

Delivery Program 2017-2022

Operational Plan 2021-2022

Community Engagement Strategy

Feedback Report

Lithgow CITY COUNCIL

Surrounded by Nature · Steeped in History

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Community Engagement Strategy

Council, at the Ordinary Meeting of 26 April 2021, resolved to place the Combined Delivery Program 2017-2021 and Draft Operational Plan 2021/22 on public exhibition for a period of 28 days from 27 April to 25 May 2021.

A series of Facebook LIVE Community Information Sessions (Finance Revenue Policy, Waste Management, Transport Infrastructure and Water & Wastewater Infrastructure) were conducted. These sessions provided an opportunity for the community to send in questions prior to the event or asked questions/comment online during the event.

One public community information session was held on Wednesday 12 June at 6pm in the Council Chambers which was attended by 7 community members. This session was broadcast live on Council's Facebook page allowing people to participate in the session remotely.

All of the sessions were recorded and made available for watching on Council's Facebook page or Website.

Copies of the plan were made available at the following locations:

- Councils' website: www.council.lithgow.com
- Council Administration Centre
- Lithgow Library Learning Centre
- Wallerawang Library
- Portland Library

Council developed a comprehensive community engagement strategy which was designed to enable community members to make informed submissions to the Draft 2021/22 Operational Plan and Schedule of Fees and Charges.

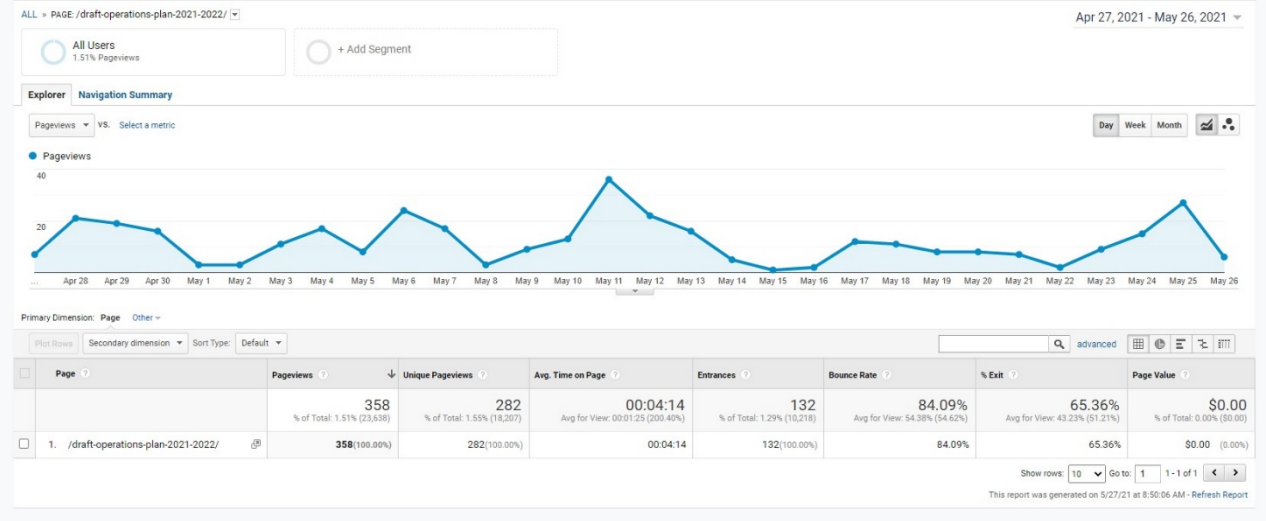
- Six Media Releases were distributed to local and regional media on Tuesday 27 April with release dates scheduled to align with promotion of the Community Information Sessions.
  1. Have your say on the 2021/22 Draft Operational Plan
  2. Have your say on the 2021/22 Finance Revenue Policy
  3. Have your say on the 2021/22 Waste Services Program for the Lithgow LGA
  4. Have your say on the 2021/22 Transport Infrastructure Program
  5. Have your say on the 2021/22 Water & Sewer Program
  6. Planning for the Future
- Two full page advertisements were developed with publication on the following dates:
  - Lithgow Mercury – Tuesday 11 May
  - Village Voice – Friday 14 May plus Council Column ad.
- Radio Advertising on both 2LT and MOVE FM from 6 – 25 May 2021.
- Promotion via:
  - Council Connections – weekly subscriber eNewsletter
  - Lithgow Business & Tourism Matters – Monthly eNewsletter
  - Council Column in the Village Voice
- Letter of invitation to "Have Your Say" from the Mayor forwarded via email or mail to 80+ community groups (progress associations, sporting organisations, CWA, youth groups etc.).

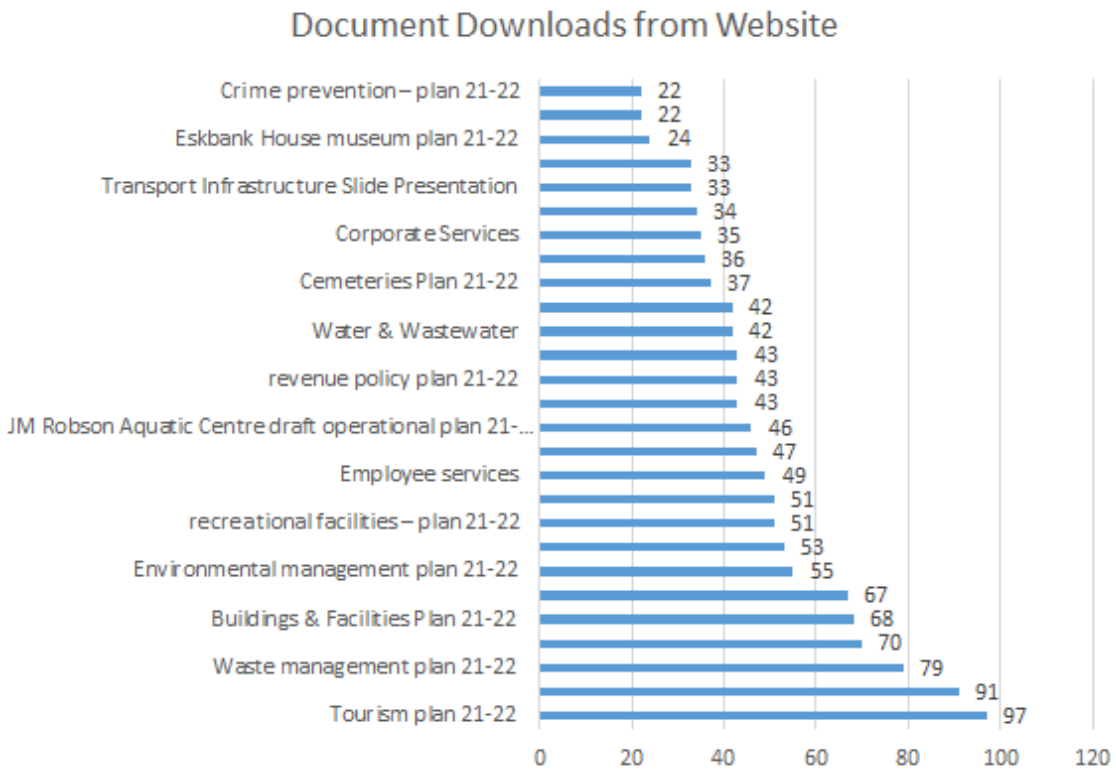
Posts to Council Facebook Pages			
Post	**Post impressions**	**Post Reach**	**Post Engagement**
Join us for our community forums (30 April)	391	363	3
Facebook Live session & video - Water & Sewer (13 May)	907	826	211
Call to action If you would like to know more about Council's proposed Water & Sewer Program for 2021/22 join us (13 May)	159	145	2
Facebook Live session & video 2021/2022 Draft Operational Plan Community Information Session (12 May)	687	662	281
Call to action Community Information Session 12 May)	233	216	8
Facebook Live session & video Draft Transport Infrastructure Program (11 May)	715	624	155
Call to action Join us tomorrow morning at 9am when we present the Draft 2021/22 Transport Infrastructure Program (10 May)	267	252	5
Media Release Planning for our future 2021/22 (7 May)	1,766	1,670	71
Facebook Live session & video Waste Services Program 6 May (live video)	380	350	156
Call to action Want to know more about Waste Services 6 May	335	314	29
Media Release - Have your say on the proposed water & sewer infrastructure program for 2021/22 (May 5)	727	693	23
Facebook Live session & video Draft Finance Revenue Policy (4 May – Live Video	419	393	261
Call to action Today at 3pm, Ross Gurney, Council's Chief Financial & Information Officer (4 May)	220	204	4
Media Release $9m Transport Infrastructure Program proposed in 2021/22 Lithgow Council Operational Plan (3 May – media release)	1,421	1,333	168
Call to action Have Your Say on the 2021/22 Waste Services Program for the Lithgow LGA (29 April)	633	607	33
Call to action Have your say on the 2021/22 Finance Revenue Policy 28 April)	386	366	3
Media Release Have your say on the 2021/22 Draft Operational Plan 28 April	4,543	3,319	242

- **Impressions -** Impressions are the number of times any content from your Page or about your Page entered a person's screen.
- **Reach** - Reach is the number of people who saw any content from your Page or about your Page. This metric is estimated.
- **Engagement** - The number of times people engaged with your post through reactions, comments, shares, views and clicks.

Website

The document was broken up into program segments on Council's website under On Exhibition (https://council.lithgow.com/draft-operations-plan-2021-2022/) for visitors to the site to download the sections that were of interest to them. Below is statistical data from the website showing visits, downloads and views during the exhibition period of 27 April – 25 May.





Summary of Community Submissions

The following table provides a summary of the 14 submissions received which are relevant to the Draft Operational Plan 2021/22 and require the consideration of Council. Matters raised in submissions which a) can be dealt with through the Customer Request System; or b) do not relate to the Draft 2021/22 are not included below and will be responded to separately.

Operational Plan Action(s) (2021/22)	Summary of Community Submission	Officers Response
BE1.4.2 – Upgrade and maintain urban and rural roads to an acceptable standard in accordance with their level of traffic use.	**Magpie Hollow Road, Bowenfels** A footpath/cycleway to be constructed along Magpie Hollow Road.	With very limited resources, Lithgow City Council must very carefully consider the creation of new assets, each of which increase ongoing asset depreciation and incur maintenance expense. Hence, Council completed an Active Transport Plan which identified gaps in the pedestrian network across the LGA and set priorities for new footpath works. Currently, Magpie Hollow Road is not a priority for new footpath construction.
	Railway Parade, Lithgow 1. Review the Bicycle NSW publication "Summary of Design Principles for Good Bicycle Infrastructure" https://bicyclensw.org.au/wp-content/uploads/2020/05/966-0320-Summary-of-Principles-for-Good-Bike-Infrastructure-070520.pdf Consider these design principles in the upgrade of Railway Parade cycle lane and any future cycle lane works. 2. Adjust and Re-mark the Railway Parade cycle lane. Move the lane out from the shoulder of the roadway to allow vehicles more space to park. Use reflective paint to make the lane visible at night.	Bike lane infrastructure forms part of the Lithgow Active Transport Plan. The merits of upgrading, maintaining or removing the existing cycle lane will be considered as part of the Active Transport Plan Review which is scheduled for 2022. Each review of the Active Transport Plan considers best practice implementation of pedestrian infrastructure implementation, including the referenced Bicycle NSW publication. At this time, a limited budget has been allocated to line marking refreshing in the Lithgow LGA. Projects in high speed, rural environments will receive priority, such as the Browns Gap Road, Magpie Hollow Road and Barton Avenue, Wallerawang, for example.
	Portland – Walkway/Cycleway I would like to see an extension of the wonderful footpath into East Portland from Russell Street to Thompson Street as	With very limited resources, Lithgow City Council must very carefully consider the creation of new assets, each of which increase ongoing asset depreciation and incur

Operational Plan Action(s) (2021/22)	Summary of Community Submission	Officers Response
	the next stage. Construction should also include discussion with the Rail and Track Corporation to provide a suitable pedestrian crossing over the Mudgee Line to link with same.	maintenance expense. Hence, Council completed an Active Transport Plan which identified gaps in the pedestrian network across the LGA and set priorities for new footpath works. Currently, a continuation of the footpath from the Williwa Street Rail Crossing to the intersection of Railway Avenue and Thompson Street is listed as a pedestrian network gap, fifth in the list of priorities for Portland pedestrian infrastructure. When internal or external resources become available to extend Council's footpath network, the adopted Active Transport Plan is closely considered. While the renewal of existing footpaths is considered the priority for 2021/22, the extension of the Portland shared path along Railway Avenue will be considered in future draft Operational Plans.
	Directional Signage - Rydal 1. Directional sign at the junction of Railway Street and Old Western Road indicating TO-Market Street 5-11, Charles Street, Quarry Road and Coach Road. 2. Directional signage be erected at the right turn from Old Western Road to Pike's Lane indicating the turn to the Great Western Highway as part of the reconstruction and reseal of Old Western Road from Pikes Lane to the Rydal township 3. A Coach Road sign where the new Chapel House sign is and Quarry Road identifier.	The basis for the first request is understood. However, there is not sufficient traffic flow to warrant the installation of secondary directional signage to the local roads of rural areas. Council cannot grant approval for the first request. The merits for the second request are sound, particularly after the upgrade of Old Western Road, as it is preferable for traffic seeking access to the Great Western Highway. This requirement will be investigated by Council through the Traffic Advisory Local Committee (TALC) and the author of the request advised accordingly. Similar to the above, if there is no street blade referencing Coach Road at the intersection of Coach Road itself, Council will investigate

Operational Plan Action(s) (2021/22)	Summary of Community Submission	Officers Response
		the matter and install the required signage.
	Rydal Streets – Drainage Issues Investigate drainage issues, fix them with a long-term solution (formed verges and directed run off), and utilise appropriate and long-term methods for road renewal (Tarred or well-formed graded dirt with appropriate camber). Also, investigate individuals who may be contributing to the road problem by diverting water flow inappropriately.	Current drainage concerns within the Rydal township are noted. While sealing unsealed roads will not be considered in the 2021/22 financial year due to Council's focus on renewal of existing assets as a priority over the creation of new sealed assets, upcoming maintenance of the Rydal township will occur with drainage improvements as a primary concern, within the limitations of Council's limited resources and current asset renewal and budget strategies.
	Rydal Footbridge Operational Plan 2021-22 has this noted as Rydal Footbridge - Inspection of substructure and replacement of handrails. 2021-22 Status is not the same as 2020-21 status – from a safety point of view both handrails and supporting beams should be replaced.	Prior to completing any work on the Rydal footbridge, a complete structural assessment of the asset will occur. High risks or structural concerns will be prioritised over lower-order risks which will be programmed in subsequent years.
	Peachtree Road, Megalong Valley Work with Blue Mountains City Council to upgrade Peachtree Road.	With very limited resources, Lithgow City Council must very carefully consider both the renewal of current assets and the creation of new assets, to ensure that projects of the highest priority are triaged accordingly. As a low traffic, rural road, Peach Tree Road is not considered a priority for consideration in the 2021/22 Operational Plan. However, this asset will continue to be considered alongside all others in future years and when Peach Tree Road becomes a priority, Lithgow will investigate all opportunities to work with Blue Mountains City Council to deliver the best possible solution to residents and tourists alike.

Operational Plan Action(s) (2021/22)	Summary of Community Submission	Officers Response
	Wolgan Road, Wolgan 1. Repairs to Wolgan Gap and sections of Wolgan Road that were impacted by the bushfires in 2019 then the floods in February 2020 have still not been identified or budgeted. 2. The Association recommends that Council undertake a study of traffic movement along Wolgan Road. If numbers are significant, funding can be sought by Council through the Fixing Local Roads (Wolgan Road is a regional tourist road - Wolgan Valley Discovery Trail) program or budget allocation from Council. 3. $105,000 has been allocated to the resheeting of 1000 metres of unsealed Wolgan Road. The location of this work is unidentified and is subject to grant funding. There appears to be no other allocation to Wolgan Road.	Funding has been allocated to slope stability improvements of Wolgan Road in response to professional geotechnical and risk assessment. This funding has been deferred in the short-term pending a comprehensive grant application submitted under the Bushfire Local Economic Recovery Fund. Both the section of distressed pavement halfway down the Gap, and the embankment erosion occurring at the base of the Gap, have been included as part of this application. Should the comprehensive external grant funding application be unsuccessful, Council's deferred funding (which is currently held in reserve) will be reinstated to address immediate risks. However, Council is seeking external funding to deliver a more comprehensive solution to completely address the long-term access resilience concerns of Wolgan Valley residents. The most recent counts conducted of Wolgan Road found traffic volumes to reach up to 89 vehicles per day. Outside of public holidays, this figure is far lower than many of Council's arterial roads. As such, Council must prioritise those assets which represent the highest priority for both internal and external funding opportunities, to ensure the best interests of the road network as a whole are met. Moving forward, Council will be developing road asset management plans in consultation with the community to clearly set out the varying affordable levels of service.

Operational Plan Action(s) (2021/22)	Summary of Community Submission	Officers Response
		The location of the gravel resheeting will predominantly include the first 1,000m after the concrete causeway at the end of the bitumen seal.
	Bells Road, State Mine Gully Repair to the road from the Water Treatment Plant to the second causeway, including repair of the first causeway.	Bells Road ceases to be a public road north of the Water Treatment Plant. No repair or upgrade of roads outside of Council's responsibility can be commissioned.
	Portland Streets & Roads Expressed disappointment that there is only one road project for Portland.	The focus of Council's 2021/22 draft Operational Plan (Transport) is arterial roads with high speeds and high traffic levels as a higher level of service is required in this area to ensure the safety of motorists, including tourism routes which are subject to higher use in a post-COVID environment. Council is seeking to significantly improve the consistency and objectivity of its renewal and upgrade of transport assets and the current allocation is representative of the initial stages of this process.
BE1.1.2 Undertake improvements at the Cemeteries.	**Portland Cemetery** There are sections of Portland Cemetery requiring walkways particularly the No. 1 Catholic Portion.	A formalised footpath exists at the Portland Cemetery. Footways through each section, while not formalised as a concrete footpath, are available and free of trip hazards. Should maintenance be required, the administration will conduct an inspection and action those safety hazards as identified. No further significant upgrades are suggested as part of the 2021/22 draft Operational Plan, to ensure Council retains its resources for the priority renewal of existing resources.
BE1.4.1. Maintain and upgrade community buildings and structures to meet the needs of the community and ensure commercial viability.	**Kremer Park Grandstand – Portland** Would like to see a project for upgrading the Grandstand. It is an important part of the park and requires.	Council has made applications for external funding to facilitate the asbestos removal, stripping and recladding / reconstruction of the exterior of the structure like-for-like. This Grandstand has heritage importance and any work

Operational Plan Action(s) (2021/22)	Summary of Community Submission	Officers Response
		performed must be sensitive to the original aesthetics and use of the building.
	Rydal Toilets Consult with the village to find an appropriate and mutually agreeable spot which does not impinge on the heritage overlay or the usage of Greg Featherstone Park for events such as Daffodils, Biggest Morning Tea, Australia Day etc.	Funding for the installation of a single Exeloo and septic system has been sourced. Planning for the installation (including landowner and DA consent) is substantially in progress. The location of the asset has been determined to best fit with the surrounds, the footprint of the unit, meet disability accessibility requirements, eliminate impact with nearby services and sit within a very easily identifiable location. Full heritage consultation and concurrence has occurred.
BE1.2.2 Develop and maintain gardens, parks, reserves, street trees and other public spaces. **BE1.4.1 Maintain and upgrade Community buildings and structures to meet the needs of the community and ensure commercial viability.** **NE1.1.1 Provide garbage disposal facilities within the LGA.**	**Improvements to be made at Hassans Walls** – Toilet and better rubbish facilities.	Sewer and water services end at Rutherford Lane. Extending both services to provide toilet facilities would be an exorbitantly expensive process and is not considered to be a current priority. Likewise, water deliveries and septic pump outs for a localised solution are unlikely to be feasible in this location. As for bin services, while there is a single Sulo bin on site, residents and visitors are encouraged to take their rubbish with them. As Council's garbage collection cannot service this area, internal resources are required to service the Lookout which limits the ability to collect larger numbers of bins.
	Lithgow's Park run is run in mud, slippery tracks at the back of the pony club with derelict leftovers of the past. The bushland is spectacular there and can be linked to the attracting tourists to the Hassans Walls area as walking tracks through the bush and creek line.	While this project is not currently identified within the adopted Active Transport Plan, it should be included as part of the review scheduled for 2022/23. Inclusion of the Lithgow Park Run route would prioritise works in this area against other gaps within the Lithgow pedestrian network

Operational Plan Action(s) (2021/22)	Summary of Community Submission	Officers Response
		and therefore, better place its priority for funding. This submission will be included as part of the Active Transport Plan review scheduled for 2022/23.
SE1.1.1 Take a lead role in business and investment attraction. **GL1.1.2 Ensure our plans and strategies reflect how Council will respond to community needs within organisational capacity.**	**Lithgow Evolving Economy Plan**	
	Objection to spending $250,000 to develop the Lithgow Evolving Economy Plan (LEEP).	In order to transition the Lithgow Economy from one based on coal and electricity generation to other, yet to be determined, business and industry sectors, council needs to develop a strategy for transition. This will involve a partnership with the NSW State Government (Department of Regional NSW) involving the engagement of an expert consultancy with support from a reference group to formulate an action plan. Grant funding for projects can only be expended for the purpose of the funding and therefore, cannot be diverted to other projects. Taking greater advantage of Agritourism is likely to occur either through opting into to a NSW Government process or changes to the Lithgow LEP as part of the Housekeeping amendments that is currently underway and is not related to LEEP.
	Support for LEEP to allow Lithgow to transition away from coal and into the future of a technical, innovative community that exports its expertise to other regions and attracts business development.	
	LCC and the Lithgow region have the opportunity of riding the massive wave of the inevitable and rapid energy transition or ignore those opportunities and the region is likely to be unfavourably disrupted as the remaining operating local coal mines and Mt Piper Power Station go broke and close early, likely within this decade, with consequent large employment losses and economic contraction. I'd suggest it's time for you to choose which path you wish the Lithgow region to be on.	
	The Wolgan Valley Association supports each of the initiatives proposed but especially notes the importance of investing in the LEEP. Planning for the transition is a very high priority.	
	I would like to propose Lithgow Council use monies set out in the LEEP to assist with the process to transition Lithgow's current LEP RU1 to include the recommendations set out in the NSW Government's Agritourism reforms. This will provide great financial benefit to Lithgow's economic development. If necessary additional monies should be	

Operational Plan Action(s) (2021/22)	Summary of Community Submission	Officers Response
	allocated specifically for this potentially lucrative opportunity.	
	Lithgow Region Destination Management Plan	
	Request for the update of the Lithgow Region Destination Management Plan with the inclusion of sustainable and responsible tourism objectives.	A updated and revised 2021 Destination Management Plan (DMP) is currently in development for the 2020/2021 FY. The document will continue to provide strategic direction for tourism destination management in the Lithgow City Council Local Government Area. It will guide Council's efforts in tourism delivery to maximise local destination management for the benefit of the local community. The 2021 DMP will be developed with regard to sustainable and responsible tourism objectives as well as marketing and event initiatives.
	Where is the Plan and Actions to utilise the existing natural environment to attract business and tourists?	
	The Wolgan Valley Association would have wished to see greater focus placed on updating the *Destination Management Plan* (DMP), especially as it relates to developing and protecting the LGA's outstanding natural assets and nature tourism.	
GL1.1.2 Ensure our plans and strategies reflect how Council will respond to community needs within organisational capacity.	**Lithgow LSPS and Housekeeping LEP**	
	REZONING OF 7 BLOCKS ZONING IN LITHGOW LEP 2014 – Capertee Village To obtain rezoning for blocks of land for housing to increase town population and keep Capertee School operating as more families come to Capertee.	In 2014 Council rezoned 11.88ha of land to RU5 Village to contribute to future residential land supply in Capertee. This has the potential to provide a raw yield of some 27 lots based on a minimum lot size of 4000 square metres. The land zoning also allows for tourism accommodation to facilitate and sustain the higher level of services currently enjoyed by the community such as the school, police station, service station and hotel. Council keeps under regular review the supply and demand of land within the LGA, including its rural villages and if necessary, will respond to any changes or planning barriers over time through

Operational Plan Action(s) (2021/22)	Summary of Community Submission	Officers Response
		appropriate strategic land use planning.
	Wolgan Valley Zoning The review of the LEP is an important matter in ensuring that the LGA is best placed to meet the challenges and opportunities of the transition. The existing LEP which zones the private land in the Valley either RU1 – Primary Production or RU2-Rural Landscape, is currently out of step with the strategic plans. It prohibits, for example, tourist cabins, cafes and restaurants, and, in the case of RU2 land, outdoor recreation and education facilities. At the same time, open cut mines, extractive industries and heavy industrial storage facilities are permitted on one side of Wolgan Road but not the other. Similarly, one side can have a school and the other side an art gallery, but not vice versa.	Council does keep the LEP and its informing strategic planning documents under regular review. It is acknowledged that the zoning framework when looked at in isolation, say one side of the road to the other, may appear somewhat contradictory. However, when considered in its wider context and within the limitations of mandated land uses of the state-wide standardised LEP it does represent sound planning. Council is also preparing its rural and rural residential strategy which may also make recommendation for areas such as the Wolgan Valley where primary production is no longer a continuing key land use.
	RU1 Zoning This zoning hinders agribusiness adaption, expansion & vertical integration. • Firstly, through an inability to attract customers to a farm shop to sell produce directly to customers. • Secondly, the RU1 greatly restricts a farming business from developing vertically integrated products i.e., paddock to plate on farm. I propose that Council allocate funds in the 2021/22 Operation Plan budget to alter, add or amend the current LEP RU1 and adopt the NSW Governments – Agritourism	In 2020, Council adopted the Lithgow 2040 Local Strategic Planning Statement. Planning Priorities 7 and 9 contain actions to review the LEP to provide for increased opportunities for agri-business and agri-tourism, and nature-based tourism. This work is currently underway with the development of a rural matters housekeeping LEP as well as the Rural and Rural Residential Strategy. Council officers have also reviewed the NSW DPIE proposed planning amendments for agriculture and are supportive in principle

Operational Plan Action(s) (2021/22)	Summary of Community Submission	Officers Response
	and Small-scale agriculture planning reforms.	of the majority of these amendments to support innovative and sustainable agritourism and farm-based agri-business and activities. Council will await the release of the final version of these set of reforms before committing to any "opt-in" LEP amendments. The rural matters housekeeping LEP will have regard to these proposed amendments and where necessary look to provide additional opportunities to meet our local context.
	Evacuation Plan for the Wolgan Valley	
	We appreciate that Council has sourced $300,000 funding to study the options for securing the access into the Valley. This study, and the work which must necessarily flow from its findings, are critical to the people who live in and use the Wolgan.	Council has received funding under the Bushfire Community Recovery & Resilience Fund (BCRRF) – Stream 2 to develop an emergency preparedness and recovery capacity in an Emergency Evacuation Plan for the Wolgan Valley.
BE1.2.2 Develop and maintain gardens, parks, reserves, street trees and other public spaces.	**Clarence Pirie Park, Capertee** • Add 2 gas barbeques (coin operated) • 2 additional covered picnic tables • Add shelter over existing uncovered picnic tables. • Shade sail over slippery dip (as per Cullen Bullen) • Sealing of parking area. • Turning Lane from Mudgee side into parking area.	With minimal resources at Council's disposal, all projects must be very carefully prioritised with the safety of our community being the utmost priority. While the projects identified within the Capertee Village Town Plan relating to the Clarence Pirie Park are important, they represent the creation of new assets. Within the 2021/22 financial year, Council must focus on the renewal of existing assets to ensure that the safety and core expectations of the community are met. Upgrade of facilities in Clarence Pirie Park will be prioritised with respect to the needs of the LGA and subject to the results of this process,
	DEVELOP CAPERTEE RECREATION RESERVE, RESERVE NO 60012 Work with Land managers of this reserve to develop this land into a walking, cycling and fitness track with picnic tables and shelters.	

Operational Plan Action(s) (2021/22)	Summary of Community Submission	Officers Response
		considered for inclusion under the Village Improvements Program. Projects identified in the Capertee Village Town Plan be considered for inclusion as part of future State and Federal government grants.
SE2.3.6 Provide support for cultural organisation in the development and promotion of cultural activities. **CC 1.3.2 Promote and administer the Financial Assistance Program to Community Organisations.** **GL3.1.2 Disseminate concise and effective information to the community about Council's programs, policies and activities.**	**Engaging with the – Megalong Valley Community** 1. Dissemination of information about grants or funding for community projects would be appreciated. 1. It is important that Megalong Valley residents feel heard and responses to Council enquiries are timely. 2. It is also important for LCC to ensure dissemination of BMCC planning matters in Megalong Valley. It is particularly important that LCC is able to notify residents on behalf of BMCC where developments are planned for the BMCC and LCC boundary properties.	Information has been forwarded to the Megalong Valley Community & Landholders Association Inc regarding Council's Financial Assistance Program. The Association has also been added to Council's weekly eNewsletter to ensure that they are kept up to date with Council news, activities, and opportunities to apply for funding. Whilst dissemination of information on Blue Mountains planning matters may not be relevant to the Delivery Program or Operational plan, approaches can be made to Blue Mountains City Council advising that the issue has been raised and discuss what actions could be taken to engage with Lithgow residents.
CC3.2.2 CCTV system managed to ensure monitoring of the CBD.	**Portland CBD CCTV** Installation of CCTV cameras would be an improvement and protect the towns' buildings and facilities.	Council has a limited budget for new and renewed CCTV cameras. The request for CCTV cameras in the Portland CBD will be recorded and considered for a future program or earlier if a suitable grant funding opportunity arises.
SE2.2 A strong tourism industry that maximises benefits from visitors to the Lithgow LGA.	It would be beneficial to Promote tourism more extensively in the village areas.	The Lithgow Visitor Guide profiles the LGAs Village Areas, as does the Lithgow Tourism Website, with all destination marketing activity having the call to action of clicking through to the website where villages, and tourism product in those areas promoted and on offer.

Operational Plan Action(s) (2021/22)	Summary of Community Submission	Officers Response
CC1.6 Improved quality of life for our youth.	Put more emphasis on Youth programs outside of the Lithgow city area.	Council's Community Development Team have been working with students in Portland. A Youth Council has been established at Portland with 12 young people who meet fortnightly to work with council on the design and implementation of programs for young people in the Portland and Wallerawang area. They have designed a drop in space which will commence June 17th for young people 12-17 after school at Gindaay. The Community Development Team and Youth Council are also looking to provide activities during school holidays. In addition, Council has completed two new skateparks with shade sails, picnic facilities and toilets at Portland and Wallerawang.

NE2 – WE UNDERSTAND THE ENVIRONMENT

The following submissions have been received with regard to Council's environmental management:

Submissions 4 and 10, see also Submission 5

NE2.1.4 Provide the Alternate Fuel Rebate for the replacement of coal heaters with cleaner heating alternative to Lithgow, Wallerawang, Portland and Villages

1. *Add as an action item for the Operational Plan that Council undertake a smoky chimney survey in Winter 2021 (this burning season), if this has not been done in recent years. To be completed by August 2021.*
2. *Increase publicity of the Alternate Fuel Rebate, with clear messaging that this is intended for residents with coal burning heaters.*
3. *Use the 2021 smoky chimney survey to conduct a targeted mailing of an information page on the Alternate Fuel Rebate as well as the application form.*
4. *Conduct another Smoky Chimney Survey the following year (Winter 2022). Issue Smoke Abatement Notices and associated fines for residences that are not yet compliant.*
5. *If in subsequent years the applications for the Program drop off or there are still numerous cases of non-compliance, introduce an annual licensing fee for coal heaters.*
6. *Based on the recommended 2021 Smoky Chimney Survey, set an actual target number for 2017-2022 "Number of Rebates Issued".*

This is an issue for the whole LGA and is important in re-positioning the image of Lithgow in a way that supports its economic transition and attracts new residents and businesses. Visitors to the area in winter are commonly dismayed that coal is still burnt at home. Aside from being unhealthy

and a public nuisance, in winter it reinforces Lithgow's old image in the minds of outsiders as a bleak and grimy industrial town akin to many in Wales or Northern England. Council should require the phasing out of such heaters in combination with the rebate.

Officers Response

The suggestions in this submission are well considered. Whilst Council's long running alternative fuel rebate program has been successful in reducing the number of coal fired appliances, there are still individual problem sites. Smoky chimney surveys have been conducted in the past, primarily when funded by State Government programs for wood heaters. There are resourcing and cost issues associated with smoky chimney surveys as they need to be carried out in evenings or early mornings with overtime payments required. There is also limited funds for payment of the replacement subsidy. Given the limited funds and resources available it is suggested that ongoing education activities together with targeted monitoring and enforcement are appropriate in the current climate.

Submission 5

"NE2.2 States "Minimise negative impacts on the environment" - Rather than doing the absolute minimum and simply meeting compliance requirements, I recommend you create actions that change the current status to actually minimise negative impacts on the environment such as taking advantage of renewable energy to stop the impact of coal mining that is destroying the natural environment, and polluting the air.

- *Set zero emission and clean air targets and due dates for the Sewerage Treatment Plants, Water treatment plants, Council buildings to only utilise renewable energy.*
- *No incinerators*
- *No polluting natural bushland, destroying activities*
- *Develop Lithgow as a Renewable Energy Zone and utilise the existing power generation infrastructure to create clean jobs.*

People of Sydney are continuing to move further west. Lithgow has the incredible opportunity to make the area attractive as a tourist destination, a renewable energy zone, as a business development opportunity, a great place to live, yet the Draft Plan 2017-2022 is missing all the opportunity for change for the better and reflects a "do the minimum".

Officer Response

Lithgow's non-inclusion as a Renewable Energy Zone has been the subject of discussion through the LEEP process thus far. Lithgow is believed to have a number of endowments that make it an obvious candidate which appears to have been supported by interest expressed by the private sector. Currently two "big battery" projects are progressing through the planning phase and a pumped hydro project is in the feasibility phase. Council could resolve to carry out advocacy in the context of an operational plan/delivery program action or defer to the work about to commence through the LEEP process.

It is difficult to comment on potential blanket bans on incinerators but if this refers to waste to energy proposals, they have a right to progress through a development assessment process.

Zero emission targets for treatment plants would need to be investigated, particularly as to what emissions are referred to. Renewable energy for Council buildings is supportable and partial implementation has commenced. Capital investment is required and in a tight fiscal environment this will most likely require external funding.

Due to the upcoming Council election on 4 September, it is considered appropriate that this matter is proposed to be put forward to the new incoming Council for consideration as part of the review of the Community Strategic Plan.

Submissions (8, 9, and 10)

NE2.2.1 – Control environmental and/or noxious weeds on public land through Council and/or services provided by the Upper Macquarie County Council

1. *The maintenance of the verges along many of the dirt roads within the Rydal village is non-existent. This causes hazards for vehicles turning out from both Coach Road, and the Eastern end of Market St. For those unfamiliar with Charles St, it can pose a hazard for giving way to oncoming traffic as the drop off is not obvious on the left-hand side. The lack of maintenance also compounds the drainage problems and thus the road degradation problems in this area. A regular maintenance team to whipper snipper the verges at least quarterly, or more regularly in the growing season.*

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2. *The care of the natural environment is a priority for Megalong Valley residents. Weed management, and planting and land management to mitigate the impact of fire, flood and drought are of high importance. Weeds along Council Road verges cause frustration to residents who are trying to manage weeds on their own properties. African Love Grass has become a particularly invasive species and is prevalent along the entire road verge of Peach Tree Road. Blackberry, St John's Wort and Serrated Tussock are other weeds prevalent along roadsides. Assistance to residents to identify and manage these weeds could also help to reduce the impact of invasive and noxious species.*
3. *The Wolgan Valley Association strongly supports this action but there does not appear to be a budget allocation to control noxious weeds along roadside verges. There has been prolific noxious weed growth along Wolgan Road in the wake of the bushfires, and the following rain. Council's Roadside Vegetation Management Guidelines identify sections of Wolgan Road as having high conservation value on account of the presence of threatened or critically endangered ecological communities such as the persoonia marginate/ eucalyptus cannoii or box-gum grassy woodland. The weeds pose a risk to these communities.*

Officers Response

As it stands, maintenance of verges comprises three tasks; grading and formation of table drains in rural areas, roadside slashing, and targeted weed spraying. The first two tasks are completed internally by allocation of Council's own resources. Targeted weed spraying as completed externally by the Upper Macquarie County Council, through a joint agreement with Bathurst, Blayney, Lithgow and Oberon Councils.

With over 900 kilometres of road network, 77% of that being rural road requiring roadside slashing and one team at Council's disposal to slash roadsides, works must be carefully prioritised to ensure high speed and high traffic roads are met with the highest level of service. Council will pursue every opportunity to meet expectations of community groups across the region, however this is not possible in every instance.

Relating to roadside weed spraying, Council has the opportunity on a yearly basis to scrutinise and provide input on the Upper Macquarie County Council Annual Weed Control Program. This document lists the priority weeds and target roadsides for the next 12 months. The comments relating to Peach Tree Road and the Wolgan Road are noted and will be raised for potential inclusion within the 2021/22 weed control program.

APPENDIX A – MINUTE & REPORT TO COUNCIL MEETING 28 JUNE 2021

Council resolution

9.3.2. PS - 28/06/2021 - Delivery Program 2017-2022 and Operational Plan 2021/22

21 -143 RESOLVED

THAT Council:

1. Note the receipt of 14 submissions received prior to the closing date of the 25 May 2021 included in the Community Engagement Strategy Feedback Report attached.
2. Note that operational issues or general queries from the submissions have been responded to or referred to staff to action.
3. Respond to the community members, providing them with a copy of the Community Engagement Strategy Feedback Report which has been updated with a copy of the report to Council and minute.
4. Adopt the rates and annual charges for the 2021/22 rating year as detailed in the 2021/22 Operational Plan with amendments in relation to:
    a. Interest payable on overdue rates & charges;
    b. Minor changes due to GST updates.
5. Approve the proposed amendments to the Draft 2021/22 Operational Plan - Capital Works Program including the removal of Hassans Walls Road and Genowlan Road.
6. Approve the proposed amendments to the Draft 2021/22 Operational Plan – Operational Budget Program.
7. Approve the proposed amendments to the Draft 2021/22 Operational Plan – Revenue Policy as detailed in this report including:
    a. that owing to the successful appeal to the Valuer-General by a fully foreign owned coal mine - which resulted in the loss of $524,462.38 in rates income that the loss be re-allocated, amongst the various rating categories, in the manner recommended by Lithgow Council's Finance Committee, being the table and points on Page 30 of the report (see council agenda 28 June 2021) shown below.

Category	No. of Assessments	% of Rates Yield	Allocation	Average per Assessment
Residential	9,711	35.00%	$183,562	$18.90
Business	510	15.00%	$78,669	$154.25
Farmland	1,275	25.00%	$131,116	$102.84
Mining	14	25.00%	$131,116	$9,365.39

- Council had no part in the valuation process.
- When Council used the increased valuation to calculate this year's rates, the owners of the mines were loaded with significant increased rates.
- Because Council's total revenue from rates is pooled with a capped total amount, this had the effect of reducing the rates paid by all other landowners this year.
- The Valuer-General subsequently corrected the valuation.
- As such Council was no longer entitled to recoup the increased amount from the owner of the mines.
- This circumstance is specifically catered for in legislation with Council allowed to recoup the revenue in the next year.
- Council would like to have the prerogative to recoup the lost revenue in a staged way over several years, but this is not permitted by the government's legislation.

- If Council does not recover the money next year, then the capped total amount for the city's rates pool will be **permanently** reduced.
- Over ten years this would result in a shortfall of approximately $6M of funds, and of course that loss would continue to grow year on year.
- All ratepayers paid less this year because of this issue.
- As such, recovery of the funds does not, on balance, represent an increased cost.
- In light of the above, recovery of the funds would be financially prudent.

b. That the finance committee's recommendation that the rates lost in the financial year 20/21 also be recovered in the 21/22 financial year.

8. Note the officer's responses to community submissions contained in the attached Community Engagement Strategy Feedback Report and adopt the Lithgow City Council Combined Delivery Program 2017-2021 and Operational Plan 2021/22 with the inclusion of the following reportable amendments:

   a. The following items will be considered as part of the Lithgow Active Transport Plan Review to be undertaken in 2022/23:

      i. Upgrade of the Cycle Lane in Railway Parade

      ii. Lithgow Park Run route.

      iii. Walking/Cycling link from Intersection of Lithgow Street & Hassans Walls Road to the Vale of Clwydd via Hassans Walls Reserve.

   b. Continuation of the footpath from Williwa Street rail crossing to the intersection of Railway Avenue & Thompson Street be considered for future external funding opportunities, alongside the identified footpath infrastructure gaps and other assessed priorities within Council's adopted Active Transport Plan.

   c. Erection of signage at the right turn from Old Western Road to Pikes Lane indicating the turn to the Great Western Highway be referred to the Traffic Advisory Local Committee (TALC) for investigation and the author of the request be advised accordingly of the outcome.

   d. Installation of signage indicating Coach Road and a Quarry Road Identifier be investigated and required signage installed.

   e. Council to consult with the Portland community and Police to identify suitable locations for CCTV Cameras in Portland and develop a priority program for implementation as part of the annual operational plan.

   f. Upgrade of facilities in Clarence Pirie Park be considered and prioritised with respect to the needs of the broader local government area.

   g. Projects identified in the Capertee Village Town Plan be considered for inclusion as part of future State and Federal government grants alongside the needs of the broader community.

   h. The proposed amendments to the RU1 Primary Production and RU2 Rural Landscape Zones be considered in the development of the Rural Matters Housekeeping LEP.

   i. Council undertakes the following with regard to engaging with the Megalong Valley Community:

      i. Megalong Valley Community & Landholders Association Inc. be added as a subscriber to the weekly Council Connections eNewsletter.

ii. Information regarding Council's Financial Assistance Program be forwarded to the association.

iii. Council make representation to Blue Mountains City Council on behalf of the MVCLA Inc. Regarding communication of matters of interest to the Megalong Valley Community.

j. Ongoing community education, targeted monitoring and enforcement be undertaken in relation to coal fired appliances in Lithgow.
k. Develop a plan to grow and diversify Lithgow's economy, including consideration of the case for either a city-specific renewable energy jobs strategy or inclusion in a REZ.
l. Continue to seek funding to convert buildings and facilities to renewable energy.
m. Renewable Energy and Zero Emission Targets for the Lithgow LGA is proposed to be further considered by the incoming Council.
n. Continue to seek funding to convert buildings and facilities to renewable energy.
o. Renewable Energy and Zero Emission Targets for the Lithgow LGA is proposed to be further considered by the incoming Council.

MOVED: Councillor S Lesslie **SECONDED:** Councillor J Smith
CARRIED:
Divisions
FOR: Councillor S Ring, Councillor W McAndrew, Councillor C Coleman, Councillor D Goodwin, Councillor S Lesslie, Councillor J Smith
AGAINST: Councillor R Thompson

Agenda Item

9.3.2. PS - 28/06/2021 - Delivery Program 2017-2022 and Operational Plan 2021/22

Prepared by Deborah McGrath - Corporate Planning and Communications Officer

Department People & Services

Authorised by Director of People & Services

Reference

Min 21-95 Ordinary Meeting of Council held on 26 April 2021

Summary

This report recommends the adoption of the Delivery Program 2017-2021 and Draft Operational Plan 2021/22 with identified amendments and consideration of submissions received prior to the advertised closing time of midnight on Monday 25 May 2021.

Commentary

Council, at the Ordinary Meeting of 26 April 2021, resolved to place the Combined Delivery Program 2017-2021 and Draft Operational Plan 2021/22 on public exhibition for a period of 28 days from 27 April to 25 May 2021. The attached Community Engagement Strategy Feedback Report details Council's community engagement program including:

- Promotion and advertising of the Operational Plan

- Statistical data from the website and social media
- A summary of community submissions received with Officers Response
- Redacted copies of the original submissions.

Changes to the Draft 2021/22 Operating Budget

Revenue

- **Grant funding:** $1.6M Local Roads and Community Infrastructure (LRCI) phase 3 grant announced May 2021. The funding will be allocated to operational &/or capital projects already included in the draft 2021/22 budget.
- **Rating adjustment:** $524K ordinary rates income adjustment added.

Expenditure

- **Employment costs:** $213K increase due to reinstatement of a number of required vacant FTE's upon further review of existing staffing needs.
- **Materials and contracts:** $819K increase mainly as a result of 2021/22 multi-year operational projects to the draft 2021/22 budget.

Consolidated Operating Result

- The budget consolidated operating result has improved from **($301K) deficit** to **$704K surplus.**

The budget consolidated operating result is shown in the table below.

	Next Year Budget Ledger
Rates and annual charges	28,868
User charges and fees	8,825
Interest and investment revenue	270
Other revenues	1,385
Grants and contributions provided for operating purpose:	10,114
Grants and contributions provided for capital purposes	12,939
Disposal of Assets	340
Revenue Total	**62,741**
Employee Benefits & On-costs	18,498
Borrowing Costs	515
Materials & Contracts	11,499
Depreciation & Amortisation	12,731
Other Expenses	5,854
Expenses Total	**49,097**
Operating Result	**13,643**
Operating Result before Capital	**704**

Proposed amendments to the Draft 2021/22 Operational Plan – Capital Works Program

There have been a number of changes to the draft 2021/22 Capital Works Program during the Operational Plan exhibition period. Council has received grant funding late in the 2020/21 year for additional projects. There have also been 2020/21 projects which have been phased for completion in the 2021/22 year. The changes to draft 2021/22 Capital Works Program are summarised in the table below:

Original Draft 2021/22 Capital Works Program Total	$	25,924,975

Changes to 2021/22 Capital Works Program

Project	Amount	Reason for inclusion
Resource Recovery Centre	$ 1,900,000	Project phased over 2 financial years
Glen Davis Closure & Transfer Station	$ 136,722	Project delayed due to resolving land ownership issues with the State of NSW
Clarence to Wallerawang Pipeline	-6,801,783	Project cost amended to Council contribution only
Lithgow Library Parapet and Awning Replacement	-426,800	Project considered for grant funding
Portland Foundations Trunk Infrastructure	$ 1,485,000	Grant funded project phased over 2 financial years
Smart Meters	$ 159,944	Multi-year project to be completed in 2021/22
Store Building Rectification Works	$ 1,038,000	Tender approved by Council at the April 2021 meeting
Installation of Solar Panels - Aquatic Centre	$ 125,150	2020/21 deferred project
Lithgow Information and Neighbourhood Centre Revitalisation	$ 451,494	Grant funded project to commence in 2021/22
Rydal Toilet Block	$ 388,500	Project to be completed early in 2021/22
Wolgan Road Slope Stabilisation	$ 283,880	2021/22 budget for works, required if grant application unsuccessful
Portland/Sunny Corner Road, Portland - Safety Improvements	$ 364,929	Grant funded project to commence in 2021/22
Range Road Pipers Flat Intersection, Portland	$ 200,929	Grant funded project to commence in 2021/23
Updated Total	**$ 25,230,940**	

Proposed amendments to the Draft 2021/22 Operational Plan – Operational Budget Program

Additional operational projects have been added to the draft 2021/22 Operational Plan during the exhibition period. Council has received grant funding late in the 2020/21 year for additional projects. There have also been multi-year 2020/21 projects which have been phased for completion in the 2021/22 year. The changes to draft 2021/22 operational projects are summarised in the table below:

Original Draft 2021/22 Operational Projects Total	$	954,500

Additions to 2021/22 Operational Projects

Project	Amount	Reason for inclusion
Evacuation plan for the Wolgan Valley	$ 300,000	2021/22 BCRRF grant funded project
Lithgow Community Power Project	$ 15,000	Grant funded project to be completed early in 2021/22
IWCM Strategy	$ 250,000	Completion of strategy in 2021/22, 50% grant funded
Floodplain Risk Management Plan	$ 67,510	Multi-year project to be completed in 2021/22, partly grant funded
Rural and Rural Residential Strategy	$ 20,000	Multi-year project to be completed in 2021/22
Marrangaroo Traffic Study	$ 25,000	Multi-year project to be completed in 2021/22, grant funded
Local Heritage Grant	$ 10,000	Multi-year project, partly grant funded
Communication Support - Consultancies	$ 75,000	Required to support community consultation for the update of Integrated Planning and Reporting strategies
Updated Total	**$ 1,717,010**	

Proposed amendments to the Draft 2021/22 Operational Plan – Revenue Policy

Upon adoption by Council, the 2021/22 Operational Plan – Revenue Policy tables will be updated to reflect 2021/22 budget changes approved by Council.

The following amendments are proposed to the 2021/22 Operational Plan - Revenue Policy:

- Ordinary Rates: rates adjustment to recover lost 2021/22 ordinary rates income (further details below) and other minor changes which have increased the overall level of Ordinary and Special Rate income.

Coal Mine Revaluations

There has been a change in the valuation methodology for coal mines which caused the Valuer-General to revalue the mines in Lithgow. As a result of the revaluation, some coal mines were valued

differently. The Valuer-General significantly increased the value of the large working mines and decreased the value of mines at, or near, the end of their working life.

Part 3 of the Valuation of Land Act 1916 allows for any ratepayer to object to their land value under certain circumstances. A ground for objection can be that the land value, as determined by the Valuer-General, is considered by the landowner to be too high. Council's only role is to levy rates based on the land value.

A mine owner appealed to the Valuer-General against the level of valuation increases for three mines. Upon consideration of this appeal, it was determined that the values were incorrect, and they were lowered by the Valuer-General.

As a result of this correction by the Valuer-General, Council was no longer entitled to claim the rates (as increased as a result of the incorrect valuation) from the landowner.

The Local Government Act 1993 (the Act) permits Councils to recover income that is lost due to changes in valuations in previous years. As the Valuer-General's decision on the mining valuations was received in 24 January 2021 supplementary list, Council may recoup the lost income in the 2021/22 year only.

If Council did not recover the lost rates income, the cumulative loss of income over the next ten years would be approximately **$6M**.

The mine revaluations and the lost rates income were discussed at the 8 June 2021 Audit Risk & Improvement Committee (ARIC) meeting. All of the independent ARIC members supported Council's plan to recover the lost rate income in the 2021/22 year as permitted under the Act. Council's Finance Committee has also recommended this approach.

The rates recovery has been allocated amongst rating categories on the following basis, taking into account principles of equity and fairness:

Category	No. of Assessments	% of Rates Yield	Allocation	Average per Assessment
Residential	9,711	35.00%	$183,562	$18.90
Business	510	15.00%	$78,669	$154.25
Farmland	1,275	25.00%	$131,116	$102.84
Mining	14	25.00%	$131,116	$9,365.39

A Summary of the Coal Mine Revaluations issue

- Council had no part in the valuation process.
- When Council used the increased valuation to calculate this year's rates, the owners of the mines were loaded with significant increased rates.
- Because Council's total revenue from rates is pooled with a capped total amount, this had the effect of reducing the rates paid by all other landowners this year.
- The Valuer General subsequently corrected the valuation.
- As such Council was no longer entitled to recoup the increased amount from the owner of the mines.
- This circumstance is specifically catered for in legislation with Council allowed to recoup the revenue in the next year.
- Council would like to have the prerogative to recoup the lost revenue in a staged way over several years, but this is not permitted by the government's legislation.

- If Council does not recover the money next year, then the capped total amount for the city's rates pool will be **permanently** reduced.
- Over ten years this would result in a shortfall of approximately $6M of funds, and of course that loss would continue to grow year on year.
- All ratepayers paid less this year because of this issue.
- As such, recovery of the funds does not, on balance, represent an increased cost.
- In light of the above, recovery of the funds would be financially prudent.

Draft 2021/22 Fees and Charges

- The 2021/22 Fees and Charges have been amended following advice from the Office of Local Government as follows:
    - In accordance with section 566(3) of the Act, it has been determined that the maximum rate of interest payable on overdue rates and charges for 2021/22 rating year will be 6.0%.
- The annual CPI increase in Companion Animal Registration Fees for the 2021/22 year has been published by way of the Companion Animals (Adjustable Fee Amounts) Amendment Notice 2021 and relevant fees have been updated.
- There have been minor changes due to GST updates.

Rates and Annual Charges

As per Section 535 of the Local Government Act 1993, Council, once it considers the Draft Operational Plan and Delivery Program, should resolve to make the rates and annual charges as adopted in the Operational Plan 2021/22.

Policy Implications

There are no policy implications as a result of this report

Financial Implications

The financial implications of the combined Delivery Program 2017-2021 and Operational Plan 2021/22 are detailed in the financial plans.

Legal and Risk Management Implications

- Council is required to review and prepare an Integrated Planning and Reporting Framework by 30 June every four years.
- Council is required to prepare a Delivery Program by 30 June every four years.
- Council is required to prepare an Operations Program by 30 June every year.

Recommendation

THAT Council:

1. Note the receipt of 14 submissions received prior to the closing date of the 25 May 2021 included in the Community Engagement Strategy Feedback Report attached.

2. Note that operational issues or general queries from the submissions have been responded to or referred to staff to action.

3. Respond to the community members, providing them with a copy of the Community Engagement Strategy Feedback Report which has been updated with a copy of the report to Council and minute.
4. Adopt the rates and annual charges for the 2021/22 rating year as detailed in the 2021/22 Operational Plan with amendments in relation to:
    a. Interest payable on overdue rates & charges;
    b. Minor changes due to GST updates.

5. Approve the proposed amendments to the Draft 2021/22 Operational Plan - Capital Works Program.
6. Approve the proposed amendments to the Draft 2021/22 Operational Plan – Operational Budget Program.
7. Approve the proposed amendments to the Draft 2021/22 Operational Plan – Revenue Policy as detailed in this report.
8. Note the officer's responses to community submissions contained in the attached Community Engagement Strategy Feedback Report and adopt the Lithgow City Council Combined Delivery Program 2017-2021 and Operational Plan 2021/22 with the inclusion of the following reportable amendments:
    a. The following items will be considered as part of the Lithgow Active Transport Plan Review to be undertaken in 2022/23:
        i. Upgrade of the Cycle Lane in Railway Parade
        ii. Lithgow Park Run route.
        iii. Walking/Cycling link from Intersection of Lithgow Street & Hassans Walls Road to the Vale of Clwydd via Hassans Walls Reserve.
    b. Continuation of the footpath from Williwa Street rail crossing to the intersection of Railway Avenue & Thompson Street be considered for future external funding opportunities, alongside the identified footpath infrastructure gaps and other assessed priorities within Council's adopted Active Transport Plan.
    c. Erection of signage at the right turn from Old Western Road to Pikes Lane indicating the turn to the Great Western Highway be referred to the Traffic Advisory Local Committee (TALC) for investigation and the author of the request be advised accordingly of the outcome.
    d. Installation of signage indicating Coach Road and a Quarry Road Identifier be investigated and required signage installed.
    e. Council to consult with the Portland community and Police to identify suitable locations for CCTV Cameras in Portland and develop a priority program for implementation as part of the annual operational plan.
    f. Upgrade of facilities in Clarence Pirie Park be considered and prioritised with respect to the needs of the broader local government area.
    g. Projects identified in the Capertee Village Town Plan be considered for inclusion as part of future State and Federal government grants alongside the needs of the broader community.
    h. The proposed amendments to the RU1 Primary Production and RU2 Rural Landscape Zones be considered in the development of the Rural Matters Housekeeping LEP.
    i. Council undertakes the following with regard to engaging with the Megalong Valley Community:
        i. Megalong Valley Community & Landholders Association Inc. be added as a subscriber to the weekly Council Connections eNewsletter.
        ii. Information regarding Council's Financial Assistance Program be forwarded to the association.
        iii. Council make representation to Blue Mountains City Council on behalf of the MVCLA Inc. Regarding communication of matters of interest to the Megalong Valley Community.
    j. Ongoing community education, targeted monitoring and enforcement be undertaken in relation to coal fired appliances in Lithgow.
    k. Develop a plan to grow and diversify Lithgow's economy, including consideration of the case for either a city-specific renewable energy jobs strategy or inclusion in a REZ.
    l. Continue to seek funding to convert buildings and facilities to renewable energy.
    m. Renewable Energy and Zero Emission Targets for the Lithgow LGA is proposed to be further considered by the incoming Council.

APPENDIX B – COMMUNITY SUBMISSIONS – REDACTED

Submission 1

From:
Sent: Friday, 30 April 2021 5:38 PM
To: Lithgow City Council <council@lithgow.nsw.gov.au>
Subject: Submission to Draft 2021/22 Operational Plan and Draft 2021/22 Fees and Charges.

Comments on draft operational plan	I think it is a waste spending money $250,000 on a consultant to direct the council on the future after mining and electricity, let's just wait and see, I think the money would be better spent on improving what we have in the way of toilet and rubbish facilities at our major tourist destinations, eg Hassan's walls, embarrassing as a local when you see toilet paper and rubbish strewn around these areas

Submission No. 2

From: Sent: Sunday, 9 May 2021 5:30 PM
To: Lithgow City Council <council@lithgow.nsw.gov.au>
Subject: Submission to Draft 2021/22 Operational Plan and Draft 2021/22 Fees and Charges.

Comments on draft operational plan	I'd like to request a footpath/bike path along Magpie Hollow Rd. It is a very dangerous road to walk along due to the speed limit and how narrow the road is. Lots of growing young families live along this road and it is only going to get more populous as they develop the area. A footpath/cycle path would be appreciated by the people in the entire South Bowenfels area. Currently we put our babies and children in the car and drive to the highway to walk along those paths instead.

Submission 3

From
Sent: Friday, 7 May 2021 8:34 PM
To: Lithgow City Council <council@lithgow.nsw.gov.au>
Subject: Submission to Draft 2021/22 Operational Plan and Draft 2021/22 Fees and Charges.

Comments on draft operational plan	As a ecotourism business owner my comments are specific to the Tourism Operational Plan. I think it's a positive that the plan identifies the importance of building relationships with the local businesses through information dissemination i.e Tourism & Business eNews, and participation by the VIC through famils. There is still plenty of opportunity with regards to capacity building within the industry to ensure that as tourism businesses we're all singing from the same song sheet, provide the highest quality of products and services and reflect the region's latest

marketing campaign. I'm sure that will come with time.

I think the biggest omission from the Tourism Operational Plan is the updating of the Lithgow Region Destination Management Plan with the inclusion of sustainable and responsible tourism objectives (similar to what has been implemented with regions such as Kangaroo Island and the like that feature areas or world heritage areas of outstanding natural beauty). Whilst I commend Council for investing in tourism marketing, attention also needs to be focused on sustainable tourism planning of our region to balance the protection of our cultural and natural heritage assets with the hundreds of thousands of tourists that are anticipated to visit the region in the coming 5-10 years. Hassan's Walls Reserve, Lake Wallace and in particular Newnes Plateau are already demonstrating characteristics of over-tourism i.e rubbish and human waste, unauthorised 4WD vehicle access, illegal removal of timber for firewood and accessing private property without property holders permission just to name a few, which if not managed risk impacting on the very assets that are attracting people to our region.

There's also an incredible opportunity to work with Ecotourism Australia to develop the Lithgow region as an accredited ecotourism destination. The Blue Mountains LGA have commenced the accreditation process with EA. With an area that comprises of 2/3 national parks, state forests and world heritage area why aren't we?

Submission 4

Re: Alternate Fuel Rebate Program
From:

Dear Sir or Madam,

In regards to the ongoing Alternate Fuel Rebate Program included in the 2017-2022 Draft Operational Plan under Environmental Management - It is wonderful to see Council has this available for its residents. Well done and thank you! Please consider the analysis and recommendations I have outlined below. I would appreciate a response to the questions I have highlighted as well.

It is great that this program is again included in the Operational Plan for 2017-2022. As a proud Lithgow town resident I am extremely dissatisfied with the air quality in Lithgow during winter, due to residential solid fuel heating. This does include wood heaters but more specifically I am shocked at the amount of coal smoke.

Two weeks ago I went outside at 3am to try to see the Lyrids meteor shower. Our dark skies over Lithgow are ideal for stargazing, even without leaving my backyard. It was a beautiful clear night so I was hopeful. When I went outside I was absolutely appalled - I could not see a single star for the layer of smoke hanging above me town!



The air reeked of coal smoke and I watched as the bank of smoke rolled in and out with the slight breeze. I could feel the smoke in my lungs and I worried deeply for my daughters - my youngest is only 8 weeks old and I fear for the damage this is causing both of them. I worried also for night shift workers in the rail yard and those conducting overnight public works - I cannot imagine how their health must be suffering breathing this smoke every night.

I am very grateful for the progress Lithgow has made in its air quality. It has significantly improved over the years. We must continue to improve it still, for the sake of all our health. It is imperative that we address this ongoing issue in our town. The Alternate Fuel Rebate Program is generous and a cornerstone in the systematic solution to this problem. Please continue it and leverage it even better. Please consider the recommendations I have outlined below.

Recommendations:

1. Add as an action item for the Operational Plan that Council undertake a smoky chimney survey in Winter 2021 (this burning season), if this has not been done in recent years. To be completed by August 2021.

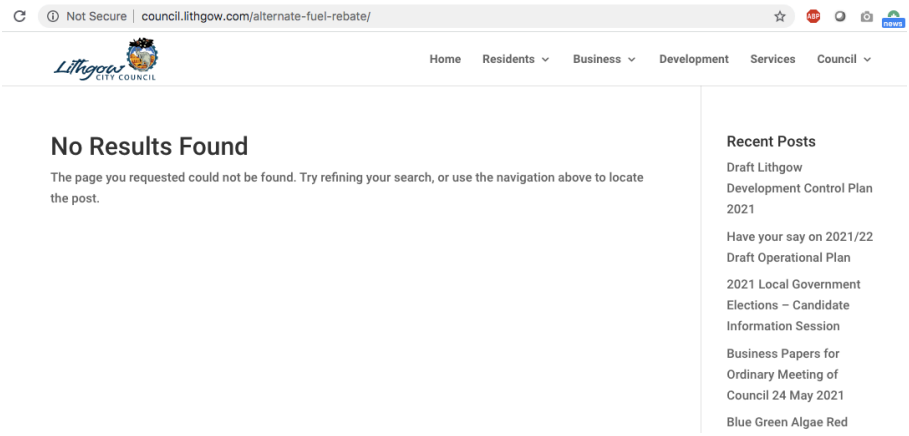
This 2016 article (https://www.lithgowmercury.com.au/story/4344122/there-is-still-time-to-cash-in-with-councils-coal-heater-rebates/) states Council will undertake Smoky Chimney Surveys as part of the program. Have any smoky chimney surveys been completed? If so, when, and what was done with the information?

2. Increase publicity of the Alternate Fuel Rebate, with clear messaging that this is intended for residents with coal burning heaters.

Update the broken program page on the Council website. Publish articles in local media, post flyers at Council facilities, post on Council Facebook page, distribute flyers to appropriate local businesses (i.e. heating/fireplace suppliers). Include in the messaging that Council pays 90% of applications within 30 days to give applicants confidence in the program.

There needs to be more publicity that this rebate is available. The last Council article mentioning the Program was posted in June 2020 (https://council.lithgow.com/reducing-winter-air-pollution-7/) and before that an article in the Lithgow Mercury regarding this rebate was in 2016.

The Alternate Fuel Rebate information page on Council's website (http://council.lithgow.com/alternate-fuel-rebate/) is no longer functioning:



The Lithgow City Council Facebook page posted on May 4th 2021 about Reducing Winter Air Pollution. This post (as well as the Council article posted on its website in June 2020) identified the hazards of wood smoke (which is completely valid) but blatantly failed to identify that many residences in Lithgow are still burning coal in solid fuel heaters. This recent Facebook post did not mention anything about the Alternate Fuel Rebate, a glaring omission.

The action for the Alternate Fuel Rebate Program under the proposed Environmental Management Operational Plan clearly identifies the purpose of the program is to replace coal heaters. This is fantastic and on point! This highlights the disconnect between the reality of the program and the public facing messaging (i.e. recent Facebook post). The public messaging must align with the purpose of the program or the number of applicants will be greatly reduced.

3. Use the 2021 smoky chimney survey to conduct a targeted mailing of an information page on the Alternate Fuel Rebate as well as the application form.

Advise that Smoke Abatement Notices may be issued if their current heater is non-compliant (include information on what a Smoke Abatement Notice entails, including fines). Complete this by Summer 2021.

Smoke Abatement Notice information for Council: https://www.epa.nsw.gov.au/your-environment/air/reducing-wood-smoke-emissions/council-resource-kit/smoke-abatement-notices. I spoke with an EPA agent and they advised that LGAs have the authority to issue Smoke Abatement Notices.

4. Conduct another Smoky Chimney Survey the following year (Winter 2022). Issue Smoke Abatement Notices and associated fines for residences that are not yet compliant.

Again include in this notice the flyer and application for the Alternate Fuel Rebate program.

5. If in subsequent years the applications for the Program drop off or there are still numerous cases of non-compliance, introduce an annual licensing fee for coal heaters.

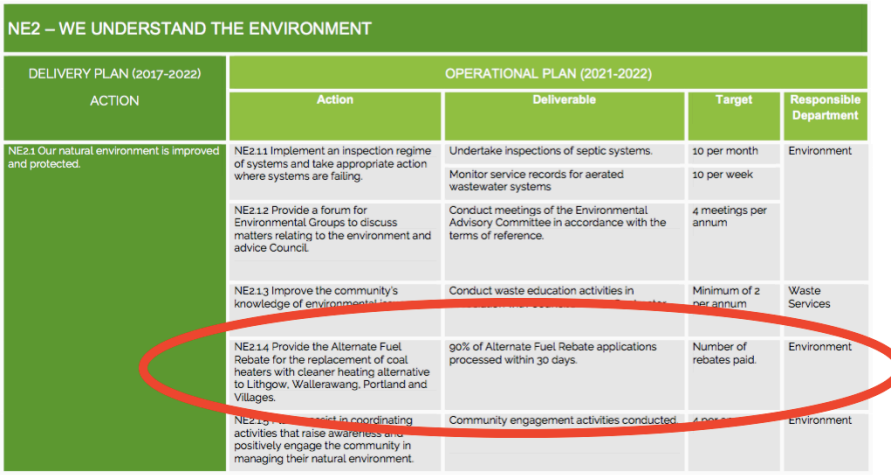
I am aware of the stigma around calling out the hazards of coal burning, given our local roots in the coal mining and power industry. However it needs to be made clear that coal burning is **not appropriate** for the urban and semi-urban environment. Any coal burning heater would not meet the most recent NSW EPA solid fuel home heater standard:

- From 1 November 2016 all new solid fuel home heaters sold in NSW (locally and imported) must have at least 55 per cent efficiency and 2.5 grams of particle emissions per kilogram of fuel burnt (g/kg).
- From 1 September 2019 all new solid fuel home heaters sold in NSW (locally and imported) must have at least 60 per cent efficiency and **1.5 g/kg**.
. (https://www.epa.nsw.gov.au/your-environment/air/reducing-wood-smoke-emissions/new-wood-smoke-amendment-regulation-now-in-force).

This 2018 journal study concluded that standard cast-iron coal heaters had emission factors ranging from **6.8-13.5 g/kg** - far exceeding the current standards.
(https://www.researchgate.net/publication/325914175_Fine_PM_emission_factors_from_residential_burning_of_solid_fuels_using_traditional_cast-iron_coal_stoves)
This 1982 study showed bituminous coal heaters had a particulate emission factor of **10.4 g/kg** (https://www.tandfonline.com/doi/pdf/10.1080/00022470.1982.10465413#:~:text=Emission%20factors%20for%20particulate%20matter,(50%2C000%20Btu%2Fhr).&text=The%20average%20particulate%20emission%20factors,0.50%20g%2Fkg%2C%20respectively.)

5. Based on the recommended 2021 Smoky Chimney Survey, set an actual target number for 2017-2022 "Number of Rebates Issued".

What is the current target number of rebates issued? Over what period of time is Council giving itself to issue that target number of rebates? How many Alternate Fuel Rebates have been granted since the beginning of the program? Does Council have a cap on the funding available for this program?



NE2 – WE UNDERSTAND THE ENVIRONMENT

DELIVERY PLAN (2017-2022) ACTION	OPERATIONAL PLAN (2021-2022)			
	Action	**Deliverable**	**Target**	**Responsible Department**
NE2.1 Our natural environment is improved and protected.	NE2.1.1 Implement an inspection regime of systems and take appropriate action where systems are failing.	Undertake inspections of septic systems.	10 per month	Environment
		Monitor service records for aerated wastewater systems	10 per week	
	NE2.1.2 Provide a forum for Environmental Groups to discuss matters relating to the environment and advice Council.	Conduct meetings of the Environmental Advisory Committee in accordance with the terms of reference.	4 meetings per annum	
	NE2.1.3 Improve the community's knowledge of environmental [illegible]	Conduct waste education activities in [illegible]	Minimum of 2 per annum	Waste Services
	NE2.1.4 Provide the Alternate Fuel Rebate for the replacement of coal heaters with cleaner heating alternative to Lithgow, Wallerawang, Portland and Villages.	90% of Alternate Fuel Rebate applications processed within 30 days.	Number of rebates paid.	Environment
	NE2.1.5 [illegible] assist in coordinating activities that raise awareness and to positively engage the community in managing their natural environment.	Community engagement activities conducted	[illegible]	Environment

Health impacts from residential coal and wood heaters are well documented and the smoke is a known carcinogen. This is detailed in the 2015 World Health Organisation (WHO) publication (https://www.euro.who.int/__data/assets/pdf_file/0009/271836/ResidentialHeatingWoodCoalHealthImpacts.pdf). This publication states "the latest WHO indoor air quality guidelines strongly recommend against the residential use of unprocessed or raw coal, including for heating" (see Box 2 pg. 8).

I greatly appreciate your attention to this program and for supporting our residents in the transition to appropriate heating technology. You stand on the right side of history by addressing this pressing health issue now.

Please take into consideration my recommendations for improving the Alternate Fuel Rebate Program.

Thank you very much for your time, and please reach out with any questions you may have.

Submission 5

Re: Draft Operational Plan – Transport
Request for Railway Parade Bicycle Lane Remediation
From:

I respectfully request remediation of the bicycle lane on Lithgow's Railway Parade to be included as part of the Operational Plan – Transport. This lane is one of the only dedicated lanes for cyclists in the City of Lithgow. Its current state presents an imminent safety hazard for any cyclist that utilizes the lane, due to a number of issues I have outlined below.

This matter is of particular importance to my family, as my husband Cameron is a cyclist commuter in Lithgow. In June 2020 he was struck by a vehicle while cycling home. The vehicle illegally crossed into the cycling lane on Railway Parade at the intersection of Roy Street while Cameron was in the intersection. Fortunately the graze did not injure him, and Cameron was able to chase down the vehicle and have a frank talk with the young driver about the importance of him being able to get home safely to his baby daughter that night. A police report was filed, but there is more work to be done to ensure the safety of Cameron and other riders.

A cyclist's safety is made possible by three factors: 1. The cyclist. 2. The drivers. 3. The infrastructure.

In its current state the infrastructure of the Railway Parade cycling lane (namely line markings and signage) is severely lacking, creating a safety hazard for cyclists and drivers.

1. The shoulder of the roadway, where car parking is permitted, is too narrow for some cars to park within its boundaries. This means most cars parked along Railway Parade, both westbound and eastbound, protrude into the cycling lane and obscure the outer line marking of the lane. This makes it difficult for drivers to know there is a cycling lane marked, as the inner line marking of the cycling lane then appears to mark the shoulder of the roadway. This also means that cyclists must pass very close to the parked cars to stay out of the roadway. This creates a high risk of collisions of cyclists and drivers as drivers exit their vehicles.



2. The cycle lane markings are faded and inconsistent.
This makes it difficult for vehicles to see that there is a designated cycling lane. The lines are not visible at night.



Recommendations:

1. Review the Bicycle NSW publication "Summary of Design Principles for Good Bicycle Infrastructure" https://bicyclensw.org.au/wp-content/uploads/2020/05/966-0320-Summary-of-Principles-for-Good-Bike-Infrastructure-070520.pdf
Consider these design principles in the upgrade of Railway Parade cycle lane and any future cycle lane works.

2. Adjust and Re-mark the Railway Parade cycle lane. Move the lane out from the shoulder of the roadway to allow vehicles more space to park. Use reflective paint to make the lane visible at night.

I am grateful to see the Lithgow Active Transport Plan aim to improve the accessibility of the Lithgow Area to cyclists. The report notes in section 10.2 General Consultation Findings:

> *There were few frequent cyclist responses, suggesting cycling conditions (climate, road traffic volumes / speed, dedicated cycling paths, end-of-trip facilities) are not ideal for regular bike riders in Lithgow LGA. For the few cyclists that did provide comments, the general finding was that off-road shared path routes would help to improve current safety conditions. Similarly, the installation of more signs that warn of cyclists in the area would also improve conditions.*

The Lithgow City Council Works Program 2019-2020 outlines that $750,000 in SVR income would be dedicated to "Transport – (sealed roads, unsealed roads, footpaths, cycleways,

bridges, and road drainage), but the development of or upgrades to cyclepaths are not outlined anywhere in the works program.

The recently published proposal for a mountain bike area at Hassan's Walls outlines the need for additional bicycle amenities in Lithgow. The report highlights that cyclists can access Lithgow by rail. The current state of the cycling lane on Railway Parade must be upgraded as a part of this plan as well, to ensure safety of visiting cyclists. Upgrading cycle lanes such as Railway Parade will also help to attract more riders (read: tourism dollars) for the proposed mountain bike track.

I would love to see Lithgow upgrade more roads to include shared path cycling lanes. Railway Parade is a great, affordable place to start as the signage infrastructure already exists. Please upgrade the cycle lane on this road to address the current hazards and help keep our cyclists safe.

Thank you for your consideration of this matter.

Respectfully,

Submission 7

From
Sent: Tuesday, May 11, 2021 2:15 PM
To: Clr Cassandra Coleman <Clr.Coleman@lithgow.nsw.gov.au>; Clr Stephen Lesslie <Clr.Lesslie@lithgow.nsw.gov.au>; Craig Butler <Craig.Butler@lithgow.nsw.gov.au>
Subject: The agency and urgency of the climate emergency and inevitable energy transition for the Lithgow region

Cassandra Coleman – Councillor, Lithgow City Council (LCC)
Stephen Lesslie – Councillor, LCC
Craig Butler – General Manager, LCC

I wish to thank you all for attending the free information session last night (May 10), hosted by the Lithgow Community Power Project (LCPP) at the Lithgow & District Workmen's Club, to witness the presentations by Neoen's Sebastien Robben and Garth Herron on **All About the Big Battery at Wallerawang**, and by ANU Professor Andrew Blakers on **Lithgow Best Placed for Investment in Renewables**.

I urge you to report your observations of last night's event to your colleagues at LCC, and suggest that you arrange for an opportunity for the other Councillors and senior LCC officers, who did not attend last night's event, to meet with Neoen representatives and Professor Andrew Blakers to explore and discuss the apparent opportunities revealed.

The information revealed last night, highlights to me the potential ***agency*** opportunities available to the Lithgow region. I also wish to draw your attention to the ***urgency*** required for the inevitable energy transition, in the following information:

1. Per ERA5 data, **in 2020, global mean warming (relative to Holocene Epoch pre-industrial age) was already around +1.3 °C, land mean warming was almost +2.0 °C, and ocean mean warming was just over +1.0 °C.** Note that the IPCC reports, that indicate +1.1 °C warming, are years old and are therefore not based on the latest scientific data.
   https://twitter.com/hausfath/status/1347632817799274496

   +1.3 °C warming is already dangerous, as we know, because we are already experiencing it. The 'black summer' of 2019/20 in Lithgow and ongoing landslide aftershocks disrupting transport links were a prelude for likely worse events to come.

2. NOAA Mauna Loa Observatory's **weekly average atmospheric CO_2 level for 25 Apr to 1 May 2021 was at 420.01 ppm**, the week previous to that was at **418.20 ppm**, one year ago (2020) was at 416.95 ppm, and ten years prior (2011) was 393.48 ppm.
   https://twitter.com/CO2_earth/status/1389276287248871428

   Scripps Mauna Loa Observatory graphical data can be found here: https://keelingcurve.ucsd.edu/

   NOAA's Global Monitoring Laboratory posts an Annual Greenhouse Gas Index (AGGI) that tracks yearly changes in the warming influence of long-lived, trace GHGs. The combined influence of all GHGs in the Earth's atmosphere reached the **$CO_{2\text{-equivalent}}$ of 500 ppm in 2019**.
   https://www.co2.earth/annual-ghg-index-aggi

   Scientists know from the paleo-historical record, there was the so-called Mid-Pliocene Warm Period around 3–4 million years ago (long before our species, so-called *homo sapiens*, first

appeared circa 300,000 years ago), where atmospheric CO_2 levels were in the range of **400–450 ppm**, global mean temperatures were **+2.0–3.0 °C** (above Holocene Epoch pre-industrial age), and **sea levels were +10–22 m higher** than today (stabilised over centuries) – see from time interval **0:24:51 to 0:26:45** in the *YouTube* video: https://www.youtube.com/watch?v=QK2XLeGmHtE

3. Barring super-volcanic eruption, major meteor impact, and/or global thermonuclear war event(s), **the Earth System is 'locked-in' to surpass the +1.5 °C global mean warming threshold, likely before 2030**, and on current GHG emissions trajectory, is likely to surpass +2.0 °C global mean warming threshold before 2050.

   Time (calendar year best estimate and 5–95% probability range in square brackets) at which warming levels (relative to 1850–1900 era) are reached per various trajectory scenarios (SSP1-1.9, SSP1-2.6, SSP2-4.5, SSP3-7.0, and SSP5-8.5).
   NA = not reached at that warming level by year 2100.

Warming Level	Trajectory SSP1-1.9	Trajectory SSP1-2.6	Trajectory SSP2-4.5	Trajectory SSP3-7.0	Trajectory SSP5-8.5
+1.5 °C	**2029** [2021–NA]	**2028** [2020–NA]	**2028** [2020–2047]	**2028** [2020–2045]	**2026** [2020–2040]
+2.0 °C	**NA** [2036–NA]	**2064** [2032–NA]	**2046** [2032–2082]	**2043** [2031–2064]	**2039** [2030–2055]
+3.0 °C	**NA** [NA–NA]	**NA** [NA–NA]	**2094** [2058–NA]	**2069** [2052–NA]	**2060** [2048–2083]
+4.0 °C	**NA** [NA–NA]	**NA** [NA–NA]	**NA** [NA–NA]	**2091** [2071–NA]	**2078** [2062–NA]
+5.0 °C	**NA** [NA–NA]	**NA** [NA–NA]	**NA** [NA–NA]	**NA** [NA–NA]	**2094** [2062–NA]

   See Table 1 in: https://esd.copernicus.org/articles/12/253/2021/esd-12-253-2021.pdf

4. Less than 50 years from now, under a high emission (RCP8.5) scenario, areas that could be home to 3.5 billion people would be essentially uninhabitable. In Figure 3 (see link below), the brown hatching areas shown are essentially uninhabitable (i.e. too hot/humid) for humans by 2070, including substantial regions in Australia.
   https://www.pnas.org/content/117/21/11350#F3

5. On 31 Mar 2021, the Australian Academy of Science published its report titled ***The risks to Australia of a 3°C warmer world***. Recommendation 1 (on page 13) states:

   > *Join global leaders in increasing actions for tackling and solving climate change as a matter of urgency. Australia lags far behind the best practice demonstrated by many countries. Given how much Australia stands to lose if GHG emissions are not reduced,* ***we also recommend that Australia accelerates its transition to net zero GHG emissions over the next 10 to 20 years.***

   https://www.science.org.au/news-and-events/news-and-media-releases/risks-australia-warmer-world

6. On 12 Apr 2021, Breakthrough – National Centre for Climate Restoration published an updated Briefing Note by David Spratt and Ian Dunlop titled ***Carbon Budgets For 1.5 & 2°C*** with an additional case study included on a new page 5. This analysis argues carbon budgets calculated by authorities like the Intergovernmental Panel on Climate Change (IPCC) are

virtually meaningless due to a failure to adequately account for feedback effects, and are likely to lock in higher temperature increases. **There is no carbon budget left for holding global mean warming at 1.5 °C – we are already overdrawn.** We will be very lucky not to overshoot 2 °C, **but only if humanity drastically reduces GHG emissions now**, and also includes large-scale atmospheric carbon drawdown measures.
https://www.breakthroughonline.org.au/briefings

7. On 15 Apr 2021, the Climate Council of Australia published its report titled ***Aim High, Go Fast: Why Emissions Need to Plummet This Decade***. It includes (on page 55):

> *With a renewables-led economic recovery, it is possible to rapidly scale-up our actions and trigger a virtuous cycle of accelerating decarbonisation that **cuts our greenhouse gas emissions deeply by 2030 and achieves net zero emissions by 2035.** It starts with stepping up our efforts now, recognising the urgency of the challenge we face, and getting ourselves onto the right trajectory.*

https://www.climatecouncil.org.au/resources/net-zero-emissions-plummet-decade/

8. Per the *Agricultural Systems* paper titled **Increasing risks of multiple breadbasket failure under 1.5 and 2 °C global warming**, published Oct 2019, the Abstract includes (bold text my emphasis):

> *The increasingly inter-connected global food system is becoming more vulnerable to production shocks owing to increasing global mean temperatures and more frequent climate extremes. Little is known, however, about the actual risks of multiple breadbasket failure due to extreme weather events. Motivated by the Paris Climate Agreement, this paper quantifies spatial risks to global agriculture in 1.5 and 2 °C warmer worlds. This paper focuses on climate risks posed to three major crops - wheat, soybean and maize - in five major global food producing areas. Climate data from the atmosphere-only HadAM3P model as part of the "Half a degree Additional warming, Prognosis and Projected Impacts" (HAPPI) experiment are used to analyse the risks of climatic extreme events. Using the copula methodology, the risks of simultaneous crop failure in multiple breadbaskets are investigated. Projected losses do not scale linearly with global warming increases between 1.5 and 2 °C Global Mean Temperature (GMT). In general, whilst the differences in yield at 1.5 versus 2 °C are significant they are not as large as the difference between 1.5 °C and the historical baseline which corresponds to 0.85 °C above pre-industrial GMT. Risks of simultaneous crop failure, however, do increase disproportionately between 1.5 and 2 °C, so surpassing the 1.5 °C threshold will represent a threat to global food security. For maize, risks of multiple breadbasket failures increase the most, from 6% to 40% at 1.5 to 54% at 2 °C warming. In relative terms, the highest simultaneous climate risk increase between the two warming scenarios was found for wheat (40%), followed by maize (35%) and soybean (23%). Looking at the impacts on agricultural production, we show that limiting global warming to 1.5 °C would avoid production losses of up to 2753 million (161,000, 265,000) tonnes maize (wheat, soybean) in the global breadbaskets and would reduce the risk of simultaneous crop failure by 26%, 28% and 19% respectively.*

https://www.sciencedirect.com/science/article/abs/pii/S0308521X18307674

9. An important new paper in *Nature* (paywalled, except for Abstract) on Antarctic ice sheet loss was published on May 5, titled **The Paris Climate Agreement and future sea-level rise from Antarctica**.
https://www.nature.com/articles/s41586-021-03427-0

The authors of the *Nature* paper have also provided an accessible post at *CarbonBrief*, including:

> *Once begun in earnest – after temperatures hit 2C at mid-century – Antarctic sea level rise becomes essentially unstoppable, even with a quick return toward pre-industrial temperatures. The loss of buttressing ice shelves and a warmer ocean holding its heat for many centuries prevents refreezing of Antarctica's ice shelves. The results show that CO2 removal can slow, but cannot halt this massive ice loss once it begins.*

https://www.carbonbrief.org/guest-post-overshooting-2c-risks-rapid-and-unstoppable-sea-level-rise-from-antarctica

Included are graphs of rates and total amounts of sea level rise from Antarctica ice sheet loss (but not other contributions like ocean thermal expansion, other land-based glaciers and Greenland ice sheet) for 1.5, 2, 3 and 4.5 °C global mean warming (relative to pre-industrial age) by 2100 scenarios.

At the 3 °C global mean warming by 2100 scenario:

> *Total sea level rise might then well **exceed 1cm per year**, posing huge challenges for adaptation efforts.*

10. *AFR* article by Peter Ker headlined **Banpu pumps another $150m into Australian coal**. It's perhaps a factor in explanations for the Airly MOD 3 proposal being quietly withdrawn by Centennial in Dec 2020. The Jan 8 article begins with:

> *New South Wales miner Centennial Coal has narrowly avoided a debt default after its Thai parent became the latest foreign company to bail out a struggling Australian coal subsidiary.*
>
> *Thailand's Banpu subscribed for $150 million new shares in Centennial shortly before Christmas as part of efforts to settle a $150 million revolving credit facility that Centennial had due on December 15.*

https://www.afr.com/companies/mining/banpu-pumps-another-150m-into-australian-coal-20210108-p56sn7

11. On ABC TV's *The Drum* on Tuesday (Feb 9), analyst Tim Buckley from IEEFA said:

> "*When we're talking about 30 years pledges of net zero, coal's the stranded asset that's easiest to throw under the bus. It's gone, and so it's absolutely beholden on Australia to manage this risk and to diversify our economy into industries of the future, not pretend it's not going to happen.*"

https://twitter.com/ABCthedrum/status/1359421848820219908

12. *AFR* article by Angela Macdonald-Smith headlined **Coal power stations going broke: Schott**. The Feb 16 article begins with:

> *Coal power stations are on track to close four or five years before the end of their rated life as plentiful renewable energy coming online makes them unprofitable, according to energy policy tsar Kerry Schott.*

https://www.afr.com/companies/energy/coal-power-stations-going-broke-schott-20210216-p572xn

13. A joint analysis by Tristan Edis (for Green Energy Markets) and Johanna Bowyer (IEEFA), culminating in the report published Wednesday (Feb 24) titled ***Fast Erosion of Coal Plant Profits in the National Electricity Market: Analysis of Likely 2025 Generation Mix Shows Coal Plant Revenue Reductions of 44% - 67%***. The Executive Summary begins with:

> *Coal-fired power stations in Australia's National Electricity Market (NEM) will confront grave financial difficulties within the next 5 years due to extra competition from a large influx of renewable energy supply. The analysis detailed in this report suggests that the financial viability of several coal generators in the NEM will become severely compromised by 2025 such that closure becomes an attractive or even unavoidable choice for at least one power plant owner.*

Figure 1: Earnings Before Interest and Taxes of Coal Plants 2018 vs 2025 ($AUDm) in the report suggests Eraring, Mt Piper and Vales Point B power stations could experience negative EBIT (Earnings Before Interest and Taxes) by 2025 for both given scenarios.
https://ieefa.org/wp-content/uploads/2021/02/Coal-Plant-Profitability-Is-Eroding_February-2021.pdf

14. Published by Futures of Sustainability, Universität Hamburg on Feb 24, at *YouTube* is a video titled **David Spratt: "Existential climate risk, markets and the state"**, duration 0:24:09, featuring David Spratt contributing to a talk session "Prospects: Crisis vs. Collapse". From time interval 00:35, David Spratt says (highlighted text my emphasis):

> *So, it's from this perspective that I'll make some comments on climate risk, markets, and the state. And I, I guess my essential point is that when risks are existential, markets fail, because they cannot adequately deal with such risks. They cannot mitigate the threat to society as a whole. Ah, this is true for, for weapons of mass destruction, it's true for pandemics, and it's true for ecological collapse, where the primary risk management responsibility lies with the state. It's also true for climate disruption, where markets have failed to heed the high-end risks, especially non-linear impacts and 'tipping', and 'tipping points' which are difficult if not impossible to model, when the costs may be infinite. When damages are beyond calculation – that is when the damages are infinite, which is what we are facing – then cost-benefit analysis, conventional risk analysis, and learning from failure, are approaches which do not work. Um, let me give, er... some examples. The current Paris Agreement commitments, the current commitments, if achieved, would likely result in the warming of 3 to 5 degrees, by 2100. Three degrees of warming is, is described in the literature as catastrophic, and four degrees is likely to be incompatible with the maintenance of human civilisation. And yet, despite this evidence, the market response has been to grow emissions, year-on-year. Three to five degrees is clearly an existential threat to human civilisation – that is: a permanent and drastic curtailing of modern society's future development, and perhaps even its existence.*

From time interval 03:19, David Spratt says:

> *Let me give you one example. Climate policy-makers regularly accept as reasonable, a 33 to 50 per cent risk of failure – we hear it all the time – a carbon budget – a 50 to 67 per cent chance of success. When that failure represents a planetary level systems disruption, I think this is ethically indefensible. I mean, we, none of us here, would accept a one per cent risk of failure if we were to fly in a commercial aeroplane, yet policy-makers regularly accept risks of one-third to one-half. The IPCC assessments*

bear a large responsibility for underplaying the risk, with their project... with their, their preference for conservative projections and scholarly reticence.

https://www.youtube.com/watch?v=hvT-6PZOyPE

Disruption is now inevitable. Humanity will inevitably face large-scale climate disruption: either planned by way of rapid, whole-of-economy and society emergency transition to restore a safe climate for humanity and civilisation; or much worse unplanned chaos because of increasingly more hostile physical conditions that will consequently induce social and economic system failure.

The compelling evidence I see indicates LCC and the Lithgow region have the opportunity of riding the massive wave of the inevitable and rapid energy transition, or ignore those opportunities and the region is likely to be unfavourably disrupted as the remaining operating local coal mines and Mt Piper Power Station go broke and close early, likely within this decade, with consequent large employment losses and economic contraction.

I'd suggest it's time for you to choose which path you wish the Lithgow region to be on.

Regards,

Submission 7

Comments to the draft operational plan 2021 22

The community wants change to create Lithgow as a more desirable place to live work and play.

NE2.2 States “Minimise negative impacts on the environment” - Rather than doing the absolute minimum and simply meeting compliance requirements, I recommend you create actions that change the current status to actually minimise negative impacts on the environment such as taking advantage of renewable energy to stop the impact of coal mining that is destroying the natural environment, and polluting the air.

I want to see change from a coal smoke filled valley to Lithgow to be a leader in Australia in making the place a great place to live. Set zero emission and clean air targets and due dates for the Sewerage Treatment Plants, Water treatment plants, Council buildings to only utilise renewable energy. No incinerators or polluting, natural bushland destroying activities. Take the opportunity that Professor Andrew Blakers from ANU highlights that Lithgow is a perfect place as a Renewable Energy Zone and utilise the existing power generation infrastructure to create clean jobs.

Targets and actions such as these will set Lithgow up for the future and I’m sure will get the support from NSW and Federal governments, as well as the community to allow Lithgow to transition away from coal and into the future of technical, innovative community that exports its expertise to other regions and attracts business development.

BE1 Built Environment blends with natural cultural environment.

Where is the Plan and Actions to utilise the existing natural environment to attract business and tourists. Maybe I’ve identified the wrong section of the council plan, but that still highlights the missing plans and actions that are either non-existent or of such a low priority that it fails to be front and centre of mind as a method to create business opportunity.

Actions need to include initiatives that make a community, that brings happy people together, that attracts people to the region.

Bathurst have “Parkrun” that is run along the rivers edge in a lovely environment that attracts people from Lithgow and further, yet Lithgow’s Park run is run in mud, slippery tracks at the back of the pony club with derelict left overs of the past. The bushland is spectacular there and can be linked to the tourist attracting Hassans Walls area as walking tracks through the bush and creek line.

Blue Mountains is not Katoomba. It attracts people as residents, tourists and business because of the natural environment that stretches east to west from Penrith to Mt Vic.
Lithgow has the opportunity to do similar or better, with Gardens of Stone, Newnes, Capertee, Wollemi, Glen Davis, Rydal etc as community gems, and we need a plan from council that recognises and values this to make this a desirable location for community and business.

People of Sydney are continuing to move further west. Lithgow has the incredible opportunity to make the area attractive as a tourist destination, a renewable energy zone, as a business development opportunity, a great place to live, yet the Draft Plan 2017-2022 is missing all the opportunity for change for the better and reflects a “do the minimum”.
Come on council, the community wants change and we need you to setup the actions to initiate the change.

Submission 9

Megalong Valley Community and Landowners Association Inc. Response to the Lithgow City Council Draft 2021/22 Operational Plan

https://council.lithgow.com/draft-operations-plan-2021-2022/

In writing quoting internal reference no. IPR17-21:

email ipr@lithgow.nsw.gov.au

Lithgow City Council, PO Box 19, Lithgow 2790

Due 25.5.2021

21.5.2021

Thank you for the opportunity to comment on the draft operational plan. The priority issues for the Megalong Valley residents of the Lithgow City Council local government area are:

TRANSPORT

ROADS & INFRASTRUCTURE PROGRAM

BE1.4.2 Upgrade and maintain urban and rural roads to an acceptable standard in accordance with their level of traffic use.

Road maintenance seems to be the area of greatest need and concern with Lithgow ratepayers. Is it possible to contract Blue Mountains City Council to repair or maintain roads when they have crews and machinery working in the area? The section of Peach Tree Road in the Lithgow City Council area is subject to increasing traffic demands. This section of road is often poorly maintained and subject to potholes and erosion. The section from the sealed BMCC section to 'Grandview' on the flat section of Peach Tree Road can be particularly bad and potholes and corrugations usually reoccur not long after grading works have been completed. Could Roads to Recovery Program, Fixing Local Roads Program funding be applied to at least the top section of Peach Tree Road?

CULTURAL HERITAGE DEVELOPMENT

ENCOURAGE ECONOMIC GROWTH AND DIVERSITY

SE2.3.6 Provide support for cultural organisation in the development and promotion of cultural activities.

Megalong Valley has an active and connected community and support to projects and community initiatives is appreciated. The Megalong Valley Community and Landowners Association is working on a number of projects – including the Megalong Valley Bush Gymkhana, community connection projects through BCRRF funding, a regular Makers and Growers market, establishing a regular

wellbeing/exercise program and building a community pizza oven. Megalong Valley also has a very active Pony Club. Dissemination of information about grants or funding for community projects would be appreciated.

ENVIRONMENTAL HEALTH AND MANAGEMENT

Our natural environment is improved and protected / minimise negative impacts on the environment.

The care or the natural environment is a priority for Megalong Valley residents. Weed management, and planting and land management to mitigate the impact of fire, flood and drought are of high importance. Weeds along Council road verges cause frustration to residents who are trying to manage weeds on their own properties. African Love Grass has become a particularly invasive species and is prevalent along the entire road verge of Peach Tree Road. Blackberry, St John's Wort and Serrated Tussock are other weeds prevalent along roadsides. Assistance to residents to identify and manage these weeds could also help to reduce the impact of invasive and noxious species. Many Megalong Valley residents are also working hard to control feral animals, particularly pigs and foxes.

ENGAGEMENT WITH THE COMMUNITY

This has been variable in recent years, but it is important that Megalong Valley residents feel heard and responses to Council enquiries are timely. It is also important for LCC ensure dissemination of BMCC planning matters in Megalong Valley. It is particularly important that LCC is able to notify residents on behalf of BMCC where developments are planned for the BMCC and LCC boundary properties.

Submission 10

WOLGAN VALLEY
ASSOCIATION

Tuesday, 24 May 2021

And by email: gm@lithgow.nsw.gov.au

Mr Craig Butler
General Manager
Lithgow City Council
PO Box 19
Lithgow NSW 2790

Dear Mr Butler,

Draft 2021/2022 Operation Plan

Thank you for the opportunity to comment on Lithgow Council's 2021/2022 draft Operational Plan.

Overall, the Association is supportive of the Operational Plan. We recognise the financial and other constraints under which the Council operates and acknowledge that what we consider might be ideal may be difficult to achieve within the means available to the Council.

We also recognise that the Lithgow area is facing unprecedented challenges arising from the transition away from fossil fuels which have provided the mainstay of the area's economy for over 100 years. It is in the national interest that this transition, which we recognise is driven by global policies and imperatives, occurs in a manner that best places the local population to evolve and prosper. We also believe that it is beholden on the Federal and State governments to support that transition with financial assistance.

For many of the reasons set out in *A Case for Economic Change*, the *Lithgow Regional Economic Development Strategy 2018-2022,* the *Lithgow 2040 Local Strategic Planning Statement*, as well as other plans and strategies, the Association strongly believes that the Lithgow area has the potential to thrive economically with strong, vibrant communities in the years ahead. This optimism is founded on the area's geographic proximity to western Sydney, its rail, road and power infrastructure, its abundant natural beauty, and its relative affordability in comparison with Sydney.

While the Operational Plan is focused on how the Council allocates its resources, the Council's most significant impact will likely be in the plans it creates to foster economic development in a manner that preserves the assets that will make the area a treasure for generations to come, and how it chooses to administer those plans through a long-term

vision and wise stewardship. These are matters that do not directly depend on the state of the Council's coffers.

Key priorities for the Wolgan Valley

Before addressing specific matters in the Operation Plan, we would like to reiterate the Association's three key priorities:

1. **Improvement of telephone communications to the Wolgan.** While this is largely a matter for the Federal Government and communications providers, we are grateful for Council's support to date in advocating for the provision of a mobile service to the Valley. We ask that Council continues to prioritise this lobbying effort as an important matter of public safety.

2. **The state of Wolgan Road from the top of the Gap to the Valley floor**. We are grateful that Council has secured grant funding to assess the options for ensuring that access is available to the Valley in all conditions. At present the road is deteriorating and the Association's members are concerned at the risk of a major failure from a landslip. Were this to occur, the costs of re-establishing access would not only be extraordinarily high, but effective access to the Valley could be shut off for many months, if not longer. While the road is in place, there is an opportunity to undertake shoring works or the establishment of an alternative route that would be lost if the existing road fails. This is a matter of very significant priority.

3. **A review of the planning controls for the Wolgan to better align them with the Council's strategic plans**. The Wolgan is one of Australia's most scenic valleys and, like the Capertee, has the potential to draw a significant number of visitors to the area for multi-day trips. This potential is recognised in several of Lithgow's more recent strategic planning documents, as well as the earlier *Destination Management Plan – A Tourism Strategy for Lithgow*. Equally, the size of landholdings and the poor quality of its soils has limited its value for viable primary production. Yet the existing LEP which zones the private land in the Valley either RU1 – Primary Production or RU2-Rural Landscape, is currently out of step with the strategic plans. It prohibits, for example, tourist cabins, cafes and restaurants, and, in the case of RU2 land, outdoor recreation and education facilities. At the same time, open cut mines, extractive industries and heavy industrial storage facilities are permitted on one side of Wolgan Road but not the other. Similarly, one side can have a school and the other side an art gallery, but not vice versa.

   The Association is keen to further discuss with Council options for amendments to the LEP, and the development of a complementary DCP, that would better reflect the nature-based vision which landholders have for the Wolgan and which also aligns with the Council's own strategic planning. The draft Operational Plan notes that Council intends to review its LEP and a housekeeping LEP during the period of the plan (GL1.1.2). We hope that there is still an opportunity to suggest changes to the LEP before any proposal proceeds to gateway.

Specific comments on the Operational Plan

We have focussed our comments on the draft Operational Plan to those matters which are of greatest relevance to the Wolgan Valley, however we appreciate and support many of the

other important community initiatives which the Council is proposing to undertake in its plan. We have addressed matters in the order in which they appear in the draft plan.

CC1.1.1 **Local Indigenous and CALD communities supported**. The Association has a close relationship with Mingaan Wiradjuri and is pleased that Council has prioritised support for MW and the important work which it does, especially in cultural heritage protection in the area.

SE2.4 **Work with local businesses and industries to generate growth opportunities.** The Association supports each of the initiatives proposed but especially notes the importance of investing in the LEEP. Planning for the transition is a very high priority.

SE2 **Tourism.** The Operational Plan's approach to tourism is somewhat disappointing in that it appears to focus almost exclusively on directing resources to Lithgow based festivals and events such as LithGlow and Halloween. While these events are important for the community, they are likely to have limited value in drawing new visitors to the area.

The Association would have wished to see greater focus placed on updating the *Destination Management Plan* (DMP), especially as it relates to developing and protecting the LGA's outstanding natural assets. The current Plan was adopted in 2013 and listed the natural beauty of the area and the opportunities for nature-based tourism in 6 of the 11 tourism strengths of the region, including the first 3. The explosion of nature tourism, especially since the start of the pandemic, warrants careful and updated planning to prevent certain unregulated use of areas resulting in them being significantly degraded. Such planning and consequent regulation is likely to see a much greater economic return to the area while also preserving the natural assets for current and future generations.

The current misuse of some areas, especially by high impact 4WD and trail bike practices, will deter visitors and reflects poorly on the managers of public reserves and the LGA generally. In saying this, the Association supports the setting aside of some areas for 4WD challenges and serious motor-cross use, recognising that significant damage to those areas will result. At present, however, the unregulated misuse of sensitive areas and the conflict it creates with low impact users like family tourists, bushwalkers and mountain bikers makes swathes of the LGA, especially the State Forests, more like Mad Max than Yellowstone.

Destination NSW notes in its own DMP: *'Both the State and Federal Governments have identified a well-developed DMP as a key requirement for accessing future investment. The plan should support the work being proposed. This assures that the government knows that their investment is being used appropriately on projects that are well researched and for which there is an agreed need.*

From the perspective of Lithgow Council, the DMP could help it identify areas where greater collaboration is required in the LGA. An example relevant to the Valley is that the community identifies those interested in nature-based experiences such as bushwalking, rock climbing and canyoning as a target market. From a destination management planning perspective, the destination is a key location for nature-based experiences but is missing out

on overnight stays because there are no restaurants or cafes, and current planning controls presently prevent one being developed.

With a focus on marketing and tourism growth and not on sustainable destination management planning, the Wolgan risks being 'loved to death' because there are no measures in place to manage the expected visitation numbers that Lithgow Tourism is predicting, nor are there any plans for the construction of facilities and amenities that visitors come to expect when visiting a destination i.e. toilet facilities, a safe car park and viewing platform at Wolgan Gap. Since the State Government has a significant role to play in assisting to address these issues on account of the National Parks and State Forests within the LGA, an updated DMP would aid in making that case and facilitate a whole of LGA approach to the use of public lands. This is particularly so in light of the transition challenges facing the LGA.

SE2.1- 2 **Promote creative talents of the LGA and the rich cultural heritage.** The Association supports both initiatives. The first is vital to breathing new life into the town and surrounding areas and revitalising the image of the LGA. The second helps celebrate the area's very proud industrial history and its Aboriginal heritage Together they build a positive identity that will assist in keeping existing young families in the area and attracting other young people to settle here.

BE1.4.2 **Upgrade and maintain urban and rural roads to an acceptable standard in accordance with their level of traffic use.** We appreciate that Council has sourced $300,000 funding to study the options for securing the access into the Valley (GL1.1). This study, and the work which must necessarily flow from its findings, are critical to the people who live in and use the Wolgan.

Repairs to Wolgan Gap and sections of Wolgan Road that were impacted by the bushfires in 2019 then the floods in February 2020 have still not been identified or budgeted.

Nor, as far as we are aware, does Council have any data on current vehicle movements on Wolgan Road in the Valley. Prioritisation of works along Wolgan Road are based on assumed traffic movements or data from 2007-2008 as part of the upgrade of Wolgan Gap for the resort. The Association recommends that Council undertake a study of traffic movement along Wolgan Road. If numbers are significant, funding can be sought by Council through the Fixing Local Roads (Wolgan Road is a regional tourist road - Wolgan Valley Discovery Trail) program or budget allocation from Council.

$105,000 has been allocated to the resheeting of 1000 metres of unsealed Wolgan Road. The location of this work is unidentified and is subject to grant funding. There appears to be no other allocation to Wolgan Road.

BE1.2.2 **Develop and maintain street trees.** The planting and growth of larger street trees throughout the LGA will contribute significantly to the beauty of Lithgow and the towns and villages.

NE2.1.4 **Rebates for the replacement of coal heaters with cleaner heating alternatives.** This is an issue for the whole LGA and is important in re-positioning the image of Lithgow in a way that supports its economic transition and attracts new residents and businesses. Visitors to the area in winter are

commonly dismayed that coal is still burnt at home. Aside from being unhealthy and a public nuisance, in winter it reinforces Lithgow's old image in the minds of outsiders as a bleak and grimy industrial town akin to many in Wales or Northern England. Council should require the phasing out of such heaters in combination with the rebate.

NE2.2 **Control of noxious weeds on public lands.** The Association strongly supports this action but there does not appear to be a budget allocation to control noxious weeds along roadside verges. There has been prolific noxious weed growth along Wolgan Road in the wake of the bushfires, and the following rain. Council's *Roadside Vegetation Management Guidelines* identify sections of Wolgan Road as having high conservation value on account of the presence of threatened or critically endangered ecological communities such as the *persoonia marginate/ eucalyptus cannoii* or box-gum grassy woodland. The weeds pose a risk to these communities.

GL1.1.2 **Apply for funding to develop an Evacuation Plan for the Wolgan Valley.** The Association is grateful for this action and is delighted that funding has been secured. We are very keen to be closely involved in the studies that underpin the plan and the development of the Plan itself.

GL1.1.2 **Ensure our plans and strategies reflect how Council will respond to community needs.** The review of the LEP is an important matter in ensuring that the LGA is best placed to meet the challenges and opportunities of the transition. For reasons given above, the current planning controls for the Wolgan are not well aligned with other Council strategies or the desires of the residents and landholders. The Association and its members are very keen to contribute to the review of the LEP and to support Council in this task.

We have no comment to make on the draft 2021/ 2022 Fees and Charges.

If you have any queries in relation to any of our comments, we would be pleased to elaborate or clarify them.

Thank you again for the opportunity to comment on the draft Operational Plan and the Association looks forward to working with the Council over the coming year.

Yours sincerely,



Jayne Vought
President

Submission 11

From:
Sent: Saturday, 22 May 2021 2:48 PM
To: Lithgow City Council <council@lithgow.nsw.gov.au>
Subject: Submission to Draft 2021/22 Operational Plan and Draft 2021/22 Fees and Charges.

draft operational plan

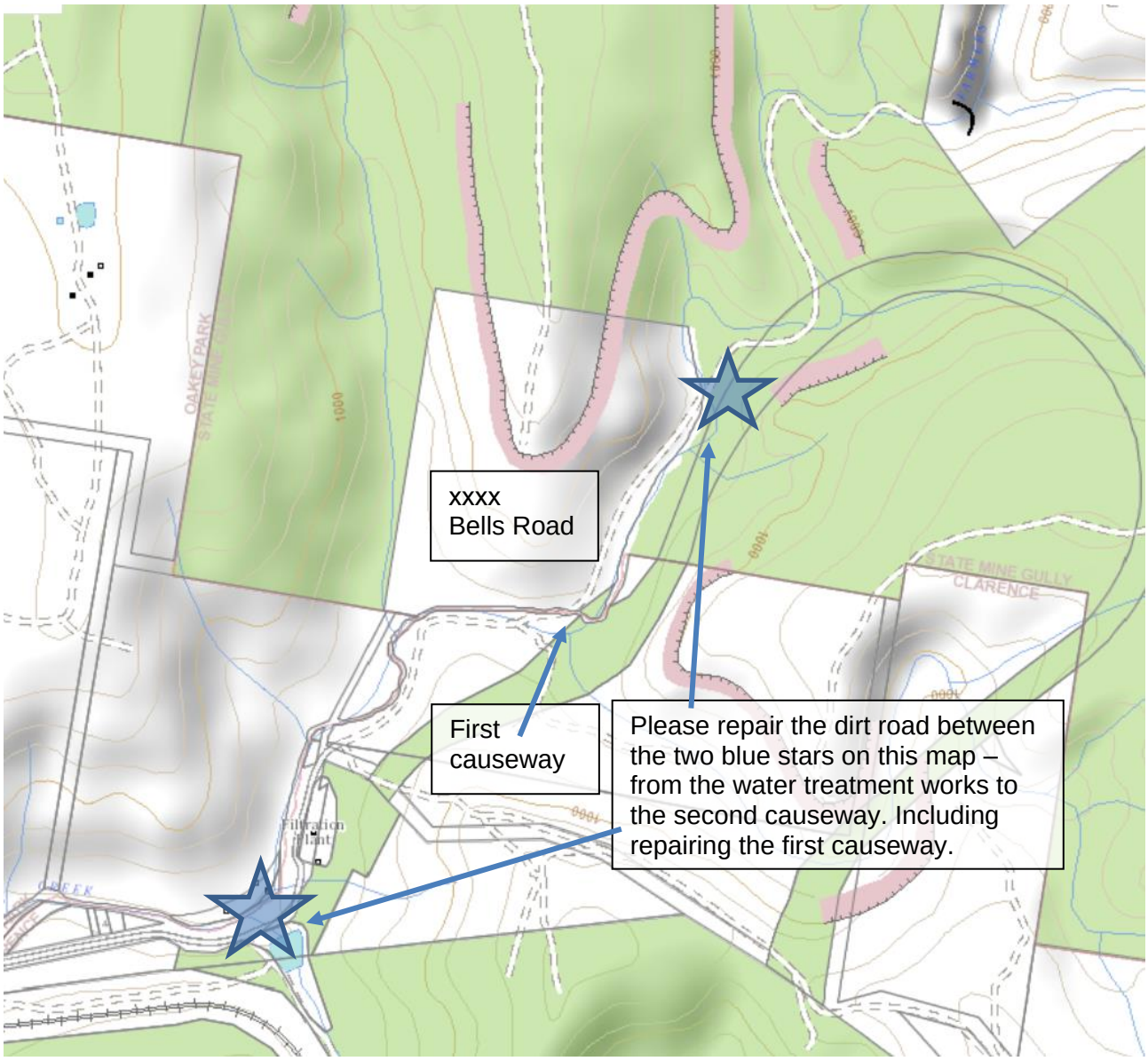
Please find submission attached, including a map and photographs, requesting that a section of Bells Road be repaired.

As the owners of xxxx Bells Road, State Mine Gully, we request that the section of Bells Road that leads to our property be repaired, including the first causeway. When we purchased the property over 20 years ago we could drive a 2WD vehicle all the way up to the old dam. We now have to leave our vehicles near the water treatment works and walk to the property. The dirt road, including the first causeway, have fallen into disrepair over the years and are no longer drivable. This is unsatisfactory. Please prioritise these works as soon as possible.

Submission to Lithgow City Council Draft Operational Plan 2021/22

As the owners of XXXX Bells Road, State Mine Gully, we request that the road that leads to our property be repaired, including the first causeway. When we purchased the property over 20 years ago we could drive a 2WD vehicle all the way up to the old dam. We now have to leave our vehicles near the water treatment works and walk to the property. The dirt road, including the first causeway, have fallen into disrepair over the years and are no longer drivable. This is unsatisfactory. Please prioritise these works as soon as possible.

See map below indicating the area of road that we request to have repaired. The following pages show photographs of how the road has fallen into disrepair over the years and is no longer accessible.


xxxx
Bells Road
First
causeway
Please repair the dirt road between the two blue stars on this map – from the water treatment works to the second causeway. Including repairing the first causeway.
OAKEY PARK
STATE MINE GULLY
CLARENCE
1000

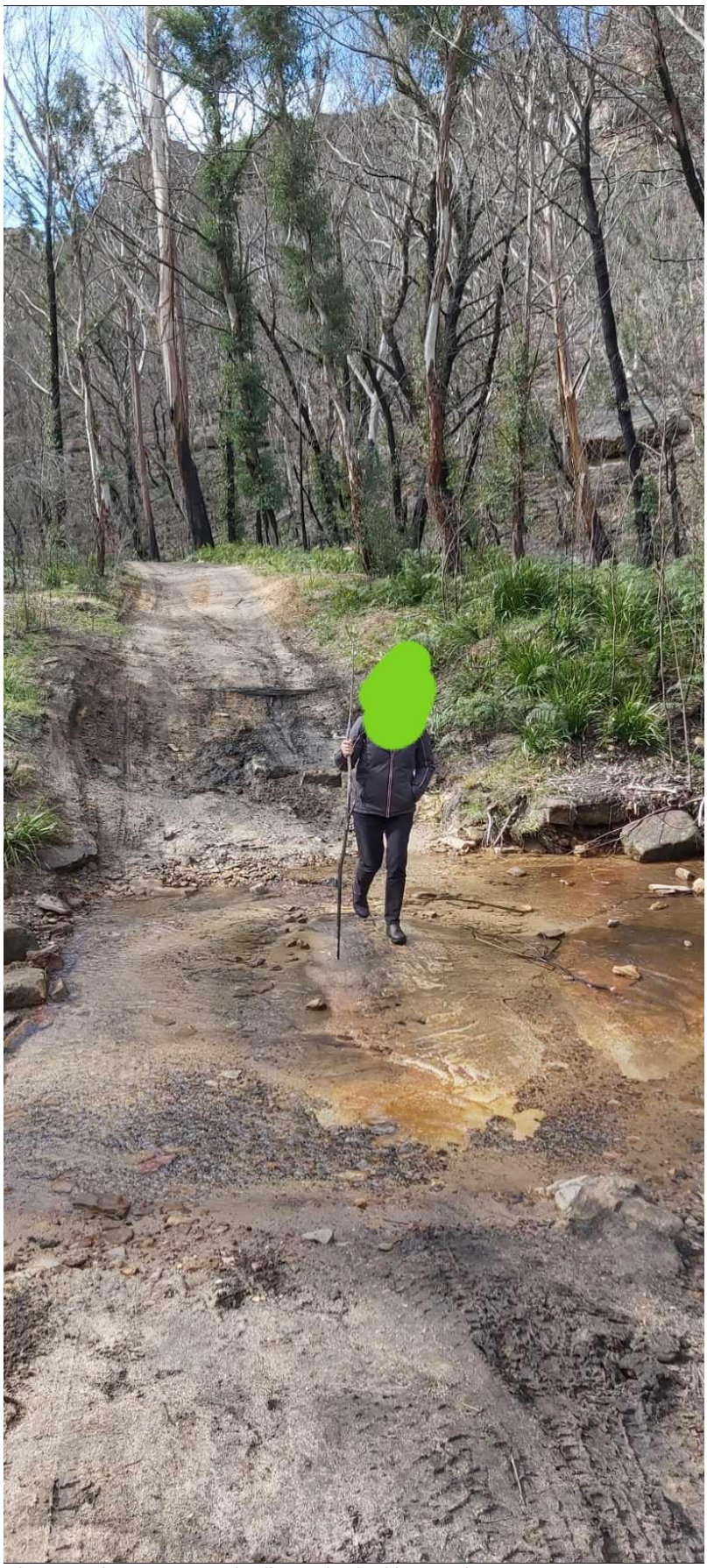


Figure 1 First causeway in disrepair - looking north



Figure 2 First causeway in disrepair - Looking south



Figure 3 Deep potholes just past the water treatment works



Figure 4 Deep pothole near the first big bend in the river after the water treatment works

25 May 2021

Dear Lithgow Council,

Submission to Lithgow Council: Draft 2021/22 Operational Plan and Draft 2021/22

I would like to thank Lithgow Council for the opportunity to provide a submission to this Operation Plan 2021/22. This submission relates to the potential opportunities Lithgow have to develop an agritourism industry which have the capability to generate interest, investment and employment within the Lithgow Council satellite areas.

My husband and I are Primary Producers in the in the Capertee Valley. As your aware farming is becoming increasingly challenging with Climate variability increasing in extremes causing prolonged drought, floods and Fires.

As a farmer with agricultural enterprises spread across several Local Council areas, could I suggest Lithgow Councils LEP RU1 rules hinder agribusiness adaption, expansion and vertical integration.

Firstly, through an inability to attract customers to a farm shop to sell produce directly to customers. As your aware we are able to apply to do this at a very limited capacity Under the current RU1. However, the products we would be allowed to offer do not attract tourists to go out of their way to purchase from us and restricts the number of employees we are able to employ limits a businesses ability to grow – not to mention a localities ability to grow a micro industry or community work force.

Secondly, the RU1 greatly restricts a farming business from developing vertically integrated products. The best example I could give is my current conundrum. I would like to open a farm shop to sell the meat we produce as both a butchered product and as a finished product in a cafe located on our farm. This shop could not only sell locally produced foods and attract tourists to out Lithgow Council area it would also allow our family to make a money during a drought.

I would like to as Lithgow Council to allocate funds in the 2021/22 operations budget to alter, add or amend the current LEP RU1 adopt the NSW Governments - Agritourism and small-scale agriculture planning reforms.

https://shared-drupal-s3fs.s3-ap-southeast-2.amazonaws.com/master-test/fapub_pdf/FAQs+agritourism+and+small-scale+agriculture.pdf

I would like propose Lithgow Council use monies set out in the LEEP to assist with this transition process. I believe the process of altering Lithgow's current LEP RU1 to include the recommendations set out the NSW Governments agritourism reforms will provide great financial benefit to Lithgow's economic development. If necessary additional monies should

be allocated specifically for this potentially lucrative opportunity.

ECONOMIC DEVELOPMENT PROGRAM INCOME AND EXPENDITURE 2021-2022		
Project	Project Costs $	Funded from Grants $
Lithgow Evolving Economy Plan (LEEP) The Lithgow Evolving Economy Plan (LEEP) involves making the necessary preparations for the transition of the Lithgow Economy from one based on coal and electricity generation to other, yet to be determined, business and industry sectors. The first stage of the project will involve a partnership with the NSW State Government (Department of Regional NSW) involving the engagement of an expert consultancy with support from a reference group to formulate an action plan.	250,000	(250,000)



Submission 8

draft operational plan	Please see attached document. Council needs to take more responsibility for the whole LGA and not just assume good will and band aid solutions will get you somewhere. The fact that most if not all of the smaller villages in the LGA are having to fund raise and support their own beautification etc suggests that there is an unequal distribution of resources within the LGA. We have an opportunity to really sell ourselves as an excellent place to live - given COVID has made working from home a long term proposition. However Council needs to make Lithgow appealing for everyone wherever they live within the LGA, not just those who live within visual distance of the council chambers.

Comments Re Draft Operational Plan in Relation to Rydal Village

Lithgow City Council 2021-22

Current Status of Issues as outlined by 2020-21 Operational Plan

Issue	Date Noted By Council	Status	Comment
Directional signage be erected at the right turn from Old Western Road to Pike's Lane indicating the turn to the Great Western Highway as part of the reconstruction and reseal of Old Western Road from Pikes Lane to the Rydal township	27 July 2020 Part of Resolution 20-176	Not Done	Job Incomplete – despite media reporting otherwise.
Handrails and supporting beams on the Footbridge over Solitaire Creek, Quarry Street, Rydal be replaced under the 2020/21 Timber Bridge Repair Program.	27 July 2020 Part of Resolution 20-176	Operational Plan 2021-22 has this noted as Rydal Footbridge - Inspection of substructure and replacement of handrails	2021-22 Status is not the same as 2020-21 status – from a safety point of view both handrails and supporting beams should be replaced.

Issues which are Missing/Not Incorporated in the 2021-22 Operational Plan

Issue	Significance	Proposed Solution
Signage on the Eastern Side of the Village	Both Market and Quarry St have street frontage on both sides of the train line but no way for people to differentiate which side they need to be unless told prior. This has implications for Emergency services.	Directional sign at the Start of Railways street with Signage showing this is the way to these numbers of Market and Quarry Street, as well as Charles Street and Coach Road.
Road Renewal	The quality and implementation of the road renewal in the area has been atrocious. Less than a year since the last major grading of the dirt roads in Rydal they are back to, or worse than prior to the renewal. A combination of inappropriate base (very clay like, which caused major grip problems), and the lack of addressing the underlying cause (bad drainage) has led once again to problems.	Investigate drainage issues, fix them with a long-term solution (formed verges and directed run off), and utilise appropriate and long-term methods for road renewal (Tarred or well-formed graded dirt with appropriate camber). Also, investigate individuals who may be contributing to the road problem by diverting water flow inappropriately.
Country Verges	The maintenance of the verges along many of the dirt roads within the village is non-existent. This causes hazards for vehicles turning out from both Coach Road, and the Eastern end of Market St. For those unfamiliar with Charles St it can pose a hazard for giving way to oncoming traffic as the drop off is not obvious on the left hand side. The lack of maintenance also compounds the drainage problems and thus the road degradation problems in this area.	A regular maintenance team to whipper snipper the verges at least quarterly, or more regularly in the growing season.
Toilets	While the toilets have been approved, the location is not appropriate for the village and no consultation was undertaken.	Consult with the village to find an appropriate and mutually agreeable spot which does not impinge on the heritage overlay or the usage of Greg Featherstone Park for events such as Daffodils, Biggest Morning Tea, Australia Day etc.

Submission 12

From: Sent: Tuesday, 25 May 2021 4:29 PM
To: Lithgow City Council <council@lithgow.nsw.gov.au>
Subject: Submission to Draft 2021/22 Operational Plan and Draft 2021/22 Fees and Charges.

Comments on draft operational plan	2021-22 We have not asked for much in Rydal over the last 20 years. Just public toilets maybe. But when we do get something done, it would be economic to do the job properly so the maintenance team don't have to repeat their efforts every year. Roads – last year July unsealed roads poorly done – any money left over from funding/grant for drainage to be done professionally by a civil engineer. Not the effort the chap with the digger did on Market Street towards the showground. He just created a moving mass of gravel which spilled into the park and onto the footpaths. Photo attached of the park path covered in gravel. Photo Market Street West, Coach Road drainage Road sign. Please may we have a sign at the junction of Railway Street and Old Western Road indicating TO – Market Street 5-11, Charles Street, Quarry Road and Coach Road. Also a Coach Road sign where new Chapel House sign is (photo) and Quarry Road identifier. At the moment the Railway Street sign is not visible from either direction. Couriers cannot find any houses up there on their own. Emergency vehicles…. The same? Hope we don't find out. Photos x 2 of current ineffective Railway Street sign both directions. New Chapel House sign visible. Road sign at Pike's Lane intersection indicating sharp right turn to the highway. This STILL HAS NOT BEEN DONE, although approved last year. Cemetery - thank you for mending the pickets on the fence. However, it would have been nice if the repair team hadn't just strewn the temporary tape over the ground instead of binning it. 2 photos below of before and after.
Upload supporting files	https://council.lithgow.com/wp-content/uploads/formidable/44/approach-to-railway-street-from-the-village-1-scaled.jpg https://council.lithgow.com/wp-content/uploads/formidable/44/approach-to-railway-street-from-Bathurst-scaled.jpg

https://council.lithgow.com/wp-content/uploads/formidable/44/park-path-near-drain-scaled.jpg

https://council.lithgow.com/wp-content/uploads/formidable/44/20210520_103002-scaled.jpg

https://council.lithgow.com/wp-content/uploads/formidable/44/temporary-repair-last-august-scaled.jpg

https://council.lithgow.com/wp-content/uploads/formidable/44/after-picket-repair-scaled.jpg













Submission 14

From: Sent: Tuesday, 25 May 2021 9:32 PM
To: Lithgow City Council <council@lithgow.nsw.gov.au>
Subject: DRAFT OPERATIONSL PLAN 2021/22

I wish to submit some comments in relaltion to the Draft Operational Plan 2021/22.

Many thanks for the opportunity to comment and trust that my comments will be given full and favourable consideration.

Many thanks for your assistance in this matter.

Yours Faithfully

ROADS AND INFRASTRUCTURE

- Disappointed to note that there is only one road project for Portland
- Would like to see an extension of the wonderful footpath into East Portland from Russell Street to Thompson as the next stage, construction should also include discussions with the Rail and Track Corporation to provide a suitable pedestrian crossin over the Mudgee Lline to link with same.
- There are sections of Portland Cemetery requiring walkways, particularly the No.1 Catholic Portion.

OUR BUILT ENVIRONMENT BLENDS WITH NATURAL AND CULTURAL ENVIRONMENT.

- Would like to see a project for upgrading the Grandstand at Kremer Park Portland. It is an important part of the Park and requires major structural, safety and appearance improvements.
- Installation of CTV Cameras would be an improvement and protect the towns buildings and facilities

TOURISM

- It would be benefical to promote tourism more extensively in the Village Areas.

YOUTH

- Put more emphasis on Youth Programmes outside of the Lithgow City Area.