At the Emerging Economy Committee meeting held on 5 November 2025, there were three items discussed by the Committee:

- Submission – Jobs and Skills Roadmap for Regional Australia: the Committee noted the lodged submission to the review of phase 1 of the Jobs and Skills Roadmap.
- Planning for Market Change and Energy Transition in Lithgow Report: The Committee noted the Report. Any strategic or policy document contracted by the Administration in relation to either emerging economy or economic development is to be referred to the Emerging Economy Committee prior to formal adoption by Council.
- LEEP Action Plan – Update on Priorities: the Committee received and noted the report on the LEEP Action Plan update.

For the Planning for Market Change and Energy Transition report, the Committee discussed:

- The identified emerging roles did not mention AI.
- School leavers and the availability of apprenticeships in the LGA.
- Emerging Economy Committee's need to identify priorities.
- The skills that need to be taught cannot be identified at present as the industries have not yet come to the LGA.

- The Australian consumer is making their own decisions on energy production by using solar etc. which is impacting the bottom line of energy companies.
- It was determined by the Federal Government, which matters were to be addressed within
- the report.
- The closure of Mt Piper, when it occurs, will be a decision made by the State and Federal
- Governments.
- Council and LEEP are looking to create a better outcome for the workers, community and
- economy when closures occur.
- The skills that are currently taught in schools and adaptive Skills hub are those which will
- be required now and into the future which are adaptable across industries.
- The aim is to move the community forward with a diverse range of jobs to create a resilient
- future.
- It was noted that STEM are basic skills that are always taught and are being made relevant
- to future use.
- Council's job is to attract businesses here.
- Skills Audit generic information in report, LCC to approach Centennial and Energy Australia
- to determine the skills that they currently have within their organisation.
- EA and Centennial should be able to produce a skills audit.
- Legislation states that they are to upskill their staff one to two years away from closure.
- Discussion on the processes at Centennial and EA on the submission made to the Net
- Zero Authority to mandate more employee support in the circumstances of a wind down.

The next step is to prioritise actions included in the report.

Financial

N/A to this report.

3.5. I&E - 1/12/2025 - TALC Minutes - 6 November 2025

Strategic Context for this matter:

Developing Our Built Environment: To provide a choice of effective public and private transport options, suitable entertainment and recreational facilities, and lifestyle choices while enhancing the existing rural areas, villages and towns that make up the Lithgow LGA.

Author: Kaitlin Cibulka – Cemeteries & Administration Supervisor

Responsible Officer: Jonathon Edgecombe - Director of Infrastructure and Project Delivery

Executive Summary

This report provides details of the minutes of the TALC Committee meeting held on 6 November 2025.

Administration's Recommendation

THAT Council:

1. Note the minutes of the TALC Committee Meeting held on 6 November 2025; and
2. Adopt the Draft Local Transport Forum Terms of Reference (Item 8.1); and
3. Request the Administration to put forward a program for funding a LATMP (Local Area Traffic Management Plan) for areas surrounding the Lithgow Public School, including Mort, Bridge, Short and Eskbank Streets (Item 9.3); and
4. Request the Administration's Rangers, along with support from local law enforcement, to carry out a blitz around the school zones to encourage safe behaviour in the Lithgow Public School area (Item 9.3); and
5. Note the information regarding discussions on upgrades and improvements to Coerwull Crossings, QE Park Crossing and Eskbank Crossing (Item 9.5);
6. Note that a further report will be brought back to the Forum when discussions on potential actions are completed between Council and TfNSW (Item 9.5); and
7. Continue to advocate for safety improvements on local road crossings in Methven Street and Tank Street, Lithgow (Item 9.5); and
8. Seek permission from TfNSW to install 50km/h speed zone reminder signs between Ivatt Street and Crane Road and between Tank Street and Brown Close (Item 9.6); and
9. Install appropriate centre linemarking between Ivatt Street and Tank Street (item 9.6); and
10. Install curve warning signs from both approaches between Ivatt Street and Tank Street; (Item 9.6); and
11. Install narrow bridge signage on both approaches to the culvert between Ivatt Street and Tank Street; (Item 9.6); and
12. Request increased patrols from NSW Police to deter drivers excessively speeding in the area (Item 9.6).

Attachments

1. Minutes TALC Committee Meeting 6 November 2025 [3.5.1 - 7 pages]

Reference to any relevant previous minute

Nil.

Background and discussion

At the TALC Committee meeting held on 6th November 2025, there were numerous items discussed by the Committee including:

- 2026 Rally of Bathurst;
- Padley Street Lithgow – Parking Concerns; and
- VIC100 – Vehicle Detour.

The following items included recommendations which are outside the Committee's delegations and require Council to formally approve the recommendations:

- Item 8.1 Local Transport Forum – Draft Terms of Reference;
- Item 9.3 Traffic Audit Around Lithgow Public School, Lithgow;
- Item 9.5 Pedestrian Crossing Review – Main Street, Lithgow; and
- Item 9.6 Sandford Avenue, Lithgow – Driver Behaviour Concerns.

Financial

- Budget approved - Nil
- Cost centre – N/A
- Expended to date - Nil
- Future potential impact – Nil

3.6. P&P - 1/12/2025 - Community Development Minutes - 11 November 2025**Strategic Context for this matter:**

Caring for Our Community To retain, respect and strengthen both our overall sense of community, and the unique linked communities of groups, rural areas, villages and towns that make up the Lithgow LGA.

Author: Heather Chaffey – Manager Community and Culture

Responsible Officer: Shaun Elwood - Director People and Place

Executive Summary

The purpose of this report is to provide a summary of matters discussed and considered at the Community Development Committee Meeting held on 11 November 2025 and recommends that Council note the attached minutes.

Administration's Recommendation

THAT Council note the minutes of the Community Development Committee held on 11 November 2025.

Background and discussion

The Community Development Committee met on Tuesday 11 November 2025. Key matters of discussion included the Connecting Seniors Program and progress on the delivery of the Disability Inclusion Action Plan 2024-2027.

The draft minutes are included as an attachment.

3.7. F&G - 1/12/2025 - Combined Finance & Infrastructure Committee Meeting Minutes - 17 November 2025

Strategic Context for this matter:

Developing Our Built Environment: To provide a choice of effective public and private transport options, suitable entertainment and recreational facilities, and lifestyle choices while enhancing the existing rural areas, villages and towns that make up the Lithgow LGA.

Responsible Governance & Civic Leadership: To develop community confidence in the organisation by the way it is directed, controlled and managed.

Author: Vanessa Browning – Director Finance and Governance
Responsible Officer: Vanessa Browning - Director Finance and Governance
Jonathon Edgecombe - Director of Infrastructure and Project Delivery

Executive Summary

The purpose of this report is to provide a summary of matters discussed and considered at the Combined Infrastructure and Finance Committee Meeting held on 17 November 2025 and recommends that Council note the attached minutes.

Administration's Recommendation

THAT Council note the minutes of the Combined Infrastructure and Finance Committee meeting held 17 November 2025, and the business paper recommendations endorsed by the Committee.

Attachments

1. DRAFT - Combined Finance Infrastructure Committee Meeting Minutes - 17 November 2025 [3.7.1 - 8 pages]

Reference to any relevant previous minute

Min. No. 25-151 Ordinary Meeting of Council held 30 June 2025.
Min. No. 25-163 Ordinary Meeting of Council 30 June 2025
Min. No. 25-223 Ordinary Meeting of Council held 22 September 2025.
Min. No. 25-247 Ordinary Meeting of Council held 27 October 2025.

Background and discussion

At the 17 November 2025 Combined Infrastructure and Finance Committee Meeting, the following reports were discussed by the Committee:

- 2024/2025 Financial Results;
- September 2025 Quarterly Review;
- Proposed Works Program to Address the Condition of Our Local Road Network; and
- Update Honeysuckle Falls Road – Crown Roads Transfer.

The following business paper recommendations were endorsed by the Committee.

6.1 2024/2025 Financial Results

THAT the Committee:

1. Receive the audited Financial Statements for the year ended 30 June 2025.
2. Endorse the funding allocations to internally restricted reserves \$8.8M at 30 June 2025, as outlined in this report, noting the internal borrowing required to address the shortfall in unrestricted cash arising from rejected DRFA claims.
3. Note the requirement to review Council's operations and the Financial Sustainability Plan to address the ongoing structural operating deficit.
4. Requests the Mayor to advocate to the relevant agencies and the Minister to request a review of the rejected DRFA claims.

6.2 September 2025 Quarterly Review

THAT the Finance Committee note the draft September 2025 Quarterly Budget Review, which will be considered by Council at the 1 December 2025 Council Meeting.

6.3 Proposed Works Program to Address the Condition of Our Local Road Network

THAT the Committee:

1. Notes the work completed to inform the Sealed Road Renewal Program as the preferred long-term approach to improving the condition, safety, and sustainability of Lithgow's road network.
2. Recommends Council endorse Option A – Accelerated Road Renewal Program with the inclusion of an additional \$20 million in funding required to support an increase in Council's planned capital sealed road renewal program over the next six years.
3. Recommends the Administration put in place a governance framework, such as the engagement of an external project auditor or quality assurance expert to independently check the status of project delivery.
4. Recommends Council approve the publication of the draft Road Renewal Program to internal stakeholders, Councillors, and the community.
5. Recommends Council acknowledge the current funding gap and directs that the gap be reflected in the upcoming Transport Asset Management Plan (TAMP) and Long-Term Financial Plan (LTFP).
6. Recommends Council commit to ongoing advocacy for alternative funding sources including grants, own-source revenue, and borrowings through the budget process to progressively address the gap.

6.4 Update Honeysuckle Falls Road – Crown Roads Transfer

THAT the Committee:

1. Recommends that Council choose to designate the road as unformed and unmaintained and require any upgrades to be at the cost of the landowners. This maintains the status quo.
2. Recommends that Council update its relevant policies to apply the same criteria as other regional Councils, in that a road will only be formed and maintained where it provides access to 5 or more properties.

Financial

As detailed in the attached Combined Infrastructure and Finance Committee meeting minutes.

4. Delegates Reports

4.1. GM - 1/12/25 - CNSWJO Board Meeting - 12 November 2025 - Delegates Report

Report by Ross Gurney - General Manager

Executive Summary

This report provides advice from the recent meeting of the Central NSW Joint Organisation Board held in Sydney on 12 November 2025. The minutes from the meeting are included as an attachment.

Attachments

1. 251112 Board Minutes [4.1.1 - 8 pages]

Recommendation

THAT Council note the report from the General Manager on the Central NSW Joint Organisation (CNSWJO) Board meeting on 12 November 2025 held in Sydney.

Commentary

Please find following, advice from the recent meeting of the Central NSW Joint Organisation Board held in Sydney on 12 November 2025.

The CNSWJO Board met in Sydney at The Grace Hotel to align with the Board's visit to NSW State Parliament on 13 November 2025. Speakers to the Board meeting were Mr. Matt Armstrong, NBN; Mr. Ed Nicholas, Tribe Infrastructure Group and Mr. Jordan Weldeh-Iley from the CNSWJO who provided a presentation on cyber security.

More detail on reports to the meeting are below where the agenda can be found on the [CNSWJO website](#).

Please contact Interim Executive Officer, Ms. Kate Barker, with any queries.





Images: The CNSWJO Board, peak agencies and Ministers at the meetings in Sydney on 12 and 13 November 2025

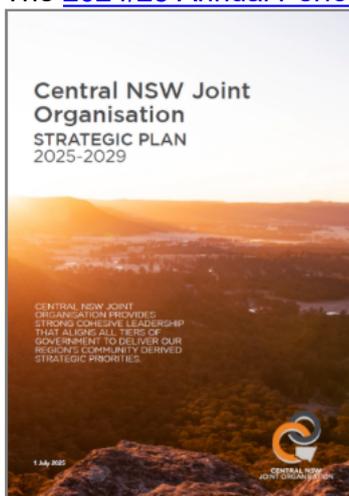
2024/25 Annual Performance Statement



The CNSWJO is required to submit an Annual Performance Statement (the Statement) by 30 November 2025. The Statement reports progress on the implementation of CNSWJO’s Strategic Plan.

The Statement highlights a strong return on investment for members of 6.28:1, cost savings of almost \$2.6m, and over \$1.86m in grant funding. The Statement provides detail of the value to members, the various collaboration opportunities, communication and media, submissions, recognition through awards, and an overview of the activities and successes of each of the JO’s 7 key strategic regional priorities.

The [2024/25 Annual Performance Statement](#) can be found on the CNSWJO website.



Statement of Strategic Regional Priorities 2025-2029

The Board adopted the Strategic Plan and Statement of Strategic Regional Priorities 2025-2029, taking immediate effect, and the Portfolio Mayors for the priorities for the SSRP 2025-2029 are:

- Priority 1: Leveraging our reputation and strength in collaboration - Cr Kevin Beatty

- Priority 2: Regional prosperity through better connected infrastructure and services - Cr Neil Westcott and Cr Bruce Reynolds
- Priority 3: Improved and fit-for-purpose infrastructure in health and ageing - Cr Phyllis Miller, Cr John Medcalf and Cr Neil Westcott
- Priority 4: Telecommunications - Cr Kevin Beatty and Cr Phyllis Miller
- Priority 5: Regional transport planning and infrastructure prioritisation - Cr Andrew McKibbin, Cr Bruce Reynolds and Cr Paul Smith
- Priority 6: Regional water security and productive water - Cr Paul Smith, Cr Tony Mileto, Cr Robert Taylor, Cr Bruce Reynolds and Cr Andrew Rawson
- Priority 7: Climate change adaptation and mitigation - Cr Cass Coleman, Cr Neil Westcott and Cr Andrew Rawson

The [SSRP](#) can be found on the CNSWJO website.

Advocacy

Updates were provided in relation to advocacy for the regional prosperity, health, transport, water and energy portfolios.

In the context of a changing political framework, the way in which advocacy is facilitated via the JO has been considered and a new advocacy framework which aims to streamline, clarify and improve regional advocacy through the JO was adopted.

The following submissions were endorsed:

1. [Submission to Inquiry into Rural Housing and Second Dwellings Reform](#)
2. [Submission to the NSW EPA on Climate Change Licensee Reporting Requirements](#)
3. [Submission into the Review of the Operations of the NSW Reconstruction Authority regarding the NSW East Coast severe weather from May 2025](#)

Renewable Energy Community Benefit Sharing

The Board was provided with a draft discussion paper prepared by CNSWJO in relation to lessons learned from member councils regarding Voluntary Planning Agreements in the context of renewable energy developments.

All member councils have been engaged in the development of this discussion paper. The Board endorsed the draft discussion paper and the CNSWJO Planners Group will consider the paper and provide advice back to the Board on which actions to progress at a regional level and what further support can be provided to member councils.

Procurement and Contracts

Delegates to the Board meeting noted the ongoing growth of the Regional Procurement and Contract Management Program with its associated cost savings to member councils. There are currently 20+ regional contracts available for use by members, with a further 10 under development. Details of the available contracts can be found here - www.centraljo.nsw.gov.au/contracts-register.

Regional Resilience Program

The Evacuation Centre Assessments project (funded under the Disaster Ready Fund) has been finalised, and the reports now provide councils and CNSWJO with a strong evidence base to strengthen evacuation facilities, with future work flagged to assess Emergency Operations Centres.

The Board endorsed the Regional Evacuation Centre Assessment report.

Regional Prosperity

Advice was provided to the Board on endorsed priorities identified for regional prosperity including the Environmental Planning and Assessment (Planning System Reforms) Bill 2025.

Concerns raised by legal experts and Local Government NSW (LGNSW) on changes to the planning laws announced by the NSW Premier in September were highlighted.

Where numerous challenges have been identified with the legislation, Local Government NSW (LGNSW) is following its passage closely and continuing to prosecute the importance of ensuring that the essential role of democratically elected councils remains central to the planning framework in NSW. Also, that any statutory rules, environmental planning instruments, and policies are developed in a genuinely collaborative manner with local government to maintain public trust and confidence in the planning system. CNSWJO continues to maintain a watching brief in this space as peak agencies such as LGNSW and CMA are leading the charge.

Telecommunications

Some members have raised concerns around the need to do more in this space. In response, a presentation was received from nbn Local in relation to the development of a Regional Digital Plan. The Board endorsed the development of a regional plan which aims to provide baseline digital connectivity information for the region, determine priorities and set a platform to support and advocate on behalf of the community for digital connectivity improvements throughout the Central NSW Region. The plan will be developed in collaboration with RDA Central West, nbn Local, Telstra and other key stakeholders.

This has also been identified as an action for the CNSWJO in partnership with RDACW in the Parkes, Forbes and Lachlan Regional Drought Resilience Plan.

Transport

The draft Central West Orana Strategic Regional Integrated Transport Plan has recently been released by Transport for NSW, with feedback sought until 14 December. CNSWJO intends to lodge a submission.

The JO continues to participate in the Central NSW Integrated Transport Group which meets 4 times per year with representatives from CNSWJO, Transport for NSW (TfNSW), Inland Rail, the Department of Planning, Housing and Infrastructure (DPHI), and member councils. The Group discusses opportunities, challenges and developments with direct implications for the region's transport planning and priorities.

Water

Where CNSWJO is leading the state in its work in Water Loss Management and Water Efficiency, the Water and Regional Development Manager and Chair of the Western Councils' Water Alliance (WCWA) co-presented on the roll-out of the program to the Riverina and Murray Joint Organisation (RAMJO) and WCWA at this year's Local Government NSW Water Management Conference in Albury on 10 September. This presentation focussed on the opportunity through the Productivity and Equality Commission's report on Alternate Funding Models for Local Water Utilities for the State government to incentivise collaboration.

A 2026 University of Sydney Major Industry Project Placement Scheme (MIPPS) project proposal has been submitted. This project builds on previous projects in water efficiency and aims to explore the relationship between pump scheduling, water demand, and energy use across council water networks. It will build an evidence base that can help councils better understand opportunities for cost savings, operational efficiency, and more sustainable water-energy management.

The Water and Regional Development Manager attended the Murray Darling Association 2025 National Conference in Griffith on 1-2 October. This presented a great opportunity to hear first-hand from a broad cross section of stakeholders from across the Basin, reflecting interests in irrigation, industry, local government, biosecurity, and the environment.

Regional Energy Report

The Joint Organisation Net Zero Accelerator (JONZA) Round 3 program commenced on 1 July 2025, with \$253K in funding through to 31 December 2026. The Round 3 approach is to be broad to allow for flexibility as opportunities and grants arise, with the main focus areas being:

- Distributed Energy Resources (DER),
- Energy Security, Capacity and Affordability,
- Resilience
- Emissions, inc fleet
- Data and cost savings
- Water

The [E Venture Map](#), led by CNSWJO to promote spontaneous EV tourism across NSW, is being progressed to finalisation in 2025, with promotion and physical signage roll-out.

Various other EV resources are being rolled out to members through the JONZA program.

Quarterly Review of the Central NSW JO Strategic Plan and Statement of Regional Strategic Priorities

JO Chairs' Forum

The Forum brings together all NSW JO's along with other alliances of councils from across NSW three times per year. Its purpose is to exchange information on best practice and excellence in the pursuit of strategic regional priorities, joint advocacy and collaboration activities for the benefit of local councils and their communities right across rural and regional NSW.



The current chair of the Forum is Cr Sue Moore, Mayor of Singleton Council and Chair of Hunter JO, along with Deputy Chair Cr Kevin Beatty, Mayor of Cabonne Council and Chair of Central NSW JO. The Hunter JO currently provides the secretariat to the Forum.

The 7 August meeting in Sydney consisted of a workshop around the potential cross-JO approach to a collaborative community benefit sharing for renewable energy developments framework. This proposed approach was well-received and Hunter JO as the Chair of the Forum is seeking formal participation from JOs. CNSWJO, via the Chair and the previous resolution of the Board, has agreed to participate in this collaborative approach.

Spend on aggregated contracts

The following table shows the spend by member councils through regional contracts from 1 July to 30 September.

SPEND	Water Utilities Alliance Contracts	HR Contracts	WHS contracts	Supply contracts	Roads/ Transport contracts	Energy contracts	RDOCS contracts	Training	Total
Bathurst	\$369,275	\$4,000	\$0	\$33,799	\$0	\$871,380	\$9,570	\$0	\$1,288,025
Blayney	\$0	\$5,718	\$0	\$44,267	\$0	\$90,316	\$2,289	\$0	\$142,591
Cabonne	\$0	\$0	\$0	\$40,203	\$0	\$120,079	\$0	\$0	\$160,282
Central Tablelands Water	\$0	\$0	\$0	\$22,497	\$0	\$102,262	\$0	\$0	\$124,759
Cowra	\$31,324	\$3,640	\$0	\$29,987	\$0	\$247,245	\$0	\$0	\$312,196
Forbes	\$538,527	\$3,575	\$0	\$237,868	\$0	\$267,670	\$3,368	\$0	\$1,051,008
Lachlan	\$0	\$4,689	\$0	\$42,464	\$0	\$176,916	\$0	\$0	\$224,069
Lithgow	\$0	\$3,900	\$0	\$48,979	\$0	\$0	\$0	\$0	\$52,879
Oberon	\$0	\$1,300	\$231	\$17,952	\$0	\$53,955	\$2,687	\$0	\$76,125
Orange	\$407,566	\$10,700	\$14,458	\$32,393	\$0	\$1,055,979	\$6,959	\$5,400	\$1,533,454
Parkes	\$76,430	\$2,730	\$0	\$23,803	\$0	\$484,818	\$7,094	\$4,200	\$599,075
Upper Macquarie County Council	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Weddin	\$48,521	\$0	\$0	\$37,050	\$0	\$44,177	\$1,975	\$0	\$131,724
Total	\$1,471,644	\$40,252	\$14,689	\$611,262	\$0	\$3,514,795	\$33,942	\$9,600	\$5,696,185

Savings on aggregated contracts and other programming

The following table shows the savings achieved by member councils through regional contracts and other regional programs from 1 July to 30 September.

SAVINGS	Water Utilities Alliance Contracts	HR Contracts	WHS contracts	Supply contracts	Roads/ Transport contracts	Energy contracts	Training	Legal advice re Procurement	Participation in regional procurement	Total
Bathurst	\$19,436	\$651	\$0	\$3,240	\$0	\$0	\$0	\$0	\$6,000	\$29,327
Blayney	\$0	\$1,430	\$0	\$4,427	\$0	\$0	\$0	\$0	\$7,000	\$12,856
Cabonne	\$0	\$0	\$0	\$4,204	\$0	\$0	\$0	\$0	\$6,000	\$10,204
Central Tablelands Water	\$0	\$0	\$0	\$2,500	\$0	\$0	\$0	\$0	\$5,000	\$7,500
Cowra	\$5,528	\$593	\$0	\$3,307	\$0	\$0	\$0	\$0	\$7,000	\$16,427
Forbes	\$28,344	\$582	\$0	\$23,954	\$0	\$0	\$0	\$0	\$10,000	\$62,880
Lachlan	\$0	\$917	\$0	\$5,441	\$0	\$0	\$0	\$0	\$10,000	\$16,358
Lithgow	\$0	\$635	\$0	\$5,022	\$0	\$0	\$0	\$0	\$6,000	\$11,657
Oberon	\$0	\$212	\$99	\$1,841	\$0	\$0	\$0	\$0	\$5,000	\$7,152
Orange	\$24,074	\$1,938	\$6,196	\$3,969	\$0	\$0	\$0	\$0	\$0	\$36,178
Parkes	\$4,023	\$444	\$0	\$3,949	\$0	\$0	\$0	\$0	\$6,000	\$14,416
Upper Macquarie County Council	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Weddin	\$3,524	\$0	\$0	\$4,606	\$0	\$0	\$0	\$0	\$2,000	\$10,130
Sub Total	\$84,927	\$7,401	\$6,295	\$66,460	\$0	\$0	\$0	\$0	\$70,000	\$235,083
									Cost to members	\$105,250
									Total	\$129,833

Grant Funding

The following table shows the grant funding received for member councils for the 25/26 FY to date.

GRANT FUNDING - 25/26 FY	Water	Training/ HR/WHS	Roads/ Transport	Energy	Tourism	Disaster Resilience	Other	Total
Bathurst	\$9,593	\$20,430	\$0	\$3,165	\$0	\$0	\$0	\$33,188
Blayney	\$0	\$8,890	\$0	\$3,165	\$0	\$0	\$0	\$12,055
Cabonne	\$9,593	\$0	\$0	\$3,165	\$0	\$0	\$0	\$12,758
Central Tablelands Water	\$9,593	\$88,530	\$0	\$3,165	\$0	\$0	\$0	\$101,288
Cowra	\$9,593	\$2,600	\$0	\$3,165	\$0	\$0	\$0	\$15,358
Forbes	\$9,593	\$0	\$0	\$3,165	\$0	\$0	\$0	\$12,758
Lachlan	\$9,593	\$7,330	\$0	\$3,165	\$0	\$0	\$0	\$20,088
Lithgow	\$9,593	\$16,600	\$0	\$3,165	\$0	\$0	\$0	\$29,358
Oberon	\$9,593	\$7,850	\$0	\$3,165	\$0	\$0	\$0	\$20,608
Orange	\$9,593	\$73,210	\$0	\$3,165	\$0	\$0	\$0	\$85,968
Parkes	\$9,593	\$520	\$0	\$3,165	\$0	\$0	\$0	\$13,278
Upper Macquarie County Council	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Weddin	\$0	\$1,040	\$0	\$3,165	\$0	\$0	\$0	\$4,205
Total	\$95,930	\$277,000	\$0	\$37,980	\$0	\$0	\$0	\$398,890

5. Questions with Notice

5.1. QWN - 01/12/2025 - Cr E Fredericks - Short-Term Rental Accommodation (Airbnb) Regulation

Report by Councillor Elizabeth Fredericks

Commentary

Attachments

Nil

Question

In light of the recent decision by the City of Sydney to investigate reducing the allowable number of days for short-term rental accommodation (such as Airbnb) from 180 days to 60 days per year:

1. Is it feasible for Lithgow City Council to introduce a similar limit on the number of days short-term rental properties may be let within the Lithgow Local Government Area, consistent with applicable State legislation and planning controls?
2. Is Council aware of how many short-term rental properties (Airbnb and similar platforms) are currently registered within the Lithgow Local Government Area, by postcode?
3. How is this data obtained and monitored — through the NSW STRA Register, local registration processes, or third-party sources?
4. Is Council aware of any other NSW councils or shires that are considering or implementing similar restrictions to those being explored by the City of Sydney in relation to short-term rentals?

Management Comment

1. Development consent is not needed to use a dwelling for short-term rental accommodation as Part 6 of Chapter 3 of the State Environmental Planning Policy (Housing) 2021 provides an exemption. Essentially, property owners can make their dwelling available for short-term rental if it meets the general requirements of a dwelling (e.g., it must be an approved dwelling and contain compliant fire systems such as smoke alarms).

Part 6 of Chapter 3 of the State Environmental Planning Policy (Housing) 2021 provides a 180 day cap within a 365 day period that a dwelling can be used for non-hosted short term rental accommodation in a “prescribed area”. As Lithgow LGA is not listed as a “prescribed area”, properties in Lithgow can be made available for short-term rental accommodation for 365 days per year, provided the property meets the general requirements listed in clause 113 of the SEPP.

It is likely that Council would need to demonstrate that short-term rentals are having an impact on the availability of properties for long-term rental and driving rental prices up. Evidential research would be needed to determine the impact of short-term rentals in Lithgow. If research demonstrates a negative impact, a planning proposal would be needed to include Lithgow as a “prescribed area” in the SEPP. The planning proposal would need to be approved by the Department of Planning, Housing and Industry.

2. No. NSW Fair Trading maintains a short-term rental accommodation premises register where most hosts must register their properties (the Register is not publicly available). The department also maintains an exclusion register which lists hosts who breach the Code.
3. Short-term rental accommodation is regulated by NSW Fair Trading through a mandatory code of conduct published by NSW Fair Trading. See - [Short-term rental accommodation | NSW Government](#).
4. Council is unaware of other Councils proposing to further restrict short-term rental accommodation.

Shaun Elwood
Director People and Places

6. Notices of Motion

6.1. NOM - 1/12/2025 - Cr M Ticehurst - 200-Year Celebrations of The Victoria Pass and 'Mitchells Bridge' in 2032

Report by Councillor Martin Ticehurst

Commentary

Here in part from the above reference, noting that it is dated December 2001:

'Victoria Pass is one of the oldest and most significant engineered works in Australia still in use today.

Victoria Pass, located on the western side of the Blue Mountains, NSW, on the Great Western Highway leading towards Lithgow and Bathurst, was constructed in 1830 – 1838 using convict labour to surmount a difficult descent off the ridge of the mountains. Halfway down the descent of the pass is an elevated embankment between parallel stone walls. It is this 'Causeway', sometimes erroneously referred to as Mitchell's Bridge and the retaining walls leading up to it, that are perhaps one of Australia's finest examples of early colonial road engineering.

The Pass was created by cutting into the escarpment on one side and building up with stone wall embankments on the other. All work was carried out by chain gang convict labour and built by hand. The stone wall embankments are still the major structural elements of the road today, with no upgrading to these structures having occurred after Sir Thomas Mitchell's original construction. The road has been widened and filled over in parts over the years to allow for the increase in traffic, but a major portion of the original road is still intact, as built and functional.

The convict-built roadway and more specifically the Causeway (Mitchell's Bridge) is still in use today as part of the major highway feeding the western areas of NSW from Sydney. This road is subject to extremely heavy traffic, including modern heavy semi-trailers, far in excess of what it was originally intended. Unfortunately, the Causeway has become a problem for the (then) RTA due to its heritage status, preventing any alterations. It now creates a bottleneck in the western highway that will not easily be by-passed.

In 1932, (100-year) Centenary celebrations were held for the Victoria Pass and in 1982, (150-year) Celebrations were held for the Sesquicentenary of the opening of the 'Pass of Victoria'.

The attached Great Western Highway Upgrade – Little Hartley to Lithgow (West Section) Review of Environmental Factors indicates that the Great Western Highway is the main road corridor between Central West NSW and the Sydney road network. It services freight, tourist and general traffic, with varying traffic volumes from about 8,500 vehicles per day near Lithgow and up to 20,000 vehicles per day in the Blue Mountains with a growth rate of two per cent per annum expected on the Great Western Highway at the proposal location. Further, in particular there is a relatively high proportion of heavy vehicles (between 12 and 24 per cent).

Attachments

1. Nomination of The Victoria Pass Roadway Mount Victoria [6.1.1 - 26 pages]
2. Great Western Highway Upgrade – Little Hartley to Lithgow (West Section) Review of Environmental Factors [6.1.2 - 4 pages]

Recommendation

THAT Council engage with the Blue Mountains City Council and the NSW State Government towards the holding in 2032, of 200-year Bicentenary celebrations of The Victoria Pass and 'Mitchells Bridge'.

Management Comment

The Administration will engage with adjoining Councils and the NSW Government over the coming years to identify specific historical events or milestones which may be relevant for celebratory recognition, including the Bicentenary of The Victoria Pass and 'Mitchells Bridge'.

Shaun Elwood
Director People and Places

6.2. NOM - 01/12/2025 - Cr E Fredericks - Possible Review – Conversion of Main Street to One-Way with Boot-to-Curb Angle Parking

Report by Councillor Elizabeth Fredericks

Commentary

There have been ongoing concerns regarding the lack of available parking within the Main Street precinct, along with issues of traffic congestion and pedestrian safety during busy periods.

Converting the street to one-way traffic and implementing boot-to-curb angle parking could potentially:

- Increase the number of available parking spaces;
- Improve traffic flow and reduce congestion at the traffic lights; and
- Enhance overall safety for both pedestrians and drivers.

It is therefore requested that Council undertake a review and provide a report on the feasibility, design considerations, and potential community impact of such a change.

Attachments

Nil

Recommendation

THAT Council:

1. investigate the feasibility of converting the Main Street, from Lithgow Street to Bridge Street into a one-way traffic flow with the installation of boot-to-curb angle parking,
2. Send this to TALC for a report to be created,
3. If the report finds it feasible, carryout a trial, and
4. If the trial is successful, implement the One-way and boot-to-curb parking permanently.

Management Comment

In principle, the Administration supports the intent of the proposal. However, there is more to be gained than just additional parking. Making Lithgow's Main Street one-way can achieve:

- A more pedestrian-centric layout of our Main Street, achieved by widening footpaths and better balancing both 'place' and 'movement' functions. This would encourage footpath trading and reinforce a perception of vibrancy and vitality to those visiting our Main Street.
- While Lithgow's Main Street already features 'High Pedestrian Activity' signage, a one-way scenario may support the introduction of a 'Shared Zone', encouraging walking, social interaction, events, and outdoor dining.
- A one-way traffic orientation would open opportunities to enhance the 'greenscaping' of our Main Street, helping to better reflect Lithgow environmental endowments. It would soften the local amenity but also narrow a motorist's perception of the road corridor, reducing speeds and reinforce Lithgow's Main Street as a place that prioritises motorists and pedestrians equally.

Some early thinking of how such a proposal might work:

- The street could be made one-way with traffic moving from Lithgow Street toward Bridge Street.

- The whole length from Lithgow Street to Bridge Street could be made one-way, or a smaller section from Lithgow Street to Eskbank Street, for example.
- Depending on the priorities of the Council and community, kerbside parking on Main Street could be *reduced* but the layout of the Eskbank Street carpark could be improved to provide *increased* parking opportunities overall.
- The Council could commission a *Traffic and Pedestrian Circulation Study*, a wish-list project of the Administration for quite some time, to consider the needs of pedestrians, motorists and cyclists moving through Main Street, Mort Street and Lithgow Street. Such a scope could consider:
 - Mobility and accessibility requirements for the aged and/or infirm,
 - Current and likely future traffic characteristics,
 - Gateway signage,
 - Shared zone areas,
 - High visibility crosswalks and associated signage,
 - Pedestrian and vehicular traffic flow and associated changes/improvements,
 - Interpretive and directional signage highlighting key local assets,
 - Any required accommodation for cyclists, and
 - Community and business sentiment regarding the above.
- Depending on the outcome of the above, and a review by the Local Transport Forum (formerly TALC), this could factor into a refresh of Lithgow's *Main Street Revitalisation* strategy.

An idea of what this *could* look like, replacing the parallel parking with 45° angled parking is below:



Jonathon Edgecombe
Director Infrastructure and Project Delivery

6.3. NOM - 1/12/2025 - Cr M Ticehurst - Proposed Reduction in Rural Fire and Rescue NSW Staffing Levels

Report by Councillor Martin Ticehurst

References

Various News Reports – Daily Telegraph, 2GB, etc.

Commentary

The current Labor Government, led by Premier Chris Minns, is developing a strategy that would reduce the number of qualified Fire and Rescue NSW firefighters attending incidents from four per truck to two.

We live in an active fire zone and have all witnessed first-hand how quickly and dangerously fire events can escalate in our region. Fires can start at the top of our mountain ranges and be halfway down within minutes.

Our Rural Fire Service (RFS) continues to face challenges in volunteer recruitment and retention, and this strategy will further reduce the availability of trained and qualified personnel to respond to emergencies.

Fire and Rescue NSW crews are not only responsible for fighting fires — they are the highly trained professionals who enter burning buildings, attend serious road crashes, navigate remote bushland rescues, and respond to road and bridge collapses to save lives.

Reducing staffing numbers is not merely a cost-saving measure; it is a direct threat to community safety, property, and lives — particularly in regional, rural and remote areas such as ours.

This proposed strategy represents an unacceptable risk and is essentially an attack on the safety and wellbeing of communities across the Lithgow LGA and all of NSW.

Attachments

Nil

Recommendation

THAT Council:

1. Lodge a formal submission opposing the NSW Government's proposed strategy to reduce the number of qualified Fire and Rescue NSW operators from four (4) per truck to two (2), on the grounds that it will place regional, rural and remote communities at increased risk; and
2. Forward a copy of this submission to the Premier of New South Wales, the Minister for Emergency Services, and the Local State Member; and
3. Request that Mayor Cassandra Coleman use her Labor Party and Unions NSW connections to make a personal plea to both the Premier and NSW Fire and Rescue to reconsider and withdraw this proposed strategy, in the interests of community safety and regional protection.

Management Comment

Nil

6.4. NOM - 1/12/2025 - Cr E Fredericks - Independent Forensic Review of Council Finances and Spending

Report by Councillor Elizabeth Fredericks

Commentary

During this term of Council, a number of significant financial decisions have been made which have raised concerns regarding transparency, priorities, and the long-term sustainability of Council's finances.

- Council approved a \$2 million loan for the Main Street footpath project, contrary to executive recommendation. I, along with two other councillors, voted against this loan on two occasions.
- The Lithgow Emerging Economies Plan (LEEP) has been partially funded through the Special Rate Variation (SRV) that was implemented prior to this Council Term.
- Approximately \$13 million of disaster recovery grant funding, along with Council funds, has reportedly been spent on consultants for the Wolgan Road project. Given that the State Government legislated the road's closure and deemed it unfit for purpose, the scale and responsibility of this project arguably sit with the State, not local government.
- Council is now considering borrowing an additional \$20 million for road works, a decision that may trigger another Special Rate Variation within the next decade.
- The latest financial report shows a \$20million shortfall, mainly due to State and Federal grants drying up and no longer being approved.

Given these matters, it is important that Council — and the community — have full confidence in how ratepayer funds and grants have been managed. A forensic review will provide independent clarity on where money has been spent, where savings could be made, and how Council can strengthen financial accountability and governance.

Attachments

Nil

Recommendation

THAT Council:

1. Engage an independent and suitably qualified forensic accounting firm, through a transparent and competitive process, to review Council's financials and spending for the past five (5) financial years;
2. Receive a full report on the findings and recommendations of the review; and
3. Make the final report publicly available and implement recommendations that improve Council's financial management, efficiency, and transparency.

Management Comment

Background

In relation to the financial decisions referenced in the NOM:

- In accordance with Min.No. 25-67 at the Extraordinary Meeting of 5 March 2025, Council resolved to *"..authorise the General Manager to negotiate a price for the additional work and to seek a loan not exceeding \$2.1million."*

It is to be noted that there was no inclusion in the recommendation from the Administration as to whether a loan should be taken, with the recommendation being: *“The Council determine if it is willing to secure a loan to undertake the proposed works concurrently with the current contracted works.”* Information was provided within the report outlining the additional contract costs, borrowing costs, budgetary and financial implications, and projected impacts on key financial ratios

In line with the resolution, a loan of \$1.7 million was taken, with loan costs lower than projected achieved after a competitive expression of interest process (with an interest rate of 4.71% for a fixed two-year term, to be refinanced based on Council’s debt strategy at maturity). This loan structure allows flexibility for Council to determine the best financing options available and community priorities on a regular basis.

- The Lithgow Emerging Economies Plan (LEEP) is fully funded by the Special Rate Variation (SRV) implemented prior to this Council Term and uses this SRV allocation to leverage grant opportunities to undertake activities within the adopted Action Plan.

Workshops with Councillors have been held since August 2025 to review the Action Plan, with the Action Plan Refresh being adopted by Council on 27 October 2025 (Min. No. 25-257). As part of the annual Operational Plan process, Council reviews the recommended priority actions to be delivered under the LEEP.

- The Wolgan Road project is a complex, large-scale project in a remote location, with an approved upper limit funding recently approved under of the Disaster Recovery Funding Arrangements (DRFA) of \$385M. The entire project has been funded under the DRFA, with no Council expenditure required. The approval process for this upper limit funding included an Independent Technical Review and took over 12 months to be completed, which required several studies arising from the engagement of consultants to inform the application process.
- The Wolgan Road consultancies to date are part of the necessary expenditure associated with determining the optimal solution to ensure that the community receives a resilient asset for the long term. To date, the following has been expended:
 - \$6.5M on the restoration of the Wolgan Road,
 - \$2.3M on determining the most appropriate alignment (pre-submission),
 - \$3.3M on the construction of the Donkey Steps (pre-submission), and
 - \$0.9M on the maintenance of the Donkey Steps (part of the \$385M).
- Of the total \$13M that has been spent (all DRFA funded), \$7.4M of this is allocated to the \$385M Essential Public Asset Reconstruction approval. The scope of work has included, but is not limited to:
 - Design (including independent review and technical advice on these documents),
 - Geotechnical assessments,
 - Peer review of slope risk,
 - Cost and quantity surveys (and peer review of these),
 - Environmental assessment and advice,
 - Aboriginal heritage and cultural assessments,
 - Property acquisition specialist advice,
 - Constructability advice (Practical advice on how the road might be built, given pre-defined parameters),
 - Risk analysis and development of mitigation measures,
 - Community consultation advice,
 - Legal advice, and
 - Asset management advice.

The work undertaken ensures project due diligence and is aimed at providing the best information to ensure optimal decision making, to reduce future construction costs, foresee and manage risks, meet approval processes, consult with the community and meet the DRFA requirements.

This expenditure (\$7.4M) forms part of the preliminaries of the entire project, which typically consume 5-15% of a construction project and can exceed this based on complexity, length of time and timescale of the project (which are all contributing factors in this project). The expenditure to date currently represents 1.9%. It is to be noted that each engagement has had the approval of TfNSW as the agency administering the DRFA for this project. These approvals are sought as part of the Project Control Group formed between Council, TfNSW and NSW RA specifically for this purpose.

It is also worth acknowledging that the approved upper limit of this project represents almost four times the value of Council's existing current assets (2024 Statement of Financial Position). A variation of just 10% of this approved upper limit, if not approved and compensable would almost eliminate Council's short-term financial capacity. This is a massive risk and speaks to the importance of the investigation and design phase of this project. Within reason, the more rigour applied today reduces the risk to Council later.

In recognition of this risk, Council requested that the NSW Government take this project and deliver it, from its genesis. This was our first request and it was made to both the senior officers of TfNSW and our Local Member, the Hon. Paul Toole MP (the previous Minister for Regional NSW and Minister for Roads and Regional Transport). Should the NSW Government be open to the delivery of this project today, we would gladly transition it over. However, it is our understanding (and this was reaffirmed at a meeting with TfNSW in November) that the position of the NSW Government remains.

There has been regular reporting on the progress of this project to both Council and the Audit, Risk and Improvement Committee (ARIC). There have been several reports to Council outlining the procurement process, including tenders and variations to contracts associated with the engagement of consultants for Wolgan Road, which have all been adopted by Council. Every step forward is discussed in advance with both NSW RA and TfNSW, and an Executive Steering Committee has been formed to provide greater assurance that Council, TfNSW and NSW RA walk together and support each other with respect to this project.

- Council, via the Finance and Infrastructure Committees, has considered several options regarding addressing the identified roads backlog. A six-year roads program has been developed that optimises the renewal intervention method (road sealing) and timing to ensure that assets do not deteriorate to a condition that costs substantially more to repair.

One of the funding options being considered is a borrowing program that considers taking out loans each year as part of the annual Operational Plan process if there is insufficient alternative funding available and Council can financially service the loan. Current projections are that up to \$20M may be required over five years to accelerate the works program to achieve long-term savings in costs of repairs, reduce depreciation, reduce the level of reactive maintenance, and enhance the overall condition of the road network.

Whether to borrow and the loan amount will be considered each year, conditional on the following:

- Scoping, design and quality assurance works to validate program needs,
- Delivery of the prior year works program,

- Any funding gap remaining after all other funding opportunities have been exhausted,
- Council's resourcing capabilities to deliver the proposed program, and
- Council's financial capacity to service the borrowing costs.

Council is being asked to consider adoption of the Road Renewal Strategy. Consideration of the funding options will be built into the Long-Term Financial Plan, which is reviewed annually as part of the Operational Plan process. In depth reviews of Council's operations and assets will be undertaken to identify income opportunities and savings to help address funding the Road Renewal Strategy.

- As reported to the Finance Committee on 17 November 2025, and included as a report to the Council Meeting 1 December 2025, Council reported a \$25M operating loss for the year ended 30 June 2025 arising from the following:
 - Grant income being received in prior years, with expenditure being undertaken in the 2024/2025 financial year, which included DRFA and the Local and Regional Roads Repair Program. This is a timing related issue and does not indicate a long-term financial sustainability issue.
 - Renewal of assets requiring a disposal of the value of the renewed assets (\$7.3M), which is an accounting entry (not cash related) to avoid overstating the value of infrastructure assets and inflating depreciation in future years. These costs are not included as part of the benchmarks for financial sustainability and does not indicate a long-term financial sustainability issue.
 - Works undertaken to repair infrastructure arising from natural disaster damage, which were not approved by TfNSW under DRFA (\$7.2M). This will impact upon the level of unrestricted cash available to Council and will take several years to address. As this relates to the response to a natural disaster, this does not indicate a long-term financial sustainability issue.

The reasons behind the rejected claims have been reported to the Infrastructure Committee in April 2025 and mainly centre on a lack of pre-disaster condition evidence, which has now been rectified. There has been a substantial increase in the interrogation and review of claims under DRFA, with only 40% approved, compared to 100% in previous events. At the Combined Finance & Infrastructure Committee, it was resolved to undertake advocacy work in relation to the impact.

Comments on Recommendation

The following is a list of management comments on the proposed recommendation:

- Councils are audited annually by the NSW Audit Office, and Council has received an unmodified audit opinion in each of the past five years.
- An unmodified audit opinion indicates that:
 - *"The Council's accounting records have been kept in accordance with the requirements of the Local Government Act 1993, Chapter 13, Part 3, Division 2 (the Division)*
 - *The financial statements:*
 - *have been prepared, in all material respects, in accordance with the requirements of the Division*
 - *are, in all material respects, consistent with the Council's accounting records*

- *present fairly, in all material respects, the financial position of the Council as at 30 June 2025, and of its financial performance and its cash flows for the year then ended in accordance with Australian Accounting Standards*
 - *all information relevant to the conduct of the audit has been obtained*
 - *no material deficiencies in the accounting records or financial statements have come to light during the audit.”*
- The cost for the 2024/2025 audit by the NSW Audit Office is projected to be \$89,975 and the cost of a forensic accounting review for a five-year period is likely to be in the order of five times this value (circa \$450K).

As this expenditure is not within the current budget, reductions in services or works would need to be made to fund this expenditure. Additionally, there would be significant staff involvement to provide the audit team with the support and information required, which would divert staff away from core business activities.

- As mandated by legislation, Council is overseen by the ARIC, which meets quarterly to examine financial, risk and governance matters associated with:
- External Audit,
 - Financial Management,
 - Internal Audit (including monitoring completion and findings from internal audits undertaken under the Internal Audit Plan),
 - Management Reviews, Self Assessments and Non-ARIC Audits,
 - Enterprise Risk Management Framework,
 - Asset Management,
 - Service Management Framework,
 - Policies / Standard Work Procedures,
 - Non-Compliance,
 - Fraud & Corruption,
 - Conflicts of Interest,
 - Major Projects Review,
 - Changes in Risk Profile,
 - Office of Local Government Circulars, and
 - Governance.

There is an extensive review from the ARIC across Council's key areas and a list of action items arising from audits is also monitored by ARIC to ensure that the findings for improvements are in progress, completed and tested.

The membership of the ARIC is three suitably qualified, experienced independent professionals. A non-voting Councillor also attends the ARIC meetings, as voted by Council for each Term.

- Council has a Finance Committee that meets every two months and examines a range of financial matters, determined by the Committee, which consists of Councillors and the General Manager. This is another level of oversight of Council's expenditure and financial management.
- Each year, it is a challenge to balance the budget and meet community expectations and regulatory requirements. The Administration consistently reviews what is expended, and the actions identified to be undertaken are considered by Council and adopted as part of the Operational Plan process. Reports against the progress of these actions are provided twice a year to the Council.
- Council has a Financial Sustainability Plan, which includes the consideration of borrowings, review of assets held, service reviews, a focus on renewal of new assets, income generation,

and cost savings. As part of the 2023/2024 Financial Statements Report, it was identified that \$4.9M of efficiency improvements, cost containment, and additional revenue were achieved. It is to be noted that many Departments across Council have had no expenditure budget increase for many years, resulting in an effective budget reduction due to the impact of cost escalation over time.

Vanessa Browning
Director Finance and Governance

6.5. NOM - 1/12/2025 - Cr E Fredericks - DA 154/25 - Request for Council Opposition and Legal Review Background

Report by Councillor Elizabeth Fredericks

Commentary

As Council is not the determining authority for DA 154/25, with the assessment instead falling to the Regional Planning Panel, I am bringing this matter to Council via a Notice of Motion.

DA 154/25 seeks approval to decommission two existing Vestas V47 wind turbines (47m hub height / 73m total height, 600 kW each) and replace them with two Vestas V80 turbines (80m hub height / 120m total height, 2 MW each).

The proponent has stated that the upgraded turbines will generate more power than the current transmission lines can support. As a result, the immediate plan is to operate the new turbines below full capacity or alternatively lodge a future Development Application to upgrade the transmission infrastructure.

The original approval—Lithgow City Council DA 96/01 (granted in 2000)—contained specific conditions, including Clause 15: “Any additional wind turbines proposed for the site will require additional development consent from Council.”

It is noted that the original development was approved for Lots 113 and 114 DP, but the turbines were instead constructed on Lot 1 DP 1031694, a location change that was not approved by Lithgow City Council. This discrepancy potentially undermines the validity of the original consent, and consequently raises concerns regarding the legality of the existing Vestas V47 turbines.

If DA 96/01 is invalid due to this lot relocation, then DA 154/25—being a modification or replacement of an unlawful structure—may itself be invalid. In such circumstances, a compliant process would require beginning from the start: community consultation, the issuing of SEARs, preparation of an Environmental Impact Statement, and submission of a new development application.

Given the historic compliance issues surrounding DA 96/01 and the legitimacy concerns relating to DA 154/25, I believe it is both reasonable and necessary that Council take a clear position.

Attachments

1. Lithgow council development approval Mar 2001 Redacted [6.5.1 - 7 pages]

Recommendation

THAT Council:

1. Be provided with the assessment report for DA 154/25 in a future report, after it is sent to the Western Regional Planning Panel, to assist in its decision as to whether it will make a submission to the Panel. This action is consistent with 11.8 of the Sydney District and Regional Planning Panels Operational Procedures.
2. Receive clarification from the Administration regarding concerns raised with the original development consent.

Management CommentClarification regarding the original development consent

The Council's records confirm that the original approval for an "Electricity Wind Turbine System Wind Farm" was for a combined development application/construction certificate (Development Application No. 96/01, Approval No 362/00 issued on 18 September 2000). The two different numbers (ie, 96/01 and 362/00) may reflect the numbering system at the time and stem from the application being a combined DA/CC.

The approval relates to Lots 113 and 114 in DP1011911. On 21 March 2001, the Council approved a subdivision of Lot 113 (DA79/01) which effectively split Lot 113 into two lots, namely Lots 1 and 2 in DP1031694. The wind farm is located on Lot 1 in DP1031694. There was no location change and there are no known historic compliance issues.

The current application DA154/25 is a new development application and does not seek to modify the original development application. The process being undertaken for DA154/25 is compliant with planning requirements.

6.6. NOM - 1/12/2025 - Cr R Smith - Community Concerns on Projects Information and Consultation**Report by** Councillor Ray Smith**Commentary**

In response to the Community concerns regarding information about Renewables Projects NOM Cr R Smith 01-12-2025. Information regarding more complex details have been provided to Council Information Sessions and Consultative Committee Meetings about Renewable Projects proposed for the area. Proponents only supply limited detail of their Projects via Community News Letters thus leaving the General Public uninformed and in some cases confused The LLHP Project does not tell the Community of the following Lake Lyell being dropped 3metres during the construction period of a possible 4 -5 years Farmers Creek Arm being cut off from Fishermen and Canoeists Clearing of 138Ha of land - Environmental offsets to compensate this loss of Vegetation and Habitates of which some credits to be purchased elsewhere Possible vehicular movements of 1,200 per day on local roads Inadequate consultation supplied by people alien to the area. The area of Consultation and supply of information also applies with other Projects such as the highly contentious Windfarms in our LGA - where the communities were being pushed into agreements on basically poor information to which vital decisions had to be made This should not be the way our constituents are treated considering that these outcomes will have ongoing effects for all concerned into the future.

Attachments

Nil

Recommendation

THAT Council release all Project Information on all Projects supplied by the Proponents to the Public by Community Newsletters, Media, Social Media and Customer Assistance at Council Office.

Management Comment

Proponents for renewables projects are encouraged by Government guidelines and legislation, as well as Council advocacy, to lead communications and public information provision for their project. They are also expected to provide relevant details and information on their proposals to the community and stakeholders. Detailed information provided to Council is usually in a similar format and extent provided publicly by a proponent, such as through the proponent's online newsletters, website material and brochures.

Where Council is not a determining authority for a proposal, such as State Significant Developments, detailed information on proposals is provided publicly through the Environmental Impact Statement (EIS) process, and the public exhibition of the EIS.

Commercial-in-Confidence information that may have been provided to Council is managed as such. Commercial-in-Confidence information is managed under relevant Government Information (Public Access) Act requirements.

The recommendation would impact the Council's service delivery and/or completion of Operational Plan actions. Resources would need to be diverted to compiling and releasing project information.

Shaun Elwood
Director People and Places

6.7. NOM - 1/12/2025 - Cr E Mahony - The Role of the Disability Inclusion Action Plan (2023-2027) in the construction, renewal and maintenance of Council Infrastructure

Report by Councillor Eric Mahony

Commentary

Lithgow City Council is mandated to develop a Disability Inclusion Action Plan under the NSW Disability Inclusion Act 2014 (DIA).

In response Lithgow City Council's Disability Inclusion Action Plan (2023-2027) was developed and adopted by the Council. The Plan seeks to remove barriers and promote meaningful participation by people with disability across all Council services and community spaces.

Drawing on the social model of disability and using community consultation to guide strategies that improve access to transport, infrastructure, public information, and recreational facilities.

Discussion:

Council's Disability Inclusion Action Plan should be a primary design consideration and principle in all new, and where possible, renewal projects for roads, footpaths and public spaces ensuring that access public spaces and environments are maximised for the community.

When accessibility is treated merely as a compliance metric; meeting minimum widths or allocating a designated space we risk creating environments that technically pass standards but fail in practice.

Genuine accessibility requires thoughtful planning, strategic placement, and an understanding of how people with diverse mobility, sensory, and cognitive needs actually move through and experience public spaces.

Embedding disability access early in the design process leads to safer, more intuitive streetscapes. Features such as continuous footpaths, well positioned crossings, tactile surfaces, appropriate gradients, and unobstructed pathways support independence and reduce the risk of injury.

For many people, these features determine whether they can reliably access work, services, social opportunities and community life. Designing for accessibility also strengthens community resilience and inclusivity.

Parents with prams, older people, visitors and travellers with luggage and those temporarily injured also benefit from the same thoughtful design.

Prioritising accessibility from the start avoids costly retrofits, ensures equitable use of public resources and creates environments that reflect a commitment to dignity, participation and universal access.

Attachments

Nil

Recommendation

THAT

1. Council's Disability Inclusion Action Plan (2023-2027) be a primary design consideration and principle in all new, and where possible, renewal projects for roads, footpaths buildings, signage and public spaces.
2. All major upgrades, construction of new assets and in the development of asset registers as part of Asset Management Plans reported to the Council clearly outline the application of the Disability Inclusion Action Plan (2023-2027).
3. The Infrastructure Committee and the Community Development Committee continue to highlight to the Councillors and the community successes and future challenges in the application of the Disability Inclusion Action Plan (2023-2027).

Management Comment

The Administration is working through a new process of defining and trialing bidding for project budget funding, developing business cases, and delivering projects. Disability access, particularly for a community that is ageing, is critical.

The Administration agrees that a more explicit reference to the Disability Access Inclusion Plan (2023-2027) should feature as part of our new project scoping, management and delivery processes to ensure we give life to this strategy. Requisite changes to process will be promptly made to give effect to this motion, if carried by Council.

Jonathon Edgecombe
Director Infrastructure and Project Delivery

7. Business of Great Urgency

The General Manager / Acting General Manager publicly confirms, that before and during this Ordinary / Extra-Ordinary Meeting of the Lithgow City Council, that they have provided all Councillors with full access to all relevant information necessary for the performance of their official functions and necessary to effectively discharge their official functions.

The General Manager / Acting General Manager is aware that Council Staff Members have provided full and timely relevant information to all Councillors, sufficient to enable them to exercise their official functions and in accordance with Council Procedures.

Ross Gurney
General Manager

In accordance with Clause 241 of the Local Government Act (General) Regulations 2005 business may be transacted at a meeting of Council even though due notice of the business has not been given to the Councillors. However, this can happen only if:

- a) A motion is passed to have the business transacted at the meeting; and
- b) The business proposed to be brought forward is ruled by the Chairperson to be of great urgency.