

Business Paper



Hoskins Church

Ordinary Meeting of Council
to be held at
Council Administration Centre
180 Mort Street, Lithgow
on
Monday 23 February 2026
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.

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.

Council Meeting Emergency Procedures

Procedures to be outlined in 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 28 January 2026.

1. Mayoral Minutes

The Mayor is able to table a Mayoral minute at the meeting if required.

2. Administration Reports

2.1. GM - 23/02/2026 - Update - Ordinary Meetings 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 the Council with updated 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).

At the 28 January 2026 Ordinary Meeting, the Council resolved (Min. No. 26-2) to endorse the schedule of Ordinary Meetings of Council for 2026, usually held on the fourth Monday of each month (except for January, June, and November; and December, with no meeting).

A further change to the schedule of Ordinary Meeting dates is recommended following the announcement of an Anzac Day public holiday on Monday, 27 April 2026.

Administration's Recommendation

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

- 28 January 2026 (Wednesday due to the Australia Day Public Holiday)
- 23 February 2026
- 23 March 2026
- 29 April 2026 (Wednesday due to the Anzac Day Public Holiday)
- 25 May 2026
- 29 June 2026 (5th Monday due to the National General Assembly)
- 27 July 2026
- 24 August 2026
- 28 September 2026
- 26 October 2026
- 30 November 2026 (5th Monday due to 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
Min 25-273: Ordinary Meeting of Council held 1 December 2025
Min 26-2: Ordinary Meeting of Council held 28 January 2026

Background and discussion

Ordinary Meeting of Council dates are generally 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 recent practice.

Due to the following event, the proposed meeting dates have been revised.

- April meeting is to be held on the 4th Wednesday due to the Anzac Day Public Holiday.

Alternatively, Council may choose to hold the April meeting on the 4th Tuesday of the month.

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

- 28 January 2026 (Wednesday due to the Australia Day Public Holiday)
- 23 February 2026
- 23 March 2026
- 29 April 2026 (Wednesday due to the Anzac Day Public Holiday)
- 25 May 2026
- 29 June 2026 (5th Monday due to the National General Assembly)
- 27 July 2026
- 24 August 2026
- 28 September 2026
- 26 October 2026
- 30 November 2026 (5th Monday due to 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, the Public Forum will be held before the Council meeting at 6:00 pm, in accordance with the adopted new Code of Meeting Practice.

Anzac Day Public Holiday

The NSW Government has announced an additional public holiday on the Monday following Anzac Day this year and in 2027.

Under the Public Holidays Act 2010, Anzac Day is fixed to 25 April each year regardless of the day on which it falls. In 2026, Anzac Day will fall on a Saturday, and in 2027 it will fall on a Sunday.

This will not change; however, there will be an additional public holiday this year and in 2027.

25 April will remain the day of national commemoration. Dawn Services, marches and community ceremonies held on that day will continue to be the central focus of remembrance across NSW.

Consultation and Communication

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

Policy

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

Legal

Nil

Risk Management

Nil

Financial

N/A

2.2. GM - 23/02/2026 - NGA Conference 2026 Proposed Motions

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: Ross Gurney - General Manager

Responsible Officer: Ross Gurney - General Manager

Executive Summary

The purpose of this report is to seek the Council's endorsement of proposed motions put forward by the Administration for the 2026 National General Assembly of Local Government (NGA) Conference.

Administration's Recommendation

THAT Council endorse the proposed motions to the 2026 NGA Conference, which are due to be submitted by Friday 27 February 2026.

Attachments

Nil

Reference to any relevant previous minute

Min. No. 26-3 Ordinary Meeting of Council held on 28 January 2026

Background and discussion

Proposed NGA Conference Motions

The Administration proposes the following motions for the 2026 NGA Conference:

1. Financial Sustainability

That the National General Assembly calls on the Australian Government to restore Financial Assistance Grants to at least one per cent of taxation revenue and expedite the Inquiry into Local Government Funding and Fiscal Sustainability.

The NSW Auditor-General's Local Government 2025 report confirms Council concerns about financial sustainability.

The report also noted that Financial Assistance Grants in 2024/25 experienced the lowest growth in seven years, increasing by just 1.4%. It also reiterated that the value of the Financial Assistance Grants had declined from approximately 1% of Commonwealth taxation revenue in the mid-1990s to approximately 0.5% today.

The Inquiry into Local Government Funding and Fiscal Sustainability will examine the financial relationship between local government and other levels of government in Australia, with a particular emphasis on funding mechanisms and fiscal sustainability. This motion calls on the Australian Government to give the inquiry the highest priority.

2. Independent Review of Commonwealth Disaster Funding

That the National General Assembly calls on the Australian Government to urgently provide the Government's response to the Colvin Review of Commonwealth Disaster Funding

The Australian Government commissioned the Independent Review of Commonwealth Disaster Funding (also known as the Colvin Review) to improve disaster funding arrangements.

The review examined how the Australian Government spends money on disasters so that we:

- reduce risks,
- are ready for disasters,
- better respond when they happen,
- help people recover, and
- make communities stronger.

It also examined state, territory and local government roles and responsibilities.

On 25 October 2025, the Australian Government released the final report of the Colvin Review. The Government's response and action are urgently required, as natural disasters are occurring more frequently and with greater intensity than ever before. Current systems and practices are not conducive to the best practice integration of asset resilience into disaster recovery efforts. Today, regions remain physically and financially vulnerable post-disaster, if not more so, than they were pre-disaster.

Previously Endorsed Motion

At the 28 January 2026 meeting (Min. No. 26-3), Council resolved to submit the following motion for consideration at the National General Assembly 2026.

That the National General Assembly call on the Federal Government to retain five-minute flood warnings rather than the 15 minute intervals being proposed by the Bureau of Meteorology and, if required, source a different computer software solution.

Consultation and Communication

N/A

Policy

N/A

Legal

N/A

Risk Management

N/A

Financial

A separate budget is provided for State and National Local Government Conferences.

2.3. Safer Cities: Her Way 2 - Infrastructure Stream Grant Application

Strategic Context for this matter:

Strengthening Our Economy: Lithgow's economic transition requires confident, inclusive and safe public spaces that support participation in work, retail, hospitality and civic life. This proposal supports economic participation by improving women's safety and confidence within the Lithgow CBD, particularly along key pedestrian routes linking public transport, civic spaces, and commercial areas.

Author: Bruce Mills - Emerging Economy Manager

Responsible Officer: Ross Gurney - General Manager

Executive Summary

Women disproportionately adjust travel behaviour, employment patterns and participation in public life based on perceived safety. If the primary arrival corridor into the CBD and key pedestrian routes between public transport and commercial centres do not feel safe after dark, participation declines, and economic potential is constrained.

The NSW Government has opened applications under *Safer Cities: Her Way 2*, including an Infrastructure Stream that supports Councils in delivering capital works to improve the safety of women and girls in public spaces.

Council endorsement is sought to submit an application under the Infrastructure Stream of *Safer Cities: Her Way 2*. The program requires clearly defined project boundaries (preferably near transport hubs), place-based evidence, co-design with women and girls, and measurable post-implementation evaluation.

To align with the program objectives, ensure the project meets the Infrastructure Stream criteria, and strengthen the competitiveness of Council's application, the project will focus on upgrading lighting, sight lines, wayfinding and pedestrian amenity along the key CBD spaces: Lithgow Railway Station, Railway Parade, Cook Street / Eskbank Street, Main Street, and civic and retail destinations including Woolworths, Council facilities and the civic hub.

This area is the primary pedestrian route between transport and the CBD and was previously identified in the *Lithgow CBD Revitalisation Action Plan* as requiring improved pedestrian access, visibility and safety.

The Council's proposed co-contribution of \$100,000 represents a 10:1 return on investment, leveraging State government funding to deliver permanent, safety-led public domain upgrades and accelerate the delivery of long-identified CBD priorities.

Administration's Recommendation

THAT Council:

1. Endorse the submission of an application to the NSW Government under the Safer Cities: Her Way 2 - Infrastructure Stream for funding to deliver the Safe Arrival & Departure Corridor for Women - Station to Main Street project, as outlined in this report.
2. Commit a co-contribution of \$100,000 within the existing LEEP SRV reserve, subject to the application being successful.
3. Authorise the General Manager to execute all documentation required to submit the application and, if successful, to enter into a funding agreement.
4. Note that detailed design, consultation outcomes, and final scope will be reported to the Emerging Economy Committee, should the application be successful.

Attachments

1. safer-cities-her-way-2-program-guidelines [2.3.1 - 35 pages]

Reference to any relevant previous minute

Council has adopted the *Lithgow CBD Revitalisation Action Plan (2015)*, which identifies improved pedestrian access to the station as a priority, including enhanced visibility, safety and civic interface between Railway Parade and Main Street.

Council has also endorsed the *LEEP Action Plan Refresh (2025-2035)*, identifying key precinct placemaking, CBD confidence-building, and public domain improvements as transition priorities.

Background and discussion

The *Safer Cities: Her Way 2* Infrastructure Stream supports infrastructure projects that improve women's and girls' safety in public space through place-based design interventions. The Infrastructure Stream prioritises clearly defined project areas with measurable outcomes and footfall, rather than broad or unfocused upgrades across town centres.

The Infrastructure Stream supports permanent works, including lighting, visibility improvements, wayfinding, and other public domain upgrades, that address perceived and actual safety risks.

The pedestrian corridor linking Lithgow Railway Station to Main Street via Railway Parade, Cook Street and Eskbank Street is:

- The primary arrival route into the CBD for commuters and visitors,
- A key connection between public transport, retail, civic and employment uses, and
- A route used in early morning and evening hours when safety perception is most critical.

While the corridor functions operationally, improvements to pedestrian-scale lighting, visual clarity and civic treatment are identified in previous strategic planning.

This scope aligns directly with program requirements, enabling before-and-after evaluation of safety perception, pedestrian use, and night-time participation. Expanding the scope beyond a defined corridor would dilute measurable impact and reduce competitiveness under the Infrastructure Stream assessment criteria.

The *CBD Revitalisation Action Plan* specifically references improving pedestrian access to the station and enhancing visibility and safety.

Improving safety perception along this corridor will:

- Increase women's confidence in using public transport,
- Support workforce participation and commuting confidence,
- Support extended trading and participation in the night-time economy, and
- Improve overall civic confidence in the CBD.

Subject to detailed design and funding approval, the project may include:

- Installation of pedestrian-scale LED lighting, including animated lighting,
- Consistent lighting treatment along key pedestrian links,
- Removal of visual obstructions and enhancement of sight lines, if applicable,
- Wayfinding and directional clarity to reduce ambiguity at night,
- Civic improvements reinforcing safe arrival, and

- Co-design process with women and girls to identify, prioritise, and validate the interventions.

A co-design and evaluation process will ensure compliance with Infrastructure Stream requirements and integrate gender-sensitive design principles.

If successful, the project is anticipated to include:

- Pedestrian-scale lighting upgrades,
- Removal of visual obstructions and improved sightlines,
- Wayfinding improvements to reduce ambiguity at night,
- Threshold treatments reinforcing civic entry, and
- A structured co-design and women's safety audit process.

The proposal aligns with the Council's economic diversification and precinct placemaking priorities and supports greater participation in the night-time economy by improving perceived and actual safety for women.

Consultation and Communication

Safer Cities: Her Way 2 requires meaningful engagement and co-design with women and girls throughout project delivery and evaluation.

If endorsed and successful, the project will include a structured consultation and co-design program comprising:

- Women-led safety audits of the defined corridor (pre- and post-implementation),
- Engagement with commuters, including early morning and evening public transport users,
- Engagement with young women and girls, including secondary and tertiary-aged cohorts, and
- Engagement with local businesses and retail anchors along the corridor.

Engagement outcomes will directly inform the detailed design and will be reported to Council before final confirmation of the construction scope.

The Safer Cities: Her Way 2 Guidelines are included as an attachment to this report.

Policy

The proposal is consistent with:

- *Lithgow CBD Revitalisation Action Plan* objectives (improved pedestrian access, safety and activation), and
- *LEEP Action Plan* priorities relating to CBD confidence and precinct placemaking
- Council's *Community Strategic Plan* objective of economic diversification and strengthening economic and social participation.

Legal

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

Should the application be successful, Council will enter into a funding agreement with the NSW Government and comply with associated reporting and delivery requirements.

Risk Management

Key risks include:

- Application not being successful (no financial exposure),
- Scope complexity near transport interfaces (mitigated through early agency liaison), and
- Community expectations exceeding funding scope (mitigated through clear project boundaries during consultation).

Risks will be managed through project governance and consultation.

Financial

- Budget approved – N/A
- Cost centre - To be allocated if successful.
- Expended to date - Nil
- Future potential impact -
 - If successful, the project will attract NSW Government funding for capital works for improving safety and participation in the Lithgow CBD. Ongoing maintenance costs will be incorporated into existing asset management budgets. The project does not create unfunded recurrent liabilities beyond normal asset lifecycle management.
 - Council's proposed co-contribution of \$100,000 represents a 10:1 leverage opportunity, accelerating the delivery of infrastructure upgrades previously identified in adopted plans.

2.7 F&G – 23/02/2026 - 2025/2026 Quarter Two 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: Jonathon Reid – Financial Services Manager

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 31 December 2025, with a recommendation that variations to income, expenditure and capital budget estimates are adopted and that the revised financial result of a \$1.6M consolidated operating surplus (before capital grants) be noted.

The Director Finance & Governance, as Responsible Accounting Officer, has reviewed the report and advises that the 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 \$1.6M surplus for the 2025/2026 Operational Plan as detailed in the Quarterly Budget Review Report for the period 1 July 2025 to 31 December 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. December 2025 QBRS Attachment [2.4.1 - 10 pages]

Reference to any relevant previous minute

Min. No. 25-274 Ordinary Meeting of Council 1 December 2025.

Background and discussion

Commentary

The Director Finance and Governance, as Responsible Accounting Officer, has stated in the Quarterly Performance Report that the 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 improved from an operating result (before capital) of \$1.5M surplus (after adoption of the September Quarterly Review) to an expected \$1.6M surplus. The following factors were considered in determining the Council's projected financial position at 30 June 2025:

1. The main impact on the operating result after capital is the reduction of \$5M worth of Natural Disaster Funded works, mostly relating to slope restoration, with works being deferred. The deferred works reduce income recognised until the works are completed, thereby reducing the operating result.
2. Interest earned on investments has been reduced by \$760K as cash available for investment has been lower than forecasted when developing the Original Budget due to the timing of grant funded projects and delays in significant mining rates payments. This reduction is offset by additional income of \$1.04M for the Roads 2 Recovery Program and an additional \$427K of grant income associated with the Local Roads and Community Infrastructure program.
3. To align cash inflows with cash outflows to reduce the risk of the Council exceeding its internal reserves funds, the following projects have been deferred, including:
 - \$464K for the Enfield Avenue Intersection Stormwater Project,
 - \$171K for Great Western Highway Stormwater Drainage,
 - \$160K for La Salle Stormwater Drainage,
 - \$150K for the Sport Lighting Infrastructure Project,
 - \$103K for the Wallerawang Cemetery Road Project, and
 Should the Council's negative unrestricted cash balance resolve, consideration of reinstating these projects will be considered as part of the March Quarterly Review.

The projected year end operating result before capital is \$1.6M surplus (before capital) at 31 December 2025.

Summary of the July to December Quarterly Budget Review Report

Details of the July to December 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
December Review	1,598

Reasons for Changes in Revenue and Expenditure Projections

Projected total revenue to 30 June 2026 has decreased by \$4.3M during Quarter Two. Variations over \$50K include:

- \$5M decrease in grant income due to the deferral of Disaster Recovery Funding Arrangements (DRFA) funded slope works,
- \$1M increase in grant income from Roads 2 Recovery funded projects being delivered in 2025/2026,
- \$427K increase in grant income due to finalisation of LRCI claims, and
- \$760K decrease in investment income due to lower funds being invested.

Projected total operating expenditure to 30 June 2025 has increased by \$586K, with variances over \$50K, including:

- \$304K increase to reinstate the SRV stormwater budget,
- \$89K increase for a new Team Leader Waste Strategy & Services position funded by the Waste Reserve,
- \$79K increase for WHS incentives to match funding provided by Council's insurer, and
- \$75K increase for extension of the Employee Assistance Program.

The net 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 \$13.4M (September budget) to a surplus of \$8.5M at 30 June 2025.

Capital Expenditure Budget

The Quarter One budget for the 2025/26 Capital Works Program was \$41.5M. The Quarter Two review of the Capital Works Program resulted in a net decrease of \$4.9M, bringing the program's total to \$36.7M.

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

- \$4.1M net decrease in DRFA funded Roads and Slope Works, and
- \$464K decrease in Enfield Avenue Intersection Stormwater Upgrade.

Cash and Investments / Reserve Balances / Cashflow

The Cash and Investments Statement at 31 December 2025 is shown in the table below.

Cash and Investments Statement (\$'000)			
	30 June 2025	30 September 2025	31 December 2025
	Position	Position	Position
Externally Restricted			
Developer Contributions	1,913	2,060	1,979
Special Purpose Grants	33,822	30,667	26,749
Water Supplies	3,864	4,922	4,298
Sewerage Services	294	410	(316)
Domestic Waste	8,531	9,857	9,547
Unexpended Loans	1,700	984	593
	50,124	48,901	42,849
Internally Restricted			
Land & Buildings	85	84	80
FAGS	3,359	0	0
Plant & Equipment	0	0	0
Bonds, Deposits & Retentions	400	351	261
Works in Progress	137	137	137
Carry Over Works	63	66	43
Commercial Waste	2,769	3,910	4,225
ELE	661	661	161
Election	77	77	77
Other	1,223	350	2,545
Total Internally Restricted	8,774	5,638	7,530
Unrestricted (working capital)	-	(2,196)	(3,264)
Total Cash and Investments	58,898	52,343	47,115

There is insufficient cash and investments to fund the Council's external and internal restrictions, with a \$3.3M shortfall in unrestricted working capital. The shortfall has been allocated against internal restrictions. Action is currently in progress to address this shortfall and includes:

- Deferral of capital works, as outlined within this report,
- Executive review of all requests for expenditure greater than \$25K,
- Executive review of all requests to recruit vacancies,
- Recovery action to encourage payment of outstanding accounts, and
- Submission of claims for grant funded works completed.

The \$26.7M balance of the special purpose grants reserve includes \$25.8M for DRFA funding received in advance.

Cashflow continues to be carefully managed to ensure that Council has sufficient liquid funds available to make payments on time. Management's actions have ensured that cash inflows match cash outflows.

Consultation and Communication

N/A

Policy

N/A

Legal

The Local Government Act 1993 and Local Government (General) Regulation 2021 set 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 assures that the Council has effective financial management practices in place.

Financial

As detailed in this report.

2.5. I&PD - 23/02/2026 - Tender Evaluation - Pavement Rehabilitation and Sealing at Browns Gap Road - TEN01/26

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: Rohan Ranasinghe – Project Officer

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

Executive Summary

This report summarises the tender evaluation process that has been undertaken for the Pavement Rehabilitation and Sealing at Browns Gap Road (TEN01/26). This work includes pavement excavation, subgrade compaction, base course overlay, two-coat sealing, road marking and signs.

The project is funded through both Disaster Recovery Funding Arrangements (DRFA) and Council funds, with a budget of \$2,369,388 (DRFA funding: \$495,895; Council funding: \$1,873,493).

Please note that the DRFA funding contribution is made as an upper-limiting grant. While \$495,895 is contributed to the project under the DRFA, this is the maximum financial contribution for a very tightly defined scope. The upper limiting value has been defined to include a healthy contingency, and therefore, it is unlikely that Council will spend the full allocation.

Administration's Recommendation

THAT Council

1. Note the tender evaluation for the Pavement Rehabilitation and Sealing at Browns Gap Road.
2. Accept the Administration's Recommendation as shown in the confidential Tender Evaluation attachment.
3. Authorise the General Manager to execute the contract on behalf of Council under delegated authority.

Attachments

1. CONFIDENTIAL - TEN 01 26 Browns Gap Road- Confidential Tender Evaluation- Master Score sheet [2.5.1 - 1 page]
2. CONFIDENTIAL - TEN 01 26 Browns Gap Road- Confidential Tender Evaluation- Final Score sheet [2.5.2 - 1 page]

Reference to any relevant previous minute

N/A

Background and discussion

Browns Gap Road is Council owned road located at Hartley, with a total length of approximately 8.65 km. The existing pavement condition does not meet the required level of service, resulting in the Council incurring ongoing annual maintenance costs.

The pavement condition was assessed by Council's external consultant, Shepherd Services Pty Ltd. Based on this assessment, the consultant recommended full pavement rehabilitation for the sections between 2.9 km and 5.69 km and 6.72 km and 8.65 km to achieve the required service levels and enhance the long-term performance of the road. Consequently, Council has resolved to undertake these rehabilitation works as part of Lithgow City Council's ongoing Road Rehabilitation Program, aimed at improving the road network within the Local Government Area. The project is funded under the NSW Disaster Recovery Funding Arrangements (DRFA), with additional contributions from Council.

The scope of works includes profiling the existing pavement, subgrade compaction, placement of new base pavement, initial sealing of the base, sprayed bituminous surfacing, drainage cleaning, and installation of road signage.

These works are essential to preserve the integrity of the road network, extend pavement life, and enhance road safety and serviceability. Overall, this rehabilitation and sealing project will significantly improve road safety, pavement longevity, and serviceability, supporting the Council's objective of maintaining a reliable and sustainable road network.

Tender Process

A Tender Evaluation Panel (TEP) was formed, consisting of the following staff:

Name	Position	Role on TEP
Rohan Ranasinghe	Project Officer	Chair
Paul Creelman	Transport Manager, Transport	Member
Sean Quick	Project Officer	Member
Cameron Shields	General Manager (Civil & Disaster)-Shepherd Services Pty Ltd	Member
Vanessa Browning	Director of Finance and Governance	Probity Advisor

In accordance with the tender evaluation plan, it was determined that tender responses would be evaluated based on the following criteria:

- Value for money (40%),
- Methodology (30%),
- Capacity (15%),
- Capability (12.5%), and
- Local Preference Policy (2.5%).

Council called for open tenders on 14 January 2026, and four (4) responses were received by the tender closing time, 5:00 pm on 9 February 2026. These were received from the following companies:

- Dukes Earthmoving Pty Ltd,
- Gracey's Earthmoving & Excavations Pty Ltd,
- Green Civil Services Pty Ltd, and
- Peters' Earthmoving.

Tender Evaluation

The Tender Evaluation Panel (TEP) reviewed the four (4) submissions received and convened on 12 February 2026 to assess the proposals in accordance with the pre-determined evaluation criteria outlined in the Request for Tender documentation.

Peters' Earthmoving submitted both a conforming and a non-conforming tender. As the project is required to comply with the approved preliminary design requirements, only the conforming submission from Peters' Earthmoving was considered for evaluation purposes. Accordingly, four (4) conforming submissions were evaluated by the TEP against the established evaluation criteria.

The table below summarises the TEP's scoring across the evaluation criteria. A copy of the detailed evaluation has been provided to all Councillors with this report as a confidential attachment. Please note that the attachment contains commercial-in-confidence information.

Tenderer	Overall Score (out of 100)
Dukes Earthmoving Pty Ltd	61
Gracey's Earthmoving & Excavations Pty Ltd	77
Green Civil Services Pty Ltd	46
Peters' Earthmoving	72

The recommended tenderer, as the lowest-priced submission, demonstrated a sound understanding of the project scope, construction methodology, and associated risks. Lithgow City Council has previously engaged the contractor, who has successfully delivered the Cox River Road construction, Hampton Road Remediation works, and Peach Tree Road gravelling works. This demonstrated past performance and relevant experience provide confidence in the contractor's capability to deliver the project in accordance with Council's requirements. A referee from Lithgow City Council also vouched for the quality of the contractor's work.

The recommended tenderer is based in Lithgow and meets the requirements of Council's Local Procurement Policy.

The Tender Evaluation Panel (TEP) recommends that further negotiations be undertaken with the preferred tenderer to assess their capacity in light of their current commitments to other road projects. Formal confirmation is required to ensure that the contractor can deliver the project within the agreed timeframe and in accordance with the specified quality standards, without jeopardising program performance.

Additionally, the submitted work program requires revision. The program should be amended to clearly break down the works into logical and manageable stages. It must also explicitly incorporate the primer-seal application and allow the required curing period before undertaking the final two-coat spray sealing, to ensure compliance with technical specifications and best practice.

Consultation and Communication

Impacted residents and businesses within and adjacent to the construction zone will be notified of the scope of works, commencement date, and expected duration of works via a letterbox drop (where possible), in addition to the Council undertaking notification of the broader community via social media platforms.

Policy

The tender process was undertaken in accordance with Policy 1.4 - Tendering and Policy 1.7 - Local Procurement.

Legal

The subject matter of this report is a function of Council conferred by Section 55 of the *Local Government Act 1993* and Part 7 of the *Local Government (General) Regulation 2021*.

The project is subject to a thorough assessment of key environmental issues through a formal Review of Environmental Factors to ensure compliance with the *Environmental Planning and Assessment Act 1979*.

Risk Management

The Council's Project Officer has undertaken a risk assessment of the project, identified real and perceived risks, and applied treatment strategies. The risk register will be updated throughout the project.

Financial

- Budget approved - \$2,369,388.00 funded via both Council and the DRFA.
- Cost centre - PJ101020 and PJ100899
- Expended to date - \$ 280,150.56
- Future potential impact – The tendered construction cost is \$1,732,063.06. Project management costs and any potential additional works may further increase the project cost. Expenditure for this project will be incurred partly within the current financial year, with the balance in the early part of the next financial year. This split is occurring to ensure that the pavement is allowed to settle appropriately and exhibit signs of any pavement inconsistencies before application of the final two-coat bitumen seal.

2.6. Supply and Delivery of Concrete Stormwater Drainage Pipes

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: Paul Creelman – Transport Manager

Department: Infrastructure and Project Delivery

Responsible Officer: Jonathon Edgecombe – Director Infrastructure and Project Delivery

Executive Summary

Under the Local Government Act Tendering Regulation, where a contract is for an amount over \$250,000, a Request for Tender must be conducted and be considered by Council. The Central NSW Joint Organisation (CNSWJO), on behalf of participating member councils, has undertaken a formal Request for Tender (RFT) process to identify a suitable provider for the Supply and Delivery of Concrete Stormwater Drainage Pipes.

Council regularly participates in regional contracts, including this one for the Supply and Delivery of Concrete Stormwater Drainage Pipes.

It is anticipated that Council will spend up to \$150,000 per annum on Concrete Stormwater Drainage Pipes.

Administration's Recommendation

THAT Council:

1. Accept and sign a contract with Holcim (Australia) Pty Ltd for the Supply and Delivery of Concrete Stormwater Drainage Pipes.
2. Advise the Central NSW Joint Organisation of its decision.

Attachments

1. CONFIDENTIAL - Tender Evaluation Report [2.6.1 - 12 pages]
2. CONFIDENTIAL - Draft Conditions of Contract [2.6.2 - 34 pages]

Reference to any relevant previous minute

N/A

Background and discussion

CNSWJO member councils expressed interest in conducting a regional process for the Supply and Delivery of Concrete Stormwater Drainage Pipes, requesting the Joint Organisation to conduct a procurement process for a new regional contract to commence in approximately November 2025.

Financial and resourcing impacts

CNSWJO has managed the procurement process on behalf of participating member councils and will receive a 2.5% management fee from the service providers to cover these costs.

It is anticipated that Council will spend up to \$150,000 per annum on Concrete Stormwater Drainage Pipes.

Tender Evaluation

An open Request for Tender process was undertaken through the CNSWJO eProcure Portal. The Request for Tender for the **Supply and Delivery of Concrete Stormwater Drainage Pipes** opened on 4 June 2025 and closed on 2 July 2025.

The Evaluation Panel conducted a remote assessment of the responses and participated in a consensus evaluation meeting via videoconference on 10 July 2025. The TEP consisted of members of the following Councils, and was assisted by Grace Quinton from CNSWJO:

- Bathurst Regional Council,
- Forbes Shire Council, and
- Parkes Shire Council.

Tender Evaluation Criteria

The selection criteria advertised and used in selecting the successful respondents were:

- Capacity and Capability- 30%,
- Quality Assurance - 5%,
- Safety – 25%,
- Environmental Sustainability - 10%, and
- Pricing - 30%.

Summary of Responses Received

CNSWJO received one (1) submission, from:

- Holcim (Australia) Pty Ltd

Evaluation of Submissions

Evaluation rankings were as follows:

1. Holcim (Australia) Pty Ltd

Evaluation of the Preferred Respondents

At the conclusion of the evaluation, the Evaluation Panel agreed to recommend Holcim (Australia) Pty Ltd as they were the sole preferred tenderer, demonstrating reasonable capacity and capability to undertake the supply and delivery services and offered value for money.

Conclusion

It is recommended that Council accept and sign a contract with Holcim (Australia) Pty Ltd for the Supply and Delivery of Concrete Stormwater Drainage Pipes and advise CNSWJO of its decision.

The term of the contract is 1 March 2026 to 29 February 2028, with an optional 12-month extension.

Consultation and Communication

The tender process is run and controlled by the CNSWJO on behalf of the member Councils, of which Lithgow City Council is one. This process and its outcomes are consistent with the Local Government Act and Lithgow City Council's purchasing SWP. Information for this purchasing contract is made available to the Directors and Staff who will require the procurement of stormwater pipes, and the finance staff who oversee the financial processes.

Policy

This tender process is consistent with Council's processes as defined within SWP 4.5 Purchasing and Contracting.

Legal

The subject matter of this report is a function of Council conferred by the Local Government Act, Section 55. This process and outcome comply with the Local Government Act and Council policies.

Risk Management

Lithgow City Council's involvement in this contract will mitigate procurement risks for the duration of the contract.

Financial

- Budget approved - Yes
- Cost centre – Various, including 800179, 800181, 800183, 800185, 800187 and various other capital works budgets.
- Expended to date – Nil.
- Future potential impact – The cost savings are unrealised at this point due to the variation of the materials required each year. However, it is expected that this bulk, panel-style procurement process will realise significant savings to the Council over time.

2.7. I&PD - 283/02/2026 - Draft Unformed and Unmaintained Roads Policy

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

Executive Summary

In response to the recent transfer of several Crown roads across the LGA to Council ownership and control, with specific reference being made to the primary access to 35 Honeysuckle Falls Road, the Infrastructure Committee requested the development of a draft Unformed and Unmaintained Roads Policy. This report is largely a duplicate of that which was presented to, and discussed by, that Committee on 22 January 2026.

For full transparency, key properties and projects under discussion among Councillors and the Administration are detailed in the report.

This matter was originally presented to the Ordinary Meeting of Council held on 28 January 2026. The matter was deferred at this meeting to afford Councillors a greater opportunity to consider the report and draft Policy. This report seeks to place the draft Policy on public exhibition.

Administration's Recommendation

THAT:

1. The draft Unformed and Unmaintained Roads Policy be placed on public exhibition for a period of 28 days.
2. If no submissions are received during the public submission period or, in the General Manager's view, the submissions do not warrant referral to Council, the Policy be adopted.

Attachments

1. DRAFT Unformed and Unmaintained Roads Policy [2.7.1 - 11 pages]

Reference to any relevant previous minute

Infrastructure Committee meeting held on 17 November 2025 - Update Honeysuckle Falls Road - Crown Roads Transfer.

Extra Ordinary Infrastructure Committee meeting held on 22 January 2026 - Unformed and Unmaintained Roads Policy.

Background and discussion

The draft Unformed and Unmaintained Roads Policy is attached for the Council's consideration to place on public exhibition. The intent of this policy is to guide Council decision-making, contain the

Council's costs of operation, and improve public transparency relating to the Council's treatment of unformed and unmaintained roads across the local government area.

The policy will be particularly relevant when considering how to respond to forced road transfers initiated by the Department of Planning, Housing and Infrastructure – Crown Lands. Notably, this relates to the most recent transfer of the southern Crown Road, which provides access to 35 Honeysuckle Falls Road, Tarana. This road provides access to one residence only.

The Administration has taken into account the following considerations in preparing the draft policy:

- a. The terms contained within this draft policy mirror other similar policies across the Central West.
- b. Lithgow City Council has a significant renewal backlog that must be dealt with. Adding any roads to the 'formed and maintained' list in its Roads Asset Register, without commensurate funding to support the transfer, will increase its financial strain.
- c. Still, the Council is a public authority tasked with the management of roads in its LGA. Where roads are determined to provide a significant public benefit, the Council should consider forming and maintaining these roads.

The most consequential recommendations put forward in the draft policy include the following:

1. *Noting that some historically maintained roads may not meet this criterion, as a general principle, road reserves servicing fewer than five (5) permanent residences will not be considered for classification as a formed and/or maintained road.*

Please note that this clause (Clause 3 in the draft policy) will apply directly to the primary access to 35 Honeysuckle Falls Road. If endorsed by Council, this will require the resident(s) to maintain their access road, as it does not provide a broader public benefit. Council may perform work; however, it would be at the owner's cost.

2. *All costs associated with Crown road closures or transfers, including survey, legal, gazettal, and agency fees, are to be borne by the applicant.*

This clause (Clause 14 in the draft policy) responds to the fact that there are some circumstances where the public requests that Council seek the transfer of a road from Crown to private ownership. In such circumstances, those landowners receiving the benefit should cover the costs of doing so.

3. *The Crown has demonstrated its intent to transfer any Crown road to Council that has been subject to any form of historic development approval (no matter how historic or small the development). This policy in its current form requires that if a DA is received from a property relying on Crown road access, and that development generates additional traffic, the Crown road must be upgraded to formed road standards as part of the DA conditions of consent. Conversely, if a development of a Crown road does not generate additional traffic, the Council will apply a condition of consent, noting that the Crown road will remain unformed and unmaintained.*

This clause ensures that, if such a circumstance arises, ratepayers across Lithgow are not effectively subsidising the cost of development on Crown roads.

Alternatively, where the development does not increase the number of properties requiring the Crown road for access to greater than 5 properties, Council may instead include a condition of consent that notes that should the Crown transfer ownership, Council will class the road as 'unformed and unmaintained'.

This policy condition attempts to balance the overriding public interest against maintaining and upgrading former Crown roads, at Council's cost, after a forced transfer, while still allowing small sheds or house extensions to proceed.

Other specific provisions in the draft policy are listed below:

4. *The Policy aligns with the Roads Act 1993, the Local Government Act 1993 and the Crown Lands Management Act (2016).*
5. *There are sections highlighted in yellow, which will be verified before public exhibition.*
6. *Moving forward, before any decision is made to change the classification of an asset or assume ownership of an asset, the cost to upgrade it must be considered alongside maintenance and lifecycle costs and the impacts of this change on existing renewal programs.*
7. *Where a Crown Road reserve contains a road constructed and maintained by Council, Council will seek transfer of the reserve to Council ownership.*
8. *Where a Crown Road provides the only legal and physical access to land, Council will not support the closure of that road.*
9. *Before accepting transfer, the Council must be satisfied that:*
 - a. *There are no fencing or other unapproved asset encroachments.*
 - b. *There are no enclosure permits or unresolved tenure anomalies; and*
 - c. *The road alignment is correct.*

Consultation and Communication

Subject to the approval of Council, the draft Policy will be publicly exhibited for 28 days, and any submissions will be considered to determine if any significant changes are required. If no significant changes are required, the Policy will be adopted and posted on the Council's website. If significant changes are required, the amended Policy will be reported back to a future Council Meeting.

Policy

If adopted, the attached document will become a formal Policy of Council.

Legal

The draft Policy is consistent with, and informed by, the following legislation:

- Roads Act 1993 (NSW),
- Local Government Act 1993 (NSW), and
- Crown Lands Management Act 2016 (NSW).

Risk Management

The draft Policy will assist the Council in managing financial risks.

Financial

N/A

2.8. I&PD - 23/02/2026 - Sydney to Central West Corridors - White Paper

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.

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: Jonathon Edgecombe – Director Infrastructure and Project Delivery

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

Executive Summary

Alongside the recently developed *Strategic Regional Integrated Transport Plans*, the *Sydney to Central West Corridors – White Paper* advances a people- and place-led approach to managing the two corridors that provide bi-directional travel between the Central West and the Sydney Basin: the Great Western Highway and Bells Line of Road. This *White Paper* recognises Lithgow as a regional gateway, a service centre, and a community impacted by both through and local traffic.

For Lithgow, there is a great deal to be praised within this paper. The document effectively demonstrates a shift in government thinking away from reliance on major bypass-style infrastructure alone toward targeted, more achievable, staged initiatives that improve safety, resilience, access, and economic outcomes while protecting town character and community well-being. It is also the first document in recent years to address the challenges posed by the inherent conflict among local, in-and-out, and through traffic.

However, in the Administration's view, the document also falls short of recognising the meaningful, longer-term initiatives NSW requires to effectively realise the Central West region's economic and tourism potential. In short, it does not recognise or address the need for a Great Western Highway tunnel, or another form of bypass, around historic pinch-points like the Blackheath village. Similarly, the *White Paper* does not address the broader potential for the Bells Line of Road to be elevated and recognised as an equal or greater capacity alternative to commuter and freight transport.

Amongst other things, it also fails to consider the historic lack of financial capacity experienced by Local Government. This distinct problem has resulted in long-term gaps in active transport networks, for example. These capacity constraints are even more prominent in an environment where both competitive and recurrent NSW government grant assistance has almost completely evaporated.

Council's administration is working collaboratively with Blue Mountains City Council, the Blackheath and District Chamber of Commerce Inc., and the Central NSW Joint Organisation in forming a response that aligns with our shared objectives.

This paper provides the Council with the framework of a response that aligns with the tenor of the Executive Summary above, seeking the Council's feedback and endorsement before the authoring of a full paper and subsequent submission.

Administration's Recommendation

THAT Council:

1. Endorse the approach suggested by the Administration regarding a response to the Sydney to Central West Corridors – White Paper; and
2. Provides any alterations or additions to the proposed response.

Attachments

1. sydney-to-central-west-corridors-white-paper-2026 0 [2.8.1 - 114 pages]

Reference to any relevant previous minute

- Min. No.: 25-280 – Ordinary Meeting of Council held 1 December 2025 (Submission - Draft Central West & Orana Strategic Regional Integrated Transport Plan)

Background and discussion

As noted above, the *Sydney to Central West Corridors – White Paper* lays a strong foundation for Lithgow City Council to advocate on behalf of its community, for:

- Safer, people-focused road environments,
- Improved public and community transport,
- Economic growth that leverages Lithgow's gateway role, and
- Corridor solutions that enhance, rather than erode, local character.

In large part, these initiatives align with Lithgow Council's previous responses to papers like the recently developed *Strategic Regional Integrated Transport Plan* for the Central West, the *Review of Environmental Factors* developed for the Great Western Highway duplication at Little Hartley, and the *Central West and Orana Regional Transport Plan*. The approach also aligns with Lithgow's strategic objectives around community wellbeing, economic transition and renewal, infrastructure resilience and placemaking, positioning Lithgow Council as an active partner in shaping future investment into both the Great Western Highway and Bells Line of Road corridors.

The *White Paper* was released on Tuesday 27 January 2026, with responses requested by Friday 6 February 2026. Lithgow Council immediately contacted Transport for NSW (TfNSW) to request an extension of time, noting that it would be inappropriate for the Administration to submit without comment or endorsement from the elected representatives of the Lithgow community. This request was approved.

In the form of a summary, it is proposed that the Council's response focuses on the following general themes, grouped into those initiatives the Council should support, and those initiatives the Council might consider to be missing from the *White Paper*. Before the final submission is made, the matters below will be linked to the key themes and objectives set out in strategies supported by both Lithgow City Council and the NSW Government.

Supported Initiatives:

1. Community wellbeing

The *White Paper* notes that Lithgow has the highest proportion of residents aged over 65 of all LGAs within the corridor footprint (24%), and that the Lithgow LGA is expected to experience a 28% increase in residents aged over 65 by 2041. The paper further notes that “older residents in these areas will require safer, more accessible and connected transport to support independence and participation” (Page 36).

Lithgow City Council supports the *White Paper's intent to prioritise improved access to transport for ageing populations, people with disabilities, and car-dependent communities*, such as Lithgow. Specifically, Council supports enhanced local and regional bus services, shuttle-style connections, better integration of active transport and road-based public transport with rail, and co-designed Aboriginal transport plans. These measures directly support social inclusion, access to health and education, and everyday quality of life.

2. Economic prosperity

Lithgow City Council supports the *White Paper's approach*, which reinforces Lithgow as the entrance to the Central West and highlights the strategic role Lithgow can play in freight transport. Specifically, the *White Paper* identifies initiatives to improve freight efficiency and network reliability while supporting local industry, renewable energy supply chains, tourism, and employment.

The *White Paper* also suggests short-, medium- and long-term initiatives that seek to increase rail frequency and visitor accessibility, which in turn create opportunities to capture greater economic benefit from local tourism growth within the Lithgow township itself, rather than functioning as it currently does, as a through-route to other destinations across the region.

3. Road safety

Lithgow City Council supports the Safe System approach to road design and management, as proposed by the TfNSW *White Paper*. It focuses on location-specific upgrades, which are a cost-effective way to address network users. This is particularly relevant to Lithgow, as the Great Western Highway and Bells Line of Road experience cumulative impacts from steep grades, heavy vehicle movements, and local in-and-out and through traffic.

Both the Great Western Highway and Bells Line of Road are unique corridors upon which the region and the state rely for economic growth, local liveability, and community safety and accessibility. A Safe Systems approach effectively improves safety, addresses pressing needs, and offers the best chance of protecting local amenities and town functions.

4. Corridor efficiency and resilience

The *White Paper* acknowledges that both the Great Western Highway and Bells Line of Road corridors face challenges related to asset resilience and corridor efficiency. Both corridors are subject to somewhat regular closures resulting from the impacts of natural disasters, and the Great Western Highway suffers from congestion during weekday peak hours and weekend traffic during public and school holidays or events like the Bathurst 1000.

The paper clearly indicates that this is not an acceptable long-term situation, and growth projections alongside state decentralisation policies could exacerbate the problem if no intervention occurs.

Hence, the paper suggests improved incident management, travel demand management and network resilience planning as central themes. For Lithgow, these initiatives aim to reduce the impacts of holiday traffic surges, weather events and corridor closures, ensuring more reliable access to goods, services and employment.

5. Placemaking and local character

Lithgow has experienced the impacts of several highway upgrades that do not adequately consider place and local character in their design. Lithgow's submission to the draft *Review of Environmental Factors* developed to support the Great Western Highway duplication at Little Hartley, noted that:

"Of specific note, we [Council] identify the precinct of Coxs River Road, Harp of Erin and locale. This area is significant because it marks the entrance to our LGA, whose visual impact differs from that of the Little Hartley area. Whilst the visual impact of the project area is of importance, Council expects that this precinct will require special attention during the design phase. It is encouraged that the project fund a master-planning exercise for this precinct to carefully guide its management and integration, creating an opportunity for motorists to pause and engage with the history and landscape. It is expected that this could create a desirable impression and project a vision of what is to come for those visiting the greater Lithgow area."

This master-planning exercise did not occur. While aspects of the Little Hartley sister project at Medlow Bath received several infrastructure softening treatments, such as sandstone walls, the Little Hartley length reflects an abundance of concrete and steel that does little to recognise or accentuate the historic significance of the surrounding village.

Pleasingly, a core principle of the *White Paper* is balancing movement and place. Roads through towns are recognised as community spaces, not just freight corridors. This supports place-led upgrades in Lithgow that enhance pedestrian safety, streetscape quality and heritage values while still accommodating essential movement. The paper recognises Lithgow's strategic positioning as a point of intersection between the Central West and Blue Mountains,

Missing Initiatives:

1. The importance of the Great Western Highway tunnel

Lithgow City Council supports Blue Mountains City Council and the Blackheath & District Chamber of Commerce Inc. in their views that any long-term plan for the Great Western Highway corridor *must* include a serious investigation of tunnel options to address community and community needs across this route through the Blue Mountains.

The approach proposed in the *White Paper* is demand-led. It proposes incremental upgrades to the Great Western Highway to accommodate forecast growth in passenger, freight, and tourist traffic. This approach will not produce the meaningful change required to effectively split through-traffic from local and in-and-out traffic, thereby reducing volumes to an efficient and effective level during peak periods.

Moreover, incremental change will not enable economic growth and value capture across the Central West, given the impending opening of the Western Sydney Airport and the projected transport of 220,000T of freight annually, a significant proportion of which will originate from the Central West.

Thirdly, should TfNSW allow higher productivity heavy vehicles in the form of PBS Level 2 vehicles across the Blue Mountains, significant growth in heavy vehicle thoroughfare through the Blue Mountains is predicted as the Great Western Highway represents a 300km shorter route into the Central West, as compared with current approved routes through Goulburn to the south, or the M1/Golden Highway to the north. This is particularly problematic, given the impending growth of green energy-related industries in the Orana Renewable Energy Zones, alongside several similar wind farms, battery and pumped-hydro initiatives in the Lithgow region.

While we applaud many of the incremental initiatives proposed in the paper, we believe they address only community safety, placemaking, and active transport opportunities. Congestion on the Great Western Highway through the Blue Mountains will not be effectively addressed through a gradual upgrade and can only be addressed through comprehensive, holistic network amplification.

Suggested improvement:

Lithgow Council does not expect shovels in the ground to start building a tunnel tomorrow. Such a significant investment will take time to appropriately recognise and address the sensitivities of a project that traverses a World Heritage Area. This investigation and strategy work must continue. The *White Paper* must be amended to include the following changes and initiatives:

- Recognition that ‘business as usual’ approaches to incremental upgrades will not solve the inherent and systematic congestion problems experienced by all those who utilise the Great Western Highway corridor.
- Recognition that future economic growth opportunities associated with regional residential and employment land releases, renewable energy industries and the opening of the Western Sydney International Airport require more than incremental and piecemeal upgrades of the Great Western Highway corridor to be fully realised.
- A commitment to complete the partially developed Environmental Impact Statements and business cases associated with Great Western Highway tunnelling options.
- Include subsurface corridor options for the Great Western Highway as an initiative requiring immediate investigation to allow for long-term and collaborative planning, funding and delivery.

2. Moving the Bells Line of Road from a secondary support role to a more viable alternative to travel on the Great Western Highway

The current Transport for NSW strategy, including this White Paper, recognises the Bells Line of Road as a road corridor that provides backup support for the Great Western Highway. Lithgow City Council submits that the Bells Line of Road must be elevated in its standing and be appropriately recognised as a viable alternative corridor for freight, tourist and commuter traffic.

Tunnelling options for the Great Western Highway will take time to work through, and incremental upgrades will not address congestion to the extent that the Central West region will receive the full benefits of current industrial, residential, and other growth opportunities. In the interim, the Bells Line of Road has been recognised by many as an unrealised opportunity to support transport growth on the Great Western Highway more affirmatively.

At the 24 February 2025 Ordinary meeting, the Council resolved to fully support the future planning and major construction of the Bells Line Expressway across the Blue Mountains (Min. No. 25-44).

Suggested improvements:

Given its strategic role as a primary alternative east-west route to the Great Western Highway, Bells Line of Road requires a committed and particularised delivery program in the *White Paper* for, at the very least:

- Overtaking lanes,
- Shoulder widening,
- Curve realignments,
- Works on the B59 corridor through the Lithgow CBD to better support a blend of both vehicular and pedestrian traffic,
- Intersection upgrades from Lithgow to Kurrajong Heights, and
- Reliability treatments to support north-west Sydney's growth.

Council's evidence, reinforced by neighbouring councils, identifies intersections, pinch points and high-risk tourist segments where upgrades will deliver immediate safety benefits and long-term reliability improvements.

3. Transition of the Bathurst Bullet from a long-haul Orange to Sydney service, to a more rapid and frequent Orange to Lithgow shuttle service

The *White Paper* effectively recognises that Lithgow and Upper Blue Mountains residents rely on core community services provided in Bathurst, including public health and specialist education services. The paper also acknowledges that public transport between Lithgow and Bathurst is infrequent and cannot be relied upon to access these core services.

Lithgow Council and TfNSW, through the positions taken within their *White Paper*, recognise the strategic role that Lithgow can and should play as a multi-model transport hub. This concept should be expanded to recognise Lithgow as the terminus for the diesel Bathurst Bullet and as an interchange for passengers to transition to the electrified metro rail system, with more frequent services to Sydney.

While service transitions are usually met with some criticism due to their perceived lack of convenience, Council submits that the resulting opportunity to run the Bathurst Bullet more frequently between Lithgow and Orange, at no additional cost, is a compromise that offers far greater benefit to the communities of the Upper Blue Mountains, Lithgow, Bathurst and Orange.

Suggested improvement:

Include an investigation into service efficiencies associated with the Bathurst Bullet in the *White Paper's* short-term opportunities analysis.

4. Support Sustainable Road Funding Models for Local Government

The *White Paper* recognises the importance of parallel local roads in providing relief or support for local movements during peak periods of traffic (Page 74). It further suggests that an important opportunity to improve Great Western Highway corridor efficiency is the provision of additional local road connections (at Marrangaroo, for example, referred to on Page 82) to support the separation of local and through traffic.

We acknowledge that Local Government owns and maintains more than 85% of the region's road network yet lacks the revenue capacity to keep pace with the increasing burden of natural disasters,

rising construction costs, and evolving freight demand. In particular, Lithgow has identified approximately \$90 million in road renewals that must be delivered over the next six years, which appears insurmountable given current funding constraints. Please see Suggestion 9 - *Improvement of active transport links in Lithgow* below for further details of the ongoing erosion of grant funding opportunities available to Local Government.

Suggested improvement:

The recent *Strategic Regional Integrated Transport Plans* recognised the need for the NSW Government to commit to sustainable funding models, noting the important role these models play in supporting state outcomes and reducing pressure on state corridors such as the Bells Line of Road and the Great Western Highway. Lithgow asks that this same commitment be made as an immediate outcome within the *White Paper*, committing to:

- Recognition of the structural inequity between metropolitan and regional councils,
- Development of an equitable allocation system reflecting unique LGA conditions,
- Recurrent funding programs such as the Regional Road and Transport Recovery Package, and
- Advocacy for DRFA reform to allow proactive resilience works.

Only with such support will Councils be able to effectively maintain these local transport links such that they will provide an appropriate alternative to travel on the state network, and do not further erode Council's financial capacity as a result.

5. Making Lithgow's gateway role more explicit and measurable

As noted above, Lithgow is described as the strategic point of intersection between the Central West and the Blue Mountains, and Lithgow is characteristic of both regions. Moving beyond the historic approach to infrastructure as simply a mechanism to move people from one place to another, Lithgow must be recognised for its unique character, with specific outcomes, metrics, and priority actions developed to underscore the importance of the Seven Valleys region to tourism and broader economic value-add to the NSW economy.

Suggested improvement:

To transition Lithgow away from being a 'pass-through' suburb to a recognised economic and service hub in corridor planning, TfNSW should introduce a "Gateway Towns" framework (Lithgow, Mount Victoria, Bathurst) with:

- Clear objectives (economic capture, safety, amenity),
- Target outcomes (visitor spend, reduced through-traffic conflicts, improved access to services), and
- Place-based investment packages rather than isolated projects.

6. Strengthen the local movement vs. through-movement distinction in Lithgow

The *White Paper* is notable for its recognition of the three predominant classes of transport need across both the Bells Line of Road and Great Western Highway corridors. While this approach is a significant development, it doesn't go far enough to recognise the depth of intervention required in places like Lithgow and Blackheath, where there is a deep and inherent conflict between road user needs because the Great Western Highway effectively acts as a local street for most residents.

Unfortunately, this conflict is a contributing factor in the recent death of a local Lithgow resident, alongside the multitude of near misses that occur between pedestrians and vehicles daily. Urgent and affirmative action, including both infrastructure interventions and behavioural programs, is required to reverse this trend.

Suggested improvement:

To better support the movement of people across a wide variety of transport modes, town- and city-specific movement and place diagrams must be developed in partnership by both local and state government for regions like Lithgow and Blackheath, identifying:

- Freight priority paths,
- Local access streets and their intersections, and
- Pedestrian-priority environments and associated desire lines.

Lithgow could serve as a test case for such plans before implementing them in other regional centres.

7. Give more weight to town-centre resilience, not just corridor resilience

The *White Paper* effectively recognises that both the Great Western Highway and Bells Line of Road “serve as important community hubs”, with heavy vehicle traffic on these routes creating “adverse environmental and amenity impacts” (Page 82).

The document notes that speed limits pose safety risks, with inconsistent speed transitions leading to inconsistent adherence to posted limits, whether permanent or temporary.

The paper also addresses the amenity, and accessibility impacts of increased traffic volumes and the current dominance of vehicles in town centres.

Suggested improvement:

Noting the positive commentary above, where the document speaks to resilience, it reflects on this at a corridor scale and focuses on closures, incidents and detours. However, this concept of resilience could be expanded to reflect the dual purpose of these corridors as both parts of the state network and local networks, thereby linking corridor resilience to town-centre resilience.

Such initiatives and inclusions could include:

- Ability for Lithgow CBD to function during highway closures,
- Redundant access routes to hospitals, schools and emergency services, and
- Freight and supply chain continuity into towns.

Linking corridor resilience to town centre resilience better recognises the central role these corridors play in creating a sense of community and place, and the impact of corridor closures on core community needs, including emergency services, public schooling, and freight supply chains. This change asks TfNSW to recognise Lithgow as a community that must keep operating, not just infrastructure to keep traffic moving.

8. Better integrate land use, employment and transport in Lithgow

The *White Paper* recognises that TfNSW must continue to work with Councils to “improve network safety and access between future housing release areas and destinations and services in Bathurst

and Lithgow, including Bowenfels and Marrangaroo urban release areas” (Page 96). This is an exceptionally positive recognition made by TfNSW in support of Lithgow’s role as a housing precinct that supports the growth and prosperity of the Central West and surrounds.

Lithgow has a greater role to play than a dormitory suburb for adjacent employment precincts. In our view, the paper references Lithgow’s economic diversification but does not strongly link transport initiatives to employment lands and industrial areas.

Suggested improvement:

Lithgow has significant industrial land that is ready to unlock if sufficient government investment is made available to address key accessibility constraints. Those locations include, but are not limited to:

- The former Wallerawang Power Station, owned by Greenspot (referenced on Page 57 of the *White Paper*), and
- The Lithgow Rail Manufacturing and Maintenance Precinct.

We ask that the *White Paper* be amended to include a Lithgow-specific transport–employment interface section that commits to a collaborative relationship with Lithgow City Council to achieve:

- Freight access to industrial precincts,
- Workforce access by public and active transport, and
- Effective multi-modal links to renewable energy and circular economy opportunities.

We believe that such a commitment will better support the long-term economic transition, not just mobility and access to residential growth areas.

9. Improvement of active transport links in Lithgow

The *White Paper* speaks at length to the importance of active transport links in reducing the volume of local traffic requiring use of the Great Western Highway and Bells Line of Road corridors. It notes (Page 87) a distinct lack of continuous active transport infrastructure, with Lithgow lacking dedicated cycling infrastructure.

While these statements are reasonable, the paper does not examine the causes of these gaps. In Lithgow’s case, the Council has an endorsed active transport plan that plainly identifies these gaps, but there is a distinct lack of means to address these.

The NSW Government currently offers a single program to address gaps in active transport at the local level - the Get NSW Active program. Lithgow secured grants in a single round, with six projects funded. It submitted six other applications under the 25/26 program, none of which were successful. Some of those projects have been resubmitted under the 26/27 program.

Other opportunities to address active transport gaps have been removed from the NSW Government’s grant funding program, without replacement, including the *Local Roads and Community Infrastructure Program* (over \$1 million annually) and the *Resources for Regions Program* (approximately \$4 million annually). Further, the *Get NSW Active* program has been reduced in scope for 26/27, allowing a maximum of three submissions per Council.

Suggested improvement:

Where localities bear the burden of state roads carrying people and goods through the centre of their urban precincts, more meaningful and affirmative support must be provided to those areas to increase opportunities for active transport and pedestrian safety within their LGAs. These should be in the form of guaranteed annual grant allocations that are tied to this purpose. The guidelines and allocation criteria for these programs should be developed collaboratively, alongside local government partners.

In Lithgow's case, the following projects could be brought forward under the initial phases of such a program:

- Development of a Lithgow active transport spine, linking rail facilities, the CBD and shopping precincts, core community services like schools and the TAFE, and local health facilities, and
- Delivery of a dedicated shared path on the western side of the Great Western Highway, between Mudgee Street and Lockyer Street (in the final stages of detailed design).

10. Other initiatives that would add value to the Lithgow region

Several initiatives not directly referenced in the White Paper would benefit both Lithgow and the NSW Government, aligning with local and state government priorities and policies. It is suggested that Lithgow's submission request the inclusion of:

- Development of Lithgow/Marrangaroo as a multi-modal regional interchange, integrating rail, local and regional buses, community transport, active transport and visitor information/wayfinding, strengthening Lithgow's role as a service centre for the Central West. This facility could also include a freight decoupling/rest stop/, and staging area, ensuring that locales like Little Hartley are not further burdened by significant transport infrastructure.
- Nomination of Lithgow as a Movement and Place pilot town for NSW. Lithgow is a historic town, with vehicular and pedestrian infrastructure largely mirroring that which suited a community of yesteryear. Lithgow could become a trial area to rebalance road space, introduce safer crossings, and improve streetscapes and gateways, thereby better integrating the state and local transport networks and improving placemaking and community wellbeing. Over time, this trial could be used to demonstrate best practice in other regional towns.
- A structural integrity and lifespan assessment of the Convict Bridge on Mount Victoria Pass needs to be undertaken immediately to determine project priorities and timeframes properly. Both TfNSW and Councils west of the Great Dividing Range require reassurance that this bridge is well placed with respect to structural condition and capacity to serve the community into the future. Based on objective analysis, without this reassurance, we cannot continue to rely on a convict-built bridge to support the national freight corridor between Sydney, the Central West and beyond.
- Introduction of bi-directional signalling for the full length of the rail line between Penrith and Lithgow. This change is a critical component of ensuring an integrated transport solution between Sydney and the Central West. Bi-directional signalling increases operational efficiency and flexibility, enhances safety and reliability, and better embeds resilience into the rail system.

Consultation and Communication

This *White Paper* lacks a defined community engagement or consultation process. Engagement with the paper has occurred through processes such as participation in *Strategic Regional Integrated*

Transport Plans. Regardless, this is an important strategic document that addresses Lithgow's concerns about transport and associated accessibility challenges across the Blue Mountains and Central West. Lithgow Council has worked collaboratively with Blue Mountains City Council, the Blackheath and District Chamber of Commerce Inc., and the Central NSW Joint Organisation in forming this response.

Policy

This *White Paper* aligns with outcomes within Lithgow's *Community Strategic Plan, Local Strategic Planning Statement, Lithgow Evolving Economy Plan, Delivery Program* and *Disability Inclusion Action Plan*, among other documents. Links will be made between the *White Paper*, this draft response, and the Council's endorsed strategies before their finalisation and submission.

Legal

Nil

Risk Management

Nil

Financial

N/A

2.9. WWW - 23/02/2026 - Draft Water Services Restriction Policy

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: Owen Mabumbo - Strategy and Projects Manager

Responsible Officer: Matthew Trapp - Director Water, Wastewater and Waste

Executive Summary

The draft Water Services Restriction Policy provides Council with a clear and legally compliant framework for restricting water supply in cases of non-payment, significant leakage, or misuse. The policy formalises existing statutory powers and establishes consistent procedures for intervention, communication, and enforcement.

Administration's Recommendation

THAT Council adopt the draft Water Services Restriction Policy.

Attachments

1. Draft Policy 3 9 Water Services Restriction Policy [2.9.1 - 6 pages]

Reference to any relevant previous minute

Min. No. 25-208 Ordinary Meeting of Council 25 August 2025.

Background and discussion

As a local water utility under the Local Government Act 1993 (NSW) and the Water Management Act 2000 (NSW), Lithgow City Council is responsible for ensuring the sustainable, safe, and efficient supply of potable water to the community.

Water restrictions are an essential tool for managing water resource use in the potable water system, restricting services to those who are not actioning misuse, or wasting water through leaks, or not paying for the service provided by the Council. The policy has been developed to provide Council with the ability to restrict water flows to properties if issues present of non-payment of accounts or significant leakage or waste at a property, due to breakages on the private plumbing connected to the Council's metering system.

Importance of a Water Restriction Policy

1. Ensures Water Supply Security
 - Provides a proactive mechanism to manage consumption when properties are showing signs of misuse or wastage of water.
 - Protects the water resource for the community by limiting wastage and ensuring that usage costs are recovered.
2. Protects Public Health and Essential Services
 - Ensures that priority water use (e.g., hospitals, firefighting, aged care) can be maintained.
 - Reduces the likelihood of supply interruptions or quality compromises.

3. Provides Transparency and Consistency
 - Ensures equitable treatment of all customers, avoiding ad-hoc or inconsistent decisions.
4. Supports Environmental Sustainability
 - Encourages efficient water use and reduces wastage.
 - Protects water resources and assets used by the community and customers.
5. Strengthens Community Engagement and Compliance
 - Clear public messaging increases understanding and compliance.
 - Reduces disputes and confusion about permitted and prohibited activities.
6. Minimises Economic Impacts of Water Shortages
 - Addressing leakage and misuse early ensures property owners are not issued with large bills due to leaking plumbing services.
 - Ensures undue costs are not received or burdening the community due to ongoing usage or waste of water that Council has produced for consumption

Consultation and Communication

As resolved at the Ordinary Meeting of Council on 25 August 2025, the policy was placed on exhibition. During the exhibition period, there were no submissions received.

Policy

This policy relates to other Council policies.

- 3.1 Water Service and Meter Installation.
- 3.8 Excessive Water Usage Allowance for Breakages.

Legal

The subject matter of this report is a function of Council conferred by the Local Government Act 1993 and regulations 2021.

144 Cutting off or restricting water supply

- (1) The council may cut off or restrict the supply of water to premises—
 - (a) if any water meter used to measure that supply is out of repair or, in the opinion of the council, incorrectly registers the supply of water, or
 - (b) if any rates or charges in respect of the water supplied to the premises are unpaid, or
 - (c) if, in the opinion of the council, that action is necessary because of unusual drought or other unavoidable cause or any accident, or
 - (d) if the owner or occupier or person requiring a supply of water fails to comply with a lawful order or requirement of the council as to installing water meters or instruments for measuring the quantity of water supplied, or
 - (e) if the owner or occupier or person requiring a supply of water fails to comply with a lawful order or requirement of the council to repair or alter water connections, pipes, fittings or fixtures connected to the council's water supply system, or
 - (f) if the occupier of the premises contravenes a provision of Division 3 of this Part or fails to comply with any council order or public notice requiring consumers of water to economise its use in time of drought or scarcity of supply, or
 - (g) if the owner or occupier of the premises fails to comply with a requirement of a council order to remove, replace, alter, extend, repair or stop using a water pipe, fitting or fixture.
- (2) The cutting off of the supply of water under this section for non-payment of rates or charges does not affect the liability of the rateable person to pay those rates or charges.
- (3) If the council cuts off the supply of water to premises because—
 - (a) there is no water meter installed on the premises, or

- (b) the water meter on the premises registers incorrectly, or
- (c) water rates or charges for the premises are unpaid,

the council may refuse to supply water to those premises until a water meter is installed on the premises, the water meter registers correctly, or the water rates or charges are paid (as the case may require).

159 Prevention of waste and misuse of water

The owner, occupier or manager of premises to which water is supplied by the council must—

- (a) prevent waste of water by taking prompt action to repair leaking taps, pipes or fittings located on the premises, and
- (b) take any other action that is reasonable to prevent waste and misuse of water.

Risk Management

Adoption of the Water Services Restriction Policy reduces several operational, financial, and compliance risks currently faced by Council:

Key Risks Addressed

- Water resource risk, which arises due to unchecked leakage and wastage, places unnecessary strain on potable water supplies and treatment capacity.
- Non-payment of water accounts and prolonged leakage can result in unrecoverable costs and increased operational expenditure.
- Public health and safety risk - significant private plumbing failures can compromise water quality or pressure, affecting essential services.
- Without a formal policy, Council's actions may be inconsistent or vulnerable to challenge under the Local Government Act.
- Lack of a transparent framework may lead to perceptions of unfair or inconsistent decision-making.

Mitigation Through the Policy

- Provides a lawful, structured process for restricting supply.
- Ensures consistent application of statutory powers under sections 144 and 159 of the Local Government (General) Regulation 2021.
- Encourages early intervention and communication with customers to prevent escalation.
- Supports cost recovery and reduces the likelihood of large, unexpected bills for customers.
- Strengthens Council's defensibility in disputes or appeals.

Financial

The financial implications of adopting this Policy include a potential reduction in water bills in default and in costs associated with water leaks.

2.10. WWW - 23/02/2026 - Cancellation of Tender for Lithgow STP Trickling Filter Demolition

Strategic Direction:	Developing Our Built Environment: To plan for suitable infrastructure to promote sustainable and planned growth, while enhancing the existing identity of the towns, villages and rural areas of the local government area.
Author:	Samuel Lenkaak - Projects Engineer
Department:	Water, Wastewater and Waste
Responsible Officer:	Matthew Trapp - Director Water, Wastewater and Waste

Executive Summary

In July 2025, the Council undertook a Request for Tender (RFT) for a qualified, suitably experienced, and capable contractor to demolish the six trickling filter beds located at the Lithgow Sewage Treatment Plant. The works involve demolishing the existing filter beds and associated infrastructure and removing the filter rock to enable future infrastructure expansion at the Lithgow Sewage Treatment Plant.

The RFT was undertaken and assessed by the Administration in accordance with Council policy and procedures, and eleven (11) submissions were received. As a result of an unanticipated increase in costs associated with the Lithgow Sewer Treatment Plant (STP) Inlet Works, the Administration recommends that this project be postponed, and all tender submissions be declined in accordance with Clause 178 of the Local Government (General) Regulation 2021 (Regulations).

Administration's Recommendation

THAT Council:

1. Decline to accept any of the tender submissions and postpone the proposal for the contract in accordance with Clauses 178 (1)(b) and (3)(a) of the Local Government (General) Regulation and,
2. Decline to invite fresh tender submissions due to the need to prioritise available funding for the completion of the Lithgow STP Inlet Works in accordance with (4)(a) of the Local Government (General) Regulation 2021.

Attachments

1. CONFIDENTIAL - Priced Responses for LSTP Trickling Filters Demolition [2.10.1 - 1 page]

Reference to any relevant previous minute

N/A

Background and discussion

Council has been actively working towards emissions reduction and sustainability, aligning with both state and national climate objectives. While the Council does not currently have formally adopted emissions-reduction targets, the development of an Emissions Reduction Plan (ERP) and a

Renewable Energy Action Plan (REAP) has provided a structured framework to guide future sustainability initiatives.

The Council is committed to sourcing 100% of its electricity from renewable sources by 2030 and is exploring a range of initiatives to decarbonise operations further. These initiatives align with the NSW Government's goal to reduce state emissions by 70% by 2035 and achieve net zero by 2050. Key areas of focus include energy-efficiency improvements, renewable energy projects, and the transition away from fossil fuels across the Council's operations and infrastructure.

In February 2025, 100% Renewables was engaged by Lithgow City Council to conduct an energy audit and investigate energy reduction opportunities for six (6) of Council's sites. The report draws on an energy baseline derived from 12 months of data (July 2023 to June 2024). It investigates lighting, motors and drives, HVAC, and renewable energy opportunities to deliver energy and emissions savings.



The area proposed for the layout around six trickling filters was earmarked for a future solar energy expansion strategy.

An open tender process was conducted to obtain the maximum number of respondents for evaluation. The documentation was available from 6 June 2025 for any interested parties to download from the Vendor Panel E-Tendering system.

Eleven (11) responses were received electronically by the closing time on 5th July 2025. Responses were received from the following parties:

- Beasy Pty Ltd,
- Dukes Earthmoving Pty Ltd,
- Enviropacific Services Ltd,
- Gili Services Pty Ltd,
- Keane Civil & Construction Pty Ltd,
- National Civil Projects Pty Ltd,
- Precision Civil Infrastructure Pty Ltd,
- Regional Construction Services NSW Pty Ltd,
- SNG Engineering Pty Ltd,
- Synergy Resource Management Pty Ltd, and
- The Civil Experts Pty Ltd.

To rank the proposals, a Tender Evaluation Committee (TEC) was formed, which comprised the following staff:

Member	Position	Role
Samuel Lenkaak	Project Engineer – Water, Wastewater and Waste	Chair
Owen Mabumbo	Strategy and Projects Manager – Water, Wastewater and Waste	Member
Matthew Trapp	Director – Water, Wastewater and Waste	Member
James Gilbert	Purchasing Coordinator	Probity

Respondents to the tender were required to submit to Council a schedule detailing their methodology for undertaking the works, the timeframe for completion, the total price and relevant experience. This information was received with supporting documentation for quality management, WHS management, financial capacity, insurance, environmental management, and other items for TEC consideration, such as proposed subcontractors and industrial relations.

This allowed the TEC to assess responses by reviewing:

- Value for Money (40% weighting),
- Program Schedule & Design (15% weighting),
- Experience with similar projects (20% weighting),
- Capability Technical & Financial (10% weighting),
- Methodology (10% weighting), and
- Local Procurement Policy (5% weighting).

Tender Evaluation Process

The Administration proceeded to assess the tender submissions; however, as the evaluation progressed, it became evident that external factors, including the current works onsite to complete the new inlet works and other priority capital projects at the Lithgow STP, required immediate focus and resource allocation. When combined with the proposed pricing for this tender, these factors collectively reinforced the need to reconsider proceeding with the demolition at this time.

The tender submissions received exceeded the available budget estimates, and the Administration is exploring alternative delivery options, including a potential developer-led reuse of demolition materials. This approach may reduce future project costs and provide a more efficient delivery

pathway. These circumstances make it inappropriate to proceed with awarding a contract at this time.

To focus on higher priority works and operate within the current financial constraints of the Sewer Reserve, the Administration recommends that Council decline to accept any of the tender submissions, as it is unable to enter into a contract to progress with the tender at this point, in adherence to Clause 178 (1)(b) of Local Government (General) Regulation 2021.

This regulation outlines the Council's obligation to inform all tenderers whose submissions were not accepted that none were successful. The tender and project will be reviewed, and a pathway forward will be determined to continue this work and achieve the original outcomes.

Consultation and Communication

In the event of a tender cancellation, formal consultation and communication are critical to maintaining transparency, fairness, and legal defensibility. The following steps will typically apply following Council endorsement:

1. **Communication to Tenderers:** Council must notify all participating tenderers as soon as a decision to cancel is made.
2. **Reasoning:** The decision to cancel must be properly reasoned. As outlined in this report, given the tendered pricing and available funding, Council is unable to proceed at this stage.
3. **Formal Debriefing:** Council will be open and available for an Opportunity for Feedback, even in the case of a cancellation, unsuccessful bidders or those whose process was cut short may request a formal debrief meeting.
4. **Public Reporting:** Lithgow Council will issue a Memo on the Council website.

Policy

The Tender process was conducted in accordance with Council's Tendering Policy and Council's Standard Work Procedures 2.1 Tendering, and 4.5 Purchasing and Contracting.

Legal

The subject matter of this report is a function of Council conferred by the Local Government (General) Regulation 2021 – Regulation 178.

Risk Management

Council manages risks in accordance with current policies and procedures to ensure continuity of service and that a project is undertaken safely. The risk of any pathway forward will be considered in the demolition procedures and scope as described in the tender.

Financial

- Budget approved - \$1,750,000
- Cost centre - PJ 300085
- Expended to date - \$2,212,409, most of the funds spent on the ongoing Lithgow Sewage Treatment Plant Inlet Works, which is currently sitting at 75% completion.
- Future potential impact – Nil

The over expenditure identified above is due to additional costs associated with the Lithgow STP Inlet Works, necessitating reprioritisation, including the cancellation of this tender. Further review is underway to address the funding shortfall in the Sewer Capital Works Program, and adjustments will be reflected in the March Quarterly Review.

3. Council Committee Reports

3.1. P&P - Combined Community Committee's Meeting - CDC, WAC, Crime Prevention - Minutes - 20 January 2026

Author: Heather Chaffey Manager Community and Culture
Responsible Officer: Shaun Elwood Director People and Place

Executive Summary

In January 2026, a combined meeting of the Community Development, Crime Prevention and Women's Advisory Committees was held to discuss a proposal for combining these 3 committees into a single committee which would be called the Community Initiates Advisory Committee (or similar).

Officers will report to Council before the end of 2025-2026 financial year with a detailed proposal and draft Terms of Reference for the consideration of Councillors.

Administration's Recommendation

THAT the minutes of the 20 January 2026 combined Community Development, Crime Prevention and Women's Advisory Committees are endorsed.

Background and discussion

The minutes of this meeting are attached, along with a summary of the discussion of this proposal. Council officers will continue to move toward a single committee, with further consultation with existing committees and other relevant stakeholders.

It was recommended that the establishment of a Community Initiatives Advisory Committee is progressed with the development of respective Terms of Reference, inclusive of the identified working group structure, with consideration of the Sporting and Recreation Working Group to be discussed further at an upcoming Sports Advisory Committee.

3.2. P&P - Seven Valleys Tourism Committee Meeting Minutes - 21 January 2026

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: Simon Francis – Tourism Manager
Responsible Officer: Shaun Elwood - Director of People and Places

Executive Summary

The purpose of this report is to present the minutes of the Seven Valleys Tourism Committee meeting of 21 January 2026.

Administration's Recommendation

THAT Council note the minutes of the Seven Valleys Tourism Committee meeting held on 21 January 2026.

Attachments

1. Seven Valleys Tourism Committee Meeting Minutes 21 January 2026 1 [3.2.1 - 8 pages]

Reference to any relevant previous minute

Min. No. 26-18 Ordinary Meeting of Council held on 28 January 2026

Background and discussion

At the Seven Valleys Tourism Committee meeting held on 21 January 2026, the following items were discussed:

- 7V Marketing: the Committee noted the marketing priority actions to be delivered.
- 7V Website: the Committee noted the progress of the new Seven Valleys website to be launched in early March.
- Business and Tourism Industry Engagement: the Committee confirmed that it remains a Council Committee, with less presentation and more dialogue; broader invitations extended to industry across Greater Lithgow; and open attendance for wider industry participation.
- General Business.

Financial

N/A

3.3. I&PD - Extra Ordinary Infrastructure Strategic Review Committee Meeting Minutes - 22 January 2026

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: Kaitlin Cibulka – Cemeteries & Administration Supervisor

Responsible Officer: Jonathon Edgecombe - Director of Infrastructure and Economy

Executive Summary

This report provides details of the Minutes of the extra ordinary meeting of the Infrastructure Committee held on 22 January 2026.

Administration's Recommendation

THAT Council note the minutes of the extraordinary meeting of the Infrastructure Strategic Review Committee held on 22 January 2026.

Attachments

1. Minutes Extra Ordinary Infrastructure Meeting 22 January 2026 [3.3.1 - 4 pages]

Reference to any relevant previous minute

Nil.

Background and discussion

At the extraordinary meeting of the Infrastructure Strategic Review Committee held on 22nd January 2026, the following items were discussed:

- Unformed and Unmaintained Roads Policy - the Committee noted the report and draft policy dealing with the management of unformed and unmaintained roads, making any changes as it sees fit before the consideration at the next available Ordinary Meeting of Council.
- Sporting Fields and Facilities Fees and Charges Review - the Committee noted the report and draft 'Lithgow Asset Review and Pricing Policy 2025'.

Financial

N/A

3.4. I&PD - Infrastructure Committee Meeting Minutes - 3 February 2026

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: Kaitlin Cibulka - Cemeteries and Administration Supervisor
Responsible Officer: Jonathon Edgecombe - Director of Infrastructure and Project Delivery

Executive Summary

This report provides details of the minutes of the Infrastructure Strategic Review Committee held on 3 February 2026.

Administration's Recommendation

THAT Council note the minutes of the Infrastructure Strategic Review Committee held on 3 February 2026.

Attachments

1. DRAFT Minutes Infrastructure Strategic Review Committee 3rd Feb 2026 [3.4.1 - 6 pages]

Reference to any relevant previous minute

Nil.

Background and discussion

At the Infrastructure Strategic Review Committee held on 3rd February 2026, there were several items discussed by the committee including:

- Update on Road Reserve Alignment Modifications – Lithgow LGA: the Committee determined that an investigation of Council's responsibility for road reserve relocations will be sought from Council's legal advisors, and that Council's administration will proceed with the Clarence Sands matter.
- Information Item – Magpie Hollow Road & Sodwalls Road Repairs – Contract Variations.
- Project Update - >\$500,000.00 or grant funded: the Committee noted the update provided relating to capital infrastructure projects in the Infrastructure and Project Delivery directorate that are valued at \$500,000 or more or are otherwise grant funded.
- Update – Interim Reopening of the Wolgan Road: the Committee noted the update regarding interim access works on the Old Wolgan Road.

Financial

N/A

3.5. EXEC - Emerging Economy Committee Meeting Minutes - 4 February 2026

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: Ross Gurney - General Manager

Responsible Officer: Ross Gurney - General Manager

Executive Summary

The purpose of this report is to provide details of the minutes of the 4 February 2026 Emerging Economy Committee Meeting.

Administration's Recommendation

THAT Council note the minutes of the 4 February 2026 Emerging Economy Committee Meeting.

Attachments

1. DRAFT Minutes - Emerging Economy Committee Meeting - 4 February 2026 [3.5.1 - 6 pages]

Reference to any relevant previous minute

Min 25-288 Ordinary Meeting of Council held on 1 December 2025

Background and discussion

At the Emerging Economy Committee meeting held on 4 February 2026, the following items were discussed by the Committee:

- Resetting Lithgow's future - the committee will establish a working party with all Councillors to bring back a position on LEEP to the next Emerging Economy Committee Meeting.
- LEEP budget – the Committee noted the update of this year's Transitions Management budget and the overview of past expenditure.
- Labour Market and Energy Transition Plans – the Committee noted the report.
- Central West Academy of STEM Excellence - this matter is the subject of a rescission motion to be considered at the 23 February Ordinary Meeting.
- 2026 LEEP Engagement Plan - the Committee included the LEEP Engagement Plan in the proposed workshop with Councillors.

There was also a presentation from Ashley Bland (SEGRA Foundation) about the upcoming 3-day SEGRA Conference that Lithgow is hosting.

Financial

N/A to this report.

3.6. I&PG - Local Transport Forum (LTF) Meeting Minutes - 5 February 2026

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: Leah Stubbs – Executive Assistant Infrastructure & Project Delivery

Responsible Officer: Jonathon Edgecombe - Director of Infrastructure and Economy

Executive Summary

This report provides details of the Minutes of the Local Transport Forum Meeting held on 5 February 2026.

Administration's Recommendation

THAT:

1. Council note the minutes of the Local Transport Forum Meeting held on 5 February 2026; and
2. The temporary closure of Main Street at the eastern end near the Bridge Street intersection for a period of four (4) days and nights to undertake pedestrian crossing replacement works be noted (Item 8.1 - Main Street, Lithgow Temporary Closure); and
3. Subject to successful consultation with St Joseph's Primary School, Council relocate the existing bus shelter and implement a formal bus zone at a suitable safe location in Williwa Street, Portland (Item 8.2 - Bus Zone Relocation – Williwa Street, Portland); and
4. Council seek feedback from residents with properties bordering Brook Street Lane, JR Richards and the general community on the support for implementing a one way traffic flow in the lane from the southern intersection with Brook Street to the northern intersection (Item 9.1 - Brook Street Lane – Sight Distance Concerns); and
5. Council contact the property owner on the southern boundary of the corner of Brook Street Lane and request that appropriate vegetation management be undertaken, and for this vegetation maintenance to occur regularly (Item 9.1 - Brook Street Lane – Sight Distance Concerns); and
6. Council contact the property owner on the southern boundary of the corner of Brook Street Lane and request that vehicles not be parked within 10 metres of the intersection, as per NSW Road Rules (Item 9.1 - Brook Street Lane – Sight Distance Concerns); and
7. Council approve and arrange the installation of a new accessible parking space and kerb ramp in Lithgow Street, located closest to the southern end of the St Patricks School boundary (Item 9.2 - Lithgow Street, Lithgow – Accessible Parking Space); and
8. Feedback be requested from JR Richards and Lithgow Buslines regarding the impacts of the recently installed No Parking zone in High Street, Lithgow, and for a further report to be brought back to the Committee (Item 9.3 - High Street, Lithgow – Review of No Parking Zone); and
9. Council consider marking out the identified seven (7) bus zones in Main Street, Lithgow in the 2026/27 financial year for a trial period with a review to be reported to LTF after twelve (12) months, and seek grant funding if available (Item 9.4 - Bus Zone Linemarking Request).

Attachments

1. DRAFT Minutes LTF 5 2 26 [3.6.1 - 7 pages]

Reference to any relevant previous minute

Nil

Background and discussion

At the Local Transport Forum held on 5th February 2026, there were numerous items discussed by the Committee that require Council to formally approve the recommendations:

- Main Street, Lithgow Temporary Closure.
- Bus Zone Relocation – Williwa Street, Portland.
- Brook Street Lane – Sight Distance Concerns.
- Lithgow Street, Lithgow – Accessible Parking Space.
- High Street, Lithgow – Review of No Parking Zone.
- Bus Zone Linemarking Request.

Financial

N/A

4. Notices of Rescission

4.1. NOM - 23/02/2026 - Cr Ring - Notice to Rescind Resolution - Min. No. 25-272

Report by Councillor Steve Ring
Councillor Cassandra Coleman
Councillor Eric Mahony

Commentary

Note from Administration

In accordance with the provisions of Section 372 of the Local Government Act 1993 and Lithgow City Council's adopted 2025 Model Code of Meeting Practice for Local Councils in NSW, the undersigned three Councillors have provided a Notice of Motion to Rescind Resolution with respect to Agenda Item 2.3 Proposal - Central West Academy of STEM Excellence that was carried at Council's Ordinary Meeting held on 1 December 2025 (Min. No. 25-272).

The signed Notice of Motion to Rescind Resolution is included as Attachment 1.

1 December 2025 Agenda Item 2.3 Proposal - Central West Academy of STEM is included as Attachment 2.

Notice of Motion to Rescind Resolution

We hereby give notice of the following motion of rescission:

At the Ordinary Meeting of Council held on 1 December 2025, Council resolved:

25 -272 RESOLVED

THAT Council:

1. Accept the partnership with the NSW Department of Education to establish an 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.
3. Urgently collaborate with the NSW Department of Education's Director of Educational Leadership - Lithgow Network, in the final design, delivery, and hosting of an Academy of STEAM Excellence to ensure:
 - a. Maximum benefit is delivered to the maximum number of students across both primary and high schools.
 - b. Maximum educational benefit is leveraged from Council's contributions (cash and in-kind) to the Academy of STEAM Excellence.
 - c. Council embarks on professional due diligence with all relevant education and industry stakeholders to build on and further develop relationship within the industry and education sectors.
 - d. Council organise an urgent meeting with key stakeholders to establish an Academy of STEAM prior to the end of the school year including the Mayor and Deputy Mayor if available

The following is foreshadowed in the event that the Council rescind resolution **25 -272**:

THAT:

1. Council authorise the General Manager to enter into a formal agreement with Lithgow High School to deliver the Lithgow Net Zero STEAM and Community Skills Partnership endorsed at the Emerging Economy Meeting of the 4 February 2026.
2. Council endorse a \$50,000 budget allocation to Lithgow High School from the Economic Transition component of the SRV allocation.
3. Commencement of the program is to be determined between the General Manager and the Principal of Lithgow High School subject to the availability of the funds.

Deputy Mayor Cr Steve Ring

Cr Eric Mahony

Mayor Cr Cass Coleman

Attachments

1. Att 1 - NOM to Rescind Resolution - Academy of STEAM Excellence - Cr Ring [4.1.1 - 2 pages]
2. Att 2 - GM - 01/12/2025 - Proposal - Central West Academy of STEM Excellence [4.1.2 - 6 pages]
3. Att 3 - CONFIDENTIAL - STEAM Partnership Proposal [4.1.3 - 5 pages]

Recommendation

THAT:

1. Council authorise the General Manager to enter into a formal agreement with Lithgow High School to deliver the Lithgow Net Zero STEAM and Community Skills Partnership endorsed at the Emerging Economy Meeting of the 4 February 2026.
2. Council endorse a \$50,000 budget allocation to Lithgow High School from the Economic Transition component of the SRV allocation.
3. Commencement of the program is to be determined between the General Manager and the Principal of Lithgow High School subject to the availability of the funds.

Management Comment

The Lithgow Net Zero STEAM & Community Skills Partnership Program proposal is included as commercial-in-confidence confidential Attachment 3.

Ross Gurney
General Manager

5. Questions with Notice

5.1. QWN - 23/02/2026 - Cr M Ticehurst - Linemarking Inch Street

Report by Councillor Martin Ticehurst

Commentary

Various Lithgow ratepayers and residents have brought to my attention the nil, faded or apparent inconsistent line marking on Inch Street from the entry to Blast Furnace Park to the start of Bells Road; and from here to a creek bridge near number 2 Bells Road Oakey Park.

Additionally, in the Industrial area on Donald Street Lithgow from near Lithgow Bus Lines to Inch Street, Lithgow which includes several sharp bends without any road markings.

Q. Could the Council and Councillors be provided with a full and detailed report on the nil, faded or apparent inconsistent line marking on Inch Street from the entry to Blast Furnace Park to the start of Bells Road; and from here to a creek bridge near number 2 Bells Road Oakey Park.

Q. Could the Council and Councillors be provided with a full and detailed report on the nil, faded or apparent inconsistent line marking in the Industrial Area on Donald Street Lithgow from near Lithgow Bus Lines to Inch Street, Lithgow which includes several sharp bends without any road markings.

Attachments

Nil

Management Comment

The Administration is currently developing a line-marking program to be delivered over the 2026/27 financial year, financial constraints permitting. A high priority of this program will be Inch Street. Inch Street was line marked from Tank Street to the entry to Blast Furnace Park. The new program will extend the line marking to the Ida Falls Creek crossing on Bells Road (full length).

Similarly, all rural roads subject to repair and reseal under the 2025/26 program and onward will be freshly line marked. This will result in many kilometers of new line marking being delivered every year, with costs capitalised against the renewal projects, helping to maintain the Council's operating financial position.

Regarding Donald Street, this route has not historically been marked.

One reason smaller, low-traffic, low-speed streets such as Donald Street are not marked is that long vehicles (buses, cranes, and large trucks) frequently use and park on them. If a large vehicle parks in a narrow street and is closer than 3 metres to the centre line, it is illegal. As Donald Street is one of the few industrial precincts in Lithgow, we do not consider it appropriate to install traffic features that could negatively impact the operation of these businesses.

Secondly, the Council has reviewed crash statistics for the period 2020 to 2025, and there have been no reported incidents or crashes on Donald Street, confirming that the risks associated with using Donald Street in its current form are low.

While the line marking of Inch Street is proposed for 2026/27, the Administration is not currently proposing to line mark Donald Street.

Jonathon Edgecombe
Director Infrastructure and Project Delivery

5.2. QWN - 23/02/2026 - Cr M Ticehurst - Cash Management**Report by** Councillor Martin Ticehurst**Commentary**

At the Ordinary Meeting of Council on Wednesday 28 January 2026, under Agenda Item 1.5 Finance & Governance – Investment Report December 2025, the Deputy Mayor asked the following question to the Finance and Governance Director, “Through you Mayor, I have a question for the Administration. If significant rates remain unpaid, for the benefit of Councillors and the broader community, what is the process for recovery?”

The Finance and Governance Director responded, “Through you Mayor Coleman, at this stage we’ve started preliminary contingency planning on that basis. So that’s reviewing all works and programs at the moment. So, looking at the stage of delivery that those programs are at and looking for opportunities where they can be paused. We’re also reviewing all requests in terms of purchase orders and requisitions for recruitment. So, we’re considering those and looking at what stage the criticality of them. So, essentially, we’re having to defer works and programs to ensure we don’t overspend on those restricted reserves.”

Q1. What is makeup of the preliminary contingency planning and reviewing as stated of all 2025/25 works and programs to ensure that the Council does not overspend on their restricted reserves?

Q2. What Council 2025/26 budgeted works and programs have been paused/deferred as stated and when are they expected to be recommenced?

Q3. What Council 2025/26 requisitions for Recruitment have been paused/deferred as stated and when are they expected to be recommenced?

Attachments

Nil

Management CommentAnswer to Question One

To reduce the risk of breaching externally restricted reserves and bringing the Council into a more stable cash position, the following measures have been put in place:

- Deferral of capital works,
- Executive review of all requests for expenditure greater than \$25K,
- Executive review of all requests to recruit vacancies,
- Recovery action to encourage payment of outstanding accounts, and
- Submission of claims for grant funded works completed.

As previously reported, Council's financial position remains impacted by \$7.2M of natural disaster claims which were declined in 2025. This is a major contributing factor to the lack of resilience of Council's unrestricted cash (working capital). Council plans to rebuild affected internal reserves over time, whilst advocating for a reversal of the decision to decline the claims for completed natural disaster repair works.

Answer to Question Two

The Capital Works deferred until the cash position stabilises are:

- \$464K for the Enfield Avenue Intersection Stormwater Project,
- \$171K for Great Western Highway Stormwater Drainage,
- \$160K for La Salle Stormwater Drainage,
- \$103K for the Wallerawang Cemetery Road Project,
- \$46K for works at Queen Elizabeth Park Nursery Shed,
- \$10K for Heritage and Interpretative Signage,
- \$10K for Pearsons Lookout Signage.

It is planned that the measures outlined above, and the deferred works remain on hold until the Council's unrestricted cash balance returns to a stable \$1M to enable adequate coverage for the Council's operations, cash flow requirements and a buffer for any future unexpected changes to cashflow.

Answer to Question Three

At this stage, there have been no deferrals to recruitment, as positions submitted have either been funded by reserves, or have been deemed to be essential for continuation of Council services to the community.

Responses provided by Director Finance and Governance

6. Notices of Motion

6.1. NOM - 23/02/2026 - Cr T Evangelidis - Golf Club Residence Renovation

Report by Councillor Tom Evangelidis

Commentary

The Lithgow Golf Club have an unrenovated residence on the upper level that is laying dormant in need of renovation. As this is a Council asset, I feel it's important to have this residence available for occupation in the future.

The residence is quite grand with stunning views. I would like Council to call out for a tender to renovate the residence in exchange for a free lease period to be negotiated. Of course, it would be great if the Golf Club themselves take on the offer but if they are not in a position to, others might, remember it has a separate entrance and would make a fantastic Airbnb or a full time letting. When the lease period is up, Council and in turn the Golf Club can profit from the asset without any investment from Council or the Golf Club.

My dad built a whole building for the then Pittwater Council in the 1980's under the same conditions, it's a win for all parties. It has been abandoned well over five years, so if council had done this five or so years ago, we could be potentially bringing in \$50K a year income right now.

Attachments

Nil

Recommendation

THAT the Administration investigate the proposal set out in this Notice of Motion to renovate the Golf Club residence in exchange for a free lease period and report back to Council.

Management Comment

The lease renewal for the Lithgow Golf Course is currently being worked through, in conjunction with the Lithgow Golf Club. A 5-year Business Plan has been provided by the Lithgow Golf Club, which will go to the next Finance Committee meeting for review.

Once the Finance Committee has considered the Business Plan, the draft lease will be completed and tabled at a future Council Meeting for exhibition.

An investigation into the proposal can be undertaken, and, if appropriate, adequate conditioning can be made as part of the lease renewal. The outcomes of the investigation can be included in the report to Council for the consideration of the lease renewal.

As part of ensuring Council's financial sustainability, all properties must be reviewed to determine optimal use, and it is important that this is undertaken in a priority order based on both risk assessment and cost-benefit analysis.

Should the proposal be feasible within the terms of the Lithgow Golf Course lease, there will be financial implications in engaging a suitably qualified consultant to investigate options for best use of the residence and to scope works. There would also be legal expenses to prepare an Expression of Interest document, as well as tender and lease documents. These costs would need to be

considered by the Council, in the context of other priorities, critical service delivery and the Council's challenging financial position.

Response from Director Finance and Governance

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.