

All Correspondence to:  
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GREATER HUME SHIRE COUNCIL  
P.O. BOX 99  
HOLBROOK NSW 2644

To Whom It May Concern:,

Re: Proposed Feasibility Study, Concept Design and Business Plan for a Heritage Railway, Holbrook-Culcairn, New South Wales.

We visionaries would like to bring the following submission to your immediate attention:

### **1. Preliminary Comments**

It has come to our attention there has been a substantial deterioration in the former Culcairn to Holbrook railway since rail traffic was withdrawn. However, what remains today can be utilised as a foundation for the reinstatement of the railway for the purpose of a Heritage Tourist Railway which is achievable. We therefore submit the following in the interim

### **2. Main Text**

We wish to bring to your awareness this draft proposal, together with an expression of interest which has been established, for the use of the existing railway line between Holbrook and Culcairn for the purpose of a tourist railway encompassing the heritage aspect of that branch line as well as factoring in its preservation and conservation .(Holbrook being the town situated on the end of the branch line which was connected to the Main South Line at Culcairn.). The vision of a heritage tourist railway could arguably be an iconic tourist attraction for Holbrook, Culcairn, and the entire Greater Hume Shire region.

The vision of a feasibility study is a challenging, ambitious, and exciting one that will define a point of difference in the Greater Hume Shire's tourist attraction offerings as well as stimulating the regional economy through increased tourism; which, in turn, would open a window of opportunity for local people and businesses to be involved with the railway.

The belief is that a heritage tourist railway will ensure the preservation of the important aspect of the railway, a form of transport which augmented the development of the towns along the railway line: Morven, Fellow Hills, Ralvona and Holbrook.

Further to the above, the formation of the former railway (including the Holbrook railway precinct) is a Heritage site and it must be recognised that it be utilised for the purposes of a Heritage Railway per se, with the railway opening to Germanton (Holbrook) 1902.

We are fortunate in that the Culcairn to Holbrook railway line is not "closed". It requires an Act of Parliament to close a railway line. A search has revealed this has not taken place to date. The line is currently "out of use."

**TRANSPORT ADMINISTRATION ACT 1988 - SECT 99A**  
**Closure and disposal of railway lines**

**99A Closure and disposal of railway lines**

(1) A rail infrastructure owner must not, unless authorised by an Act of Parliament, close a railway line.

(2) For the purposes of this section, a railway line is closed if the land concerned is sold or otherwise disposed of or the railway tracks and other works concerned are removed.

(3) For the purposes of this section, a railway line is not closed merely because a rail infrastructure owner has entered into an ARTC arrangement or a lease or other arrangement in respect of it pursuant to an agreement entered into by the Commonwealth and the State.

We visionaries receive no government funding. Therefore, we are not in a financial position to commission a comprehensive feasibility study, for this proposal. Nevertheless, we have made use of various statistics, surveys, independent studies, factual information, publicly available information and our own observations to formulate such a proposal.

A Feasibility Study will achieve the following objectives:

- (i) through close consultation with community and potential regional stakeholders, create a shared vision for the future development of a Heritage Tourist Railway that reflects the community, and the entire region's needs and aspirations. This will include:
  - a detailed assessment of the needs, benefits and support for the Heritage Tourist Railway,
  - an understanding of the needs, values and vision of the community, gathered through desktop research and consultation with the community groups together with potential industry stakeholders;
- (ii) address planning, environmental and reconstruction constraints for the development of the Heritage Tourist Railway in an integrated manner;
- (iii) identify strategies for the funding of the proposed Heritage Tourist Railway;
- (iv) provide sufficient information and financial plans to enable an informed decision to be made on the proposal;
- (v) the Heritage Tourist Railway is a key strategy for increasing tourism throughout the Greater Hume region.

**EMPLOYMENT:** A key benefit as far as involvement is concerned, which cannot be overlooked is: the number of people who will be required to run and maintain a fully operational volunteer Tourist Railway, e.g. drivers, guards, conductors, station staff roster clerks, track, locomotive, rolling stock maintenance and administration.

It must be remembered too, that the reinstatement of the Railway would also be a fitting epitaph with honor, to the people who were associated with the planning,

construction and the operation of the former branch line. The politicians of the day, the workers who toiled on the construction of the permanent way with their picks and shovels, as well as their horses and scoops, carving out the formation and the establishment of the infrastructure. The tradesmen, whose skills built the stations and associated buildings some of which have now since gone, not to mention the drivers, firemen and guards, station masters and their staff, gangers and so on, whose job it was to maintain the running and efficiency of the branch line.

Tourist railways play an important role in the tourism market throughout the world. In Victoria the visionaries brought about the creation of a number of tourist railways, the most notable being the Puffing Billy Railway. It was the vision of one man who persuaded the then Victorian Railways not to scrap the narrow gauge railway once it was closed. From the time it ran between Upper Ferntree Gully and Belgrave (now part of the suburban rail network as an electrified broad gauge line) it has proved successful having expanded its operations from Belgrave right through to Gembrook.

The vision is there for a potentially successful Heritage Tourist Railway for New South Wales's Holbrook Region which, subject to a feasibility study, could become another notable tourist icon as well as the submarine and its environs.

Today, the Holbrook railway precinct retains a number of heritage features, those being: associated track work, the bagged wheat storage shedding, the goods shed, derrick crane, station platform, stock yard loading platform, loading bank, weighbridge and grain silos.

#### Why conserve?

Places of cultural significance enrich people's lives, often providing a deep and inspirational sense of connection to community and landscape, to the past and to lived experience. They are historical records, that are important expressions of Australian identity and experience. Places of cultural significance reflect the diversity of our communities, telling us about who we are and the past that has formed us and the Australian landscape. They are irreplaceable and precious.

These places of cultural significance must be conserved for present and future generations in accordance with the principle of inter-generational equity.

The Burra Charter advocates a cautious approach to change; do as much as necessary to care for the place and make it useable, but otherwise change it a little as possible so that its cultural significance is retained.

The Burra Charter.(The Australian ICOMOS Charter for Places of Cultural Significance, 2013).for further references and definitions.

Visitors could ride the Miniature train in Holbrook on its running days then travel on the Heritage Tourist railway to Culcairn and enjoy the visitor experience which this town has to offer as well as Holbrook itself. Also of importance is the number of other tourist attractions within the region, such as the historical township of Henty.

Observations have been made at Holbrook (in particular the submarine complex) and Culcairn (Olympic Highway) in relation to visitation. Although no actual statistics were recorded, visual indications were that there was quite a substantial number of visitors at the submarine complex and the aspect in that the railway is closely tucked in behind the café is advantageous. Appropriate signage would direct potential visitors to the Heritage Tourist Railway at Holbrook and also capture would be travellers at the Culcairn end of the line. Further to, it is envisaged the railway would be promoted on both the Culcairn and Holbrook websites and visitor literature.

### 3. Tourism

Tourism makes an important and sizable contribution to New South Wales economy. Tourism is part of everyone's business and that is why it is such an important industry for New South Wales.

According to the Destination New South Wales website:

"Innovative tourism operators secure funding

The NSW Government will invest nearly \$3 million in seven regional tourism businesses across the State, Minister for Regional Tourism John Barilaro announced today.

20 January 2015

'Regional tourism makes a significant contribution to the NSW economy. Last year more than 50 million international and domestic overnight and day trip visitors to Regional NSW, spent close to \$13.3 billion,' Mr Barilaro said.

'The NSW Government is supporting and growing the tourism industry through investing in marketing, promotion, and product development for regional tourism businesses.

'The funding is part of a record \$21.6 million commitment to the Regional Visitor Economy Fund (RVEF) program over three years, an increase of over \$6 million on previous funding.

'The RVEF helps to grow local economies across Regional NSW and contribute to the NSW Government's goal of doubling overnight visitor expenditure by 2020.

'Tourism and travel employs 158, 000 people, which directly accounts for 1 in every 23 jobs in NSW and over half of the international visitors to Australia are coming to destinations within NSW.

'The investment will be shared right across NSW, including Port Stephens, Coffs Harbour, Dubbo, the Snowy Mountains and the Central and South Coast.

'The successful applications show the wide range of experiences that will be on offer for travellers to regional NSW.

'From eco-friendly cabins to waterparks, regional tourism businesses are innovating and expanding, which will help attract tourists of all ages and interests to boost local economies.'

For more information on the RVEF visit [destinationnsw.com.au/rvef](http://destinationnsw.com.au/rvef)

[Download a PDF version of this media release \(PDF 119kb\)](#)

#### 4. Objectives:

For consideration of the appointed consultants carrying out the feasibility study, concept design and business plan, the following objectives require addressing:

- (i) To plan, fund, and operate a Heritage Tourist Railway on the railway route between Holbrook to Culcairn.
- (ii) Acquire by agreement, lease or purchase such lands as are required to allow the operation of the railway route between Holbrook and Culcairn any other such lands as will further the objectives of the Heritage Tourist Railway;
- (iii) Acquire by agreement, lease or purchase such items of railway rolling stock, tools, materials and equipment to facilitate the operation of the Heritage Tourist Railway;
- (iv) Raise funds for and facilitate the conservation and protection of the railway route and heritage structures and features thereon;
- (v) To plan, fund and reconstruct appropriate buildings, structures, infrastructure and facilities to facilitate the maintenance, and operation of the Heritage Tourist Railway;
- (vi) To arrange interpretative displays for the public, to promote knowledge and education concerning heritage railways, in particular the Holbrook-Culcairn branch line, also the historic factors that led to its creation and awareness of the personalities involved;
- (vii) Facilitate research, discussion, education and interchange of information on topics related to the railway line and its environs.

#### 5. Conclusion

The existing railway is a *heritage place at risk*. The '*place*' has outstanding heritage value to the nation because of the place's past special association with the region and the community groups within, by providing both a direct and rapid nexus to the outside world through passenger and goods carriage by rail and (besides the local hotel, and church) a centre of their life's activities.

It is noteworthy from the Media Release put out by the National Trust March 2009, whereby the Chairman of the Council of National Trusts, Dr. Graeme L. Blackman, speaking on behalf of all eight National Trust organisations and their 80,000 members today (March 2009) invited nominations to its, 'Our Heritage at Risk' program.

Dr Blackman warned Australians of the many risks their heritage is facing. He said:

*"Throughout the country important heritage is in danger of being lost to future generations of Australians..."*

*"By raising awareness of the value of and the risks to our heritage, we hope to avert some of these losses for the benefit of all."*

*"Our heritage is important in understanding our past and who we are," said Dr Blackman.*

*"Sites of national, state and local heritage significance, such as Coorong and Lower Lakes and historic suburbs such as Ku-ring-gai, Sydney and important heritage collections are at risk of demolition, deterioration, damage, devaluation or disposal. Much important heritage, particularly around Marysville has been destroyed by the recent devastating Victorian bushfires."*

A feasibility study will determine whether a Heritage Tourist Railway, once operational, will stimulate visitation numbers and tourism growth in the Holbrook -Culcairn corridor of the Greater Hume Shire region.

Importantly, we must not lose sight of the need to recognise that heritage has become a major part of tourism in many regions of Australia. In this case, it is a factor that is focused on the Greater Hume Region.

From, [http://www.heritage.nsw.gov.au/06\\_index.htm](http://www.heritage.nsw.gov.au/06_index.htm) : *"Heritage consists of those places and objects that we have inherited from the past and want to hand on to future generations. Our heritage gives us a sense of living history and provides a physical link to the work and way of life of earlier generations. It enriches our lives and helps us to understand who we are today".*

In the interim, can it be suggested that until the formalities for the feasibility study have been established:

- A request be forwarded to the relevant rail body to retain the existing railway and the current infrastructure (Culcairn-Holbrook) for the purposes of a Heritage Tourist Railway i.e. zoned for "railway purposes."
- The Greater Hume Shire Council communicate through the appropriate channels i.e. by providing a grant for a feasibility study, concept design and business plan

Having researched funding for a feasibility study of the proposed Heritage Tourist Railway, it would appear The Greater Hume Shire Council could be eligible for a grant under the TIRF Grants scheme <http://www.ret.gov.au/tourism/business/tirf/Pages/index.aspx>

The following is an example of how a concept design and business plan became forthcoming for the High Country Rail Trail following a feasibility study

1.1 In the October, 2004 edition of **NEWSRAIL** - a periodical magazine dedicated to the Australian railways scene, under the heading of 'PRESERVATION', it observed the following:

#### **ALEXANDRA RAIL TRAIL**

On Mon 23/08, the Federal Member for McEwan, Ms Fran Bailey, announced that the Federal Government had granted \$49,500 towards the development of a Rail Trail between Tallarook and Alexandra.

The funding will be used to engage a consultant to formulate and develop a concept design and business plan for the trail.

The Mitchell, Murrindindi and Mansfield shire councils are also contributing \$15,000 each towards this work in addition to the Federal grant.

Mitchell Shire mayor Cr Sue Marstaeller, said: "The development of the trail has the potential to connect the prime tourism destinations of Tallarook, Yea, Molesworth, Alexandra and Mansfield."

"This will offer great opportunities to establish new tourism products, which will ultimately benefit all three regions."

And, further to, the heritage aspect of the railway could be augmented by mass plantings of indigenous trees and such vegetation inside the railway reserve. Such projects may possibly be funded and worked through the Landcare programs. Effective planting strategies can increase biodiversity by allowing for controlled regeneration, particular of indigenous species. They may provide carbon-offsetting benefits.

## HOLBROOK'S RAILWAY

"Like most branch lines the Holbrook (or as it was known Germanton) line had a vague start in life.

The first survey of such a line was made in 1883 and it was recorded that from that day onwards the proposal of construction of the line had frequently been brought under the notice of the Department of Public Works, by either deputations from the residents of the districts concerned, or by other means.

In 1891, at the insistence of Mr. Secretary Bruce Smith the proposal was subject to a thorough investigation by Mr. Stanley Alexander, one of the Examiners of Public Works proposals. However, Mr. Alexander was not impressed and gave his opinion that construction of the line would not, within a "long time", produce an appreciable effect upon the pastoral or farming industries of the district. He added that traffic obtained from the carriage of stores and general goods would be extremely limited.

Representation continued to be made to the Department of Public Works, urging construction of the line and in 1898 a further examination of the route was made by Mr. C. McD. Stuart, of the construction Branch. The section to Germanton would be the first section in a proposed line from Culcairn to the Upper Murray. Mr. Stuart in his report, favoured the construction of a railway Culcairn to Germanton, but was against any extension of the line beyond Germanton itself.

At the request of the Cokardinia Progress Committee, an exploration was made by Mr. Stuart in 1897 of a line from Henty to Germanton as an alternative to that from Culcairn. This survey showed that this alternative proposal, with no engineering difficulties, was not likely to cost any more per mile than that from Culcairn, but it would be more expensive on the aggregate, being ten miles longer. The line from Henty did not present any special advantages over the original proposal and the population to be served on the alternative line was no greater than the one proposed from Culcairn.

In the final years of the 1890's a very considerable development had taken place in the Germanton District. The country within the bounds of the proposed line was almost entirely alienated and consisted of purely pastoral properties. And in these better years a large area had been developed to wheat growing, on the half share principal.

This wheat growing reflected in the number of bags received at Culcairn Railway Station in the 1889-99 grain season. Of the 115,000 bags received 90,000 came from the Germanton district. (Up to March 1900, 50,000 had been received of which 37,000 came from the area to be served by the proposed line.)"

## CONSTRUCTION

"On 2<sup>nd</sup> July 1901 the *Banner* reported that it was expected that "this week" construction would start on the line. For several months men had been arriving at Culcairn to try and get work on the line.

The *Banner* in its issue of 2<sup>nd</sup> August 1901 recorded that work was now in full swing on the line's construction and goes "on apace". Earthwork was nearly completed to three miles out from Culcairn, it being light due to the level ground.

Some of the timber was on the ground for the bridge across Billabong, but this part of the work likely to be delayed for some time.

The 23<sup>rd</sup> August edition recorded that the advance line clearers were within a couple of miles of Germanton and by this time "this paper is in print" they would have completed the clearing to the terminus. Ploughman were also five to six miles out of Germanton, so the body of men necessary to lay rails would be at work within a few days.

It was earnestly hoped the line would be ready for the next wheat harvest.

On 9<sup>th</sup> May 1902 the *Banner* reported the railway was completed to within a few miles of Germanton and it was hoped it would be ready by the beginning of June. An ample water supply had been struck close by the goods shed and it was stated that it was only six and a half feet from the surface. Mr. John Stevens, on whose land the well stands, was to be compensated.

The Public Works in their report of 30<sup>th</sup> June 1902 commented that the earthworks had been finished and the bridges and small openings were nearly complete, the largest bridge over Billabong Creek comprised 11 x 24 foot timber openings, Mountain Creek had 5 x 24 foot timber openings, Willow Creek had 4 x 24 foot timber openings and Ten Mile Creek had 8 x 24 foot openings.

A contract was let on 4<sup>th</sup> February 1902 to J. Allibone for the erection of station buildings at Morven, Caraboble (Fellow Hills), Raivona and Germanton, and works were in progress. The rails were reported to have been laid to Germanton and the Construction Branch had been hauling goods traffic for some weeks. Sixty pound T rails had been laid on round sleepers, 2,464 to the mile, and earth ballast had been used except in station yards and at bridge ends, where stone ballast had been used. This report now varied the sharpest curves to that of thirty chains. Expenditure to date was listed at £43,278.3.8.

## OFFICIAL OPENING

On Thursday 18<sup>th</sup> September 1902 the Official Opening by His Excellency, the State Governor, Sir Harry Rawson took place at midday.

After the line had been declared open, the Vice Regal party were driven to the showground where the Governor, in a few well chosen words opened the Show. The Vice Regal party were entertained at a luncheon in a large marquee, "tastefully laid out and decorated with flowers". The chair was occupied by Mr. Alexander Ross MLC and the party consisted of Sir William Lyne, G.R. McLaurin MLA, R Donaldson MLA, Hon E.W. O'Sullivan, T.H. Griffith MLA as well as the Governor and his wife.

## DESCRIPTION OF THE LINE

The line climbs steadily from the junction at Culcairn (370 miles 78 chains) at 713 feet above sea level, leaving the main line on a 12 chain curve (the mileages given are as per the 1967 working time table and may vary from earlier years)

The terminus of Germanton, later Holbrook was at 387 miles 19 chains ( 858 feet-623.194km.), the

dead end being at 387 miles 59 chains. The passenger platform was located at the Culcairn end of the yard, on the UP side, whilst the stock yards were located near the dead end, on stock siding. The name was altered on the 27<sup>th</sup> September 1915.

Both a loading bank and a wool bank were built, the former being on a loop siding and the latter on an adjacent siding.

A loop line was built opposite the passenger platform for run-around purposes and a turntable siding ran off this loop, the turntable being of 50 feet. The crossing loop was 726 feet long.

A coal stage was provided and a nine inch column was available to water locomotives.

Although the Engineer's estimate for the line included an engine and carriage shed, neither of these appear to have been built at Holbrook. However, as there were engine and carriage sheds at Culcairn there was probably no good reason to erect these sheds at Holbrook as they would have had little use.

On 27<sup>th</sup> December 1904 provision was made for a grain shed, at £1,095 and a grain siding at £135. Allowance was made on the 11<sup>th</sup> May 1911 for the Freezing Company siding.

Silos with a capacity of 4,100 tonnes were built in 1924 and added to until 1955.

As the line rises only 145 feet in its entire length it could be classed a level and no "grades" encountered were less than 1 in 132.

As the line was unfenced, train speeds were restricted to 20 mph in daylight hours and 15 mph at night in the early days of train working. Later daylight speeds were increased 30 mph. The telegraph line was erected at a cost of £260 on the 30<sup>th</sup> March 1908. The turntable siding, loco siding and loop siding were put out of use on 29<sup>th</sup> July 1963.

## CLOSURE

Like many country lines patronage fell with the increased use of motor vehicles and greatly improved roads.

The final blow came on the 12<sup>th</sup> October 1970 when the passenger service to Holbrook was discontinued. The 'Spirit of Progress', which departed Sydney 8.10 pm on Sunday night, made the last connection with the train to Holbrook.

At 6.00 am the goods train, with passenger accommodation left Culcairn, arriving at Holbrook 6.52 am. It returned the same day, departing 8.00 am, and arriving back at Culcairn at 8.57 am. This made connection with the Up 'Riverina Express' to Sydney and Holbrook's railway passenger service was no more.

A special train ran on the line in November 1977, with stock for Coonamble. Another movement occurred on 7<sup>th</sup> March 1978 when 48123 hauled two empty BSV and seven loaded BSV sheep wagons together with four loaded BCW cattle wagons and a brake van, destined for Nyngan. Both of these special stock trains were run on behalf of Dalgety's.

As from May 1978 only special trains ran on the line and even then they were restricted to a very sedate speed of about 10 km per hour, the bridge from Holbrook being traversed at a very low speed indeed.

Temporary fences were noted across the line in October 1978 and a notice on the goods shed indicated that any freight would be handled by a local trucking firm.

Observation of this line in October 1983 indicates that it has not had recent use, probably because of

the wooden bridge near the junction at Culcairn. A look over the rail revealed that at least some of the track appears to be original as sections bore the stamp of "Barrow Steel 1900"-the sections were approximately 35 feet in length.

The Holbrook Shire Council were hopeful of opening the line as a tourist attraction using a steam locomotive to haul passengers to and fro. The economics involved and the continual maintenance of this line may not make this a reality, but let us hope they can succeed.

However, it now seems unlikely that this branch will ever be restored and will fade into the past like many others, and a little more history will slip away.

( from the book Culcairn to Holbrook Railway by Bob Scrymgeour. Railmac Publications)

We do trust that City of Greater Hume Shire Council will be able to give serious and favourable consideration to this submission concerning a feasibility study and subsequently, a concept design and business plan for the creation of a Heritage Tourist Railway.

Yours faithfully,

Christopher Webster  
15<sup>th</sup> February 2015

Visionaries:

Dr Janet Dickson  
Christopher Webster

[Show Header](#)

## PROPOSED FEASIBILITY STUDY FOR A HERITAGE TOURIST RAILWAY CULCAIRN-HOLBROOK

**From :** Chris Webster 'chris.40c@gmail.com'  
**To :** Heather Wilton 'HWilton@greaterhume.nsw.gov.au'; Steven Pinnuck 'SPinnuck@greaterhume.nsw.gov.au';  
**Sent :** 15 June 2015 13:58:31  
**Attachments :**  [Feasibility 6.doc \(79KB\)](#)  [NSW-Transport 2.jpg \(220KB\)](#)

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Good afternoon Heather and Steven,

Thank you for your time to meet Friday last. However, the outcome in respect to the submission fell way short of expectations. As you may appreciate it was anticipated the Greater Hume Shire Council (GHSC) would further embrace such a submission.

It would be appropriate that I request a written reply outlining the reasons as to declination of the GHSC to put the submission to Council as well as the financial status regarding any contribution toward a feasibility study.

A documented reply would be appreciated so as to keep the stakeholdres informed and, further to, that the discussion which took place during the meeting is not misconstrued.

Regards,

Chris Webster

ps Heather, Jeff''s surname is Milne

Our Ref: SJP

Chris Webster  
11 King Street  
Holbrook NSW 2644

Dear Chris

**PROPOSED CULCAIRN TO HOLBROOK HERITAGE RAIL LINE**

I refer to your email dated 15 June 2015 and your earlier correspondence dated 15 February 2015 regarding the establishment of the heritage rail line between Culcairn and Holbrook.

Whilst I understand your disappointment with the outcome of the meeting with the Mayor and I on Friday 12 June 2015 I reconfirm the following.

If it is your desire I am quite prepared to submit your proposal to a Council meeting for its consideration, however I am of the view that it would not be supported at this time for the following reasons.

- A more formal structure would need to be in place to guide the project, perhaps including endorsement of the project by rail groups and/or high profile rail enthusiasts like Tim Fischer.
- An initial assessment of the challenges of the project is yet to be undertaken including:
  - ✓ The Hume Highway traverses the rail line at Holbrook
  - ✓ The bridge for the line at Culcairn was removed in the early 2000's
  - ✓ Current condition of the rail line given the vegetation that is growing along it.
  - ✓ Likely patronage in comparison to the cost of upgrade of the rail line to current standards to passenger rail.
- Council has not supported funding a feasibility study for a proposed Albury-Jindera Bike and Recreational Path and
- Council has stopped short of providing a letter of support for the proposed Culcairn-Corowa Rail Trial.

Further clearly Council's current emphasis is to maintain, refurbish and upgrade Council's existing infrastructure which includes an extensive road network, water and sewer schemes and a myriad of community facilities across 5 towns and several villages.

Whilst it is an exciting idea, and as is the case with the two projects mentioned above, Council does not have the financial capacity to commit significant funds to what may be considered non-essential infrastructure.

It is therefore my view that this project needs to be significantly further developed by a structured Steering Committee before it is submitted to Council for consideration for support and possible funding.

Should you wish the proposal to be submitted to Council in its current form please advise and I will do so.

Yours faithfully

Steven Pinnuck  
**General Manager**  
GREATER HUME SHIRE COUNCIL

26 June 2015



Mr Christopher Webster  
11 King Street  
HOLBROOK NSW 2644

Dear Mr Webster

Thank you for your correspondence to the former Minister for Transport regarding establishing a heritage railway from Culcairn to Holbrook. I have responded to you.

The Country Regional Network is owned by Transport for NSW and operated under contract by John Holland Rail. The Culcairn to Holbrook rail line is part of the Country Regional Network and is currently non-operational.

Transport for NSW is not aware of any future operational requirements for the Holbrook rail line and would consider an application from the Great Southern Land Council to establish a heritage tourist railway. The Council can request an a Heritage Operators Licence by emailing [3rdpartyworks@jhg.com.au](mailto:3rdpartyworks@jhg.com.au).

I trust this information is of assistance.

Yours sincerely



**Tim Reardon**  
**Acting Secretary**



would further embrace such a submission.

It would be appropriate that I request a written reply outlining the reasons as to declination of the GHSC to put the submission to Council as well as the financial status regarding any contribution toward a feasibility study.

A documented reply would be appreciated so as to keep the stakeholdres informed and, further to, that the discussion which took place during the meeting is not misconstrued.

Regards,

Chris Webster

ps Heather, Jeff''s surname is Milne

[Show Header](#)**Fwd: PROPOSED FEASIBILITY STUDY FOR A HERITAGE TOURIST RAILWAY  
CULCAIRN-HOLBROOK****From :** Chris Webster 'chris.40c@gmail.com'**To :** Steven Pinnuck 'SPinnuck@greaterhume.nsw.gov.au'; Heather Wilton 'HWilton@greaterhume.nsw.gov.au'; elizabeth.habermann 'elizabeth.habermann@fairfaxmedia.com.au'; elizabeth.sandow 'elizabeth.sandow@aph.gov.au'; colinelaine 'colinelaine@iprimus.com.au'; jeffcookiemonster 'jeffcookiemonster@bigpond.com'; kclyons 'kclyons@tpg.com.au'; Roger Cooper 'rcoopa47@gmail.com';**Cc :** elizabeth.habermann 'elizabeth.habermann@fairfaxmedia.com.au'; elizabeth.sandow 'elizabeth.sandow@aph.gov.au'; colinelaine 'colinelaine@iprimus.com.au'; jeffcookiemonster 'jeffcookiemonster@bigpond.com'; kclyons 'kclyons@tpg.com.au'; Roger Cooper 'rcoopa47@gmail.com';**Sent :** 7 August 2015 13:46:18

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Good afternoon Steve & Heather,

I have been following up the others with phone calls and expect further replies in the coming week.

Kind regards

Chris Webster

----- Forwarded message -----

**From:** Andy McNeill <[Andy.McNeill@transportheritagensw.com.au](mailto:Andy.McNeill@transportheritagensw.com.au)>

**Date:** Mon, Aug 3, 2015 at 5:24 PM

**Subject:** RE: PROPOSED FEASIBILITY STUDY FOR A HERITAGE TOURIST RAILWAY CULCAIRN-HOLBROOK

**To:** "chris.40c@gmail.com" <[chris.40c@gmail.com](mailto:chris.40c@gmail.com)>

**Cc:** Andrew Killingsworth <[Andrew.Killingsworth@transportheritagensw.com.au](mailto:Andrew.Killingsworth@transportheritagensw.com.au)>, Amy Butschek <[Amy.Butschek@transportheritagensw.com.au](mailto:Amy.Butschek@transportheritagensw.com.au)>

Dear Chris,

Thank you for your telephone call earlier this afternoon regarding your e-mail below.

As your correspondence notes, there is much that needs to be done before any clear decision could be made as to reactivating the Culcairn to Holbrook railway in some manner.

It is such early days in this endeavour and any next step sits with the Greater Hume Shire Council who may well have other plans and priorities for the region and the rail line itself.

Any feasibility study conducted not only needs to consider the cost/benefits to reinstate the rail line to a safe operating condition, however it must also consider the true costs and viability to then maintain the railway in a safe operating condition that would meet ONRSR's requirements for any Rail Infrastructure Maintainer (RIM) accreditation.

In the meantime, we wish you all the very best as you pursue this matter with the Greater Hume Shire Council.

Thank you, Andy.

-----Original Message-----

From: Transport Heritage NSW Info  
Sent: Friday, 3 July 2015 8:38 AM  
To: Andrew Killingsworth  
Subject: FW: PROPOSED FEASIBILITY STUDY FOR A HERITAGE TOURIST RAILWAY CULCAIRN-HOLBROOK

-----Original Message-----

From: Chris Webster [mailto:[chris.40c@gmail.com](mailto:chris.40c@gmail.com)]  
Sent: Thursday, 2 July 2015 3:08 PM  
To: Transport Heritage NSW Info; [mail@arhsnsw.com.au](mailto:mail@arhsnsw.com.au); [admin@othr.com.au](mailto:admin@othr.com.au); [penrith@parliament.nsw.gov.au](mailto:penrith@parliament.nsw.gov.au); [info@zigzagrailway.com.au](mailto:info@zigzagrailway.com.au); [info@cmrailway.org.au](mailto:info@cmrailway.org.au); [trains@trains.org.au](mailto:trains@trains.org.au); [secretary@gmr.org.au](mailto:secretary@gmr.org.au); [trains@3801limited.com.au](mailto:trains@3801limited.com.au); [inquiries@lvr.com.au](mailto:inquiries@lvr.com.au)  
Cc: Heather Wilton  
Subject: PROPOSED FEASIBILITY STUDY FOR A HERITAGE TOURIST RAILWAY CULCAIRN-HOLBROOK

Dear Recipient,

Please refer to the attachments.

As outlined in the correspondence from the General Manager of the Greater Hume Shire Council, one of the key factors which has been noted, is that further endorsement for the proposed feasibility study and the project is highly desired. Hence the purpose for this communication.

Your assistance, consideration and support which may assist the furtherance of such a feasibility study and the eventual reinstatement of the Culcairn to Holbrook railway (for heritage and tourist purposes) would be greatly appreciated.

Tim Fischer has been made aware of the proposed feasibility study and project.

Yours faithfully

Christopher Webster

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**Steven Pinnuck**

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**From:** Chris Webster <chris.40c@gmail.com>  
**Sent:** Thursday, 29 October 2015 4:50 PM  
**To:** Steven Pinnuck  
**Cc:** Heather Wilton  
**Subject:** Fwd: PROPOSED FEASIBILITY STUDY FOR A HERITAGE TOURIST RAILWAY  
 CULCAIRN-HOLBROOK

Good afternoon Steven & Heather,

F.Y.I.and for discussion tomorrow

Regards

Chris Webster

----- Forwarded message -----

**From:** **Chris Hanger** <[chris.hanger@industry.nsw.gov.au](mailto:chris.hanger@industry.nsw.gov.au)>  
**Date:** Thu, Oct 29, 2015 at 12:29 PM  
**Subject:** Re: PROPOSED FEASIBILITY STUDY FOR A HERITAGE TOURIST RAILWAY  
 CULCAIRN-HOLBROOK  
**To:** Chris Webster <[chris.40c@gmail.com](mailto:chris.40c@gmail.com)>

Hi Chris,

Thanks for your email and apologies for not responding sooner - I have been particularly busy the past few weeks on BlueScope issues.

As mentioned, there are not currently any programs in the Department of Industry that would fund development of a feasibility study for the Culcairn-Holbrook heritage tourist railway.

The Department is working with Tumbarumba Shire Council on the proposed Rosewood-Tumbarumba rail trail that was the strongest project put forward as part of the recent Regional Tourism Infrastructure Fund rail trails process.

For the Culcairn-Holbrook project I would suggest reviewing the following sites in terms of potential funding support for the development of the feasibility study:

- NSW
  - Destination NSW's Regional Visitor Economy Fund
  - Community Building Partnership - currently closed but is an annual program
  - ClubGrants
  - Community Builders
- Commonwealth
  - Stronger Communities Programme
- Community GrantGuru

I hope this helps but if you have any questions please let me know.

Best regards,

Chris



23<sup>th</sup> August 2015

Mr Chris Webster  
11 King Street  
Holbrook NSW 2644

Dear Chris

**Re: Proposed Culcairn to Holbrook Heritage Rail Line.**

Oberon Tarana Heritage Railway Inc. has been approached to provide a letter of support for a feasibility study into the development of a tourist heritage rail line from Culcairn to Holbrook.

The Committee of OTHR is happy to support this project. We believe the conservation of heritage rail lines and buildings in NSW makes an important contribution to the tourist industry.

The scale of the proposed development and its proximity to existing tourist facilities would help enormously to make this a successful project.

As stated in the Feasibility Study, Concept Design and Business Plan submitted to Greater Hume Shire Council, "the Holbrook railway precinct retains a number of heritage features, those being: associated track work, the bagged wheat storage shedding, the goods shed, derrick crane, station platform, stock yard loading platform, loading bank, weighbridge and grain silos" which increase the value of this site for a heritage rail tourist venture. Much of which has great tourist interest.

OTHR's development and restoration has been slow and is showing progress. This has been achieved by no small means to the vision and energy of our volunteers and the support of our Council and the local community

We wish you every success with the submission of your feasibility study and the eventual development and restoration of the Culcairn to Holbrook rail line.

Yours sincerely

Tim Arnison



**The Hon. Stuart Ayres MP**  
Minister for Trade, Tourism and Major Events  
Minister for Sport

MF15/4494

Mr Christopher Webster  
11 King Street  
HOLBROOK NSW 2644

Dear Mr Webster *Chris,*

Thank you for your email of 2 July 2015 concerning a proposed feasibility concept design and business plan for a heritage railway from Holbrook to Culcairn.

I appreciate you providing me with information on your plans for the Culcairn railway line.

Unfortunately, Destination NSW does not manage any funding program feasibility studies or projects of this type and scale.

Should you wish to discuss possible funding and support options for the project, you may wish to contact Mr Chris Hanger, Director Regional Development, Department of Industry to explore any assistance that may be available for the project. Mr Hanger can be contacted at [chris.hanger@industry.nsw.gov.au](mailto:chris.hanger@industry.nsw.gov.au) or on 9338 6780.

You may also wish to contact Mr Mark Francis, Executive Officer of Regional Tourism Board for more insight into possible support for the project. Mr Francis can be contacted at [ceo@mrtb.com.au](mailto:ceo@mrtb.com.au) or on (03) 5480 7111.

I wish you all the best in bringing your plans to fruition for the Culcairn railway line.

Yours sincerely

[Show Header](#)**RE:PROPOSED FEASIBILITY STUDY FOR A HERITAGE TOURIST RAILWAY  
CULCAIRN-HOLBROOK**

**From :** Chris Webster 'chris.40c@gmail.com'

**To :** 'chris.hanger@industry.nsw.gov.au'; 'ceo@mrtb.com.au'; Heather Wilton 'HWilton@greaterhume.nsw.gov.au'; Steven Pinnuck 'SPinnuck@greaterhume.nsw.gov.au';

**Cc :** Heather Wilton 'HWilton@greaterhume.nsw.gov.au'; Steven Pinnuck 'SPinnuck@greaterhume.nsw.gov.au';

**Sent :** 23 September 2015 14:41:50

**Attachments :**  Feasibility 6.doc (79KB)  GHSC 1 001.jpg (733KB)  GHSC 1.jpg (383KB)  NSW-Transport 2.jpg (220KB)  OTHR.jpg (354KB)  S\_AYRES REPLY 2.jpg (342KB)

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To:Mr Chris Hanger (Director Regional Development at the Department of Industry)  
Mr Mark Francis (Executive Officer of the Murray Regional Tourism Board)

Good afternoon gentleman,

Please refer to the attachments.

As outlined in the correspondence from the General Manager of the Greater Hume Shire Council, one of the key factors which has been noted, is that further endorsement for the proposed feasibility study and the project are highly desired. Hence was the purpose of a communication to Hon Stuart Ayres MP as well as to other potential stake holders and heritage tourist railway groups in NSW.

Your assistance, consideration and support which may assist the furtherance of such a feasibility study and the eventual reinstatement of the Culcairn to Holbrook railway (for heritage and tourist purposes) would be greatly appreciated.

Hon Sussan Ley MP and Tim Fischer has been made aware of the proposed feasibility study and project.

Yours faithfully

Christopher Webster

[Show Header](#)**Fwd: PROPOSED FEASIBILITY STUDY FOR A HERITAGE TOURIST RAILWAY  
CULCAIRN-HOLBROOK**

**From :** Chris Webster 'chris.40c@gmail.com'

**To :** 'Danny.Sloan@jhg.com.au'; Steven Pinnuck 'SPinnuck@greaterhume.nsw.gov.au'; Heather Wilton 'HWilton@greaterhume.nsw.gov.au'; tafischer 'tafischer@bigpond.com';

**Cc :** Steven Pinnuck 'SPinnuck@greaterhume.nsw.gov.au'; Heather Wilton 'HWilton@greaterhume.nsw.gov.au'; tafischer 'tafischer@bigpond.com';

**Sent :** 29 September 2015 14:28:35

**Attachments :**  Feasibility 6.doc (79KB)  GHSC 1 001.jpg (733KB)  GHSC 1.jpg (383KB)  
 NSW-Transport 2.jpg (220KB)  OTHR.jpg (354KB)  S AYRES REPLY 2.jpg (342KB)

Good afternoon Danny,

As discussed, notification to John Holland Rail regarding the proposed feasibility study. Documentation as attached.

Kind regards

Chris Webster

----- Forwarded message -----

From: Chris Webster <chris.40c@gmail.com>  
 Date: Wed, 23 Sep 2015 14:41:50 +1000  
 Subject: RE:PROPOSED FEASIBILITY STUDY FOR A HERITAGE TOURIST RAILWAY  
 CULCAIRN-HOLBROOK  
 To: chris.hanger@industry.nsw.gov.au, ceo@mrtb.com.au  
 Cc: Heather Wilton <HWilton@greaterhume.nsw.gov.au>, spinnuck  
 <spinnuck@greaterhume.nsw.gov.au>

To: Mr Chris Hanger (Director Regional Development at the Department of Industry)  
 Mr Mark Francis (Executive Officer of the Murray Regional Tourism Board)

Good afternoon gentleman,

Please refer to the attachments.

As outlined in the correspondence from the General Manager of the Greater Hume Shire Council, one of the key factors which has been noted, is that further endorsement for the proposed feasibility study and the project are highly desired. Hence was the purpose of a communication to Hon Stuart Ayres MP as well as to other potential stake holders and heritage tourist railway groups in NSW.

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Hon Sussan Ley MP and Tim Fischer has been made aware of the proposed feasibility study and project.

Yours faithfully

Christopher Webster

Chris Hanger | Director - Office of Regional Development  
NSW Department of Industry  
Level 49 | MLC Centre, 19 Martin Place | Sydney NSW 2001  
T: 02 9338 6780 | M: 0411 417 184 | E: chris.hanger@industry.nsw.gov.au  
W: www.industry.nsw.gov.au

On 27 October 2015 at 14:30, Chris Webster <[chris.40c@gmail.com](mailto:chris.40c@gmail.com)> wrote:  
Good afternoon Chris,

May I enquire as to when a response can be expected regarding the above subject (refer previous e mail) and discussion as per our subsequent telephone conversation. If my recollection is correct we agreed a written response would be provided. If this is okay, may I request the response be made available by C.O.B. this Thursday as I have a meeting with the Greater Hume Shire Council this Friday for an update brief.

With thanks

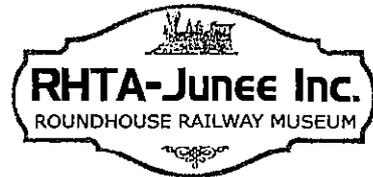
Chris Webster

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**REGIONAL HERITAGE  
TRANSPORT ASSOCIATION  
-JUNEE, INC.**



Tumba Rail  
R.H.T.A.  
PO Box 1391  
Wagga Wagga  
NSW 2560

26 October 2015

TO WHOM IT MAY CONCERN

Tumba Rail has been approached by the visionaries of the Holbrook - Culcain Heritage Railway Proposal.

As a railway preservation group, we support the concept of the Holbrook Railway Precinct, with all existing facilities such as the Grain Silo, Goods Shed, Bagged Wheat Storage Shed, Loading Bank, Station platform, and Weighbridge being preserved, and any former facilities which could include Station Building Toilets and Gang Shed being reinstated, along with the restoration of Track Work.

The proposed Project would work in well with the existing Submarine and associated facilities, and other Railway projects in the region.

We strongly support the concept of doing a feasibility study before the commencement of such a project.

The project will be very costly to set up and to keep running, - both in money and manpower, and will need considerable Community moral support.

Yours sincerely,

Richard Goodman  
Chairman  
TUMBA RAIL

**Supported by the Council of the City of Wagga Wagga and TOURISM WAGGA WAGGA**

# Jindera Multi-Service Centre Project

## Capital Expenditure Review

### Outline

The project involves the construction of a Multi-Purpose Centre on Urana Road, Jindera opposite the main shopping area.

At the August 2012 meeting, Council resolved to commence construction of Stage 1 of the Jindera project, being construction of the Jindera Medical Centre with Stage 2 of the project, i.e. construction of the Multi-Purpose Centre, deferred pending a review of design plans and future options relating to Council's community service programs.

When first proposed, the building was primarily geared toward providing office accommodation for staff and provide a formal customer service area. In short, the building was a council administrative centre with little, if any, scope for community use.

Recent developments have, however, enabled management to consider alternate uses for the building and for the overall theme of the space to be more community focused. With that in mind, the following key elements have been identified:

### Council Uses

- New site for Council's Customer Service Centre;
- Provision for accommodating the Hume Bank;
- Provision of office accommodation and associated playgroup areas for Greater Hume Children Services;
- Provision of office accommodation for staff involved in the Riverina Noxious Weeds project and Compacts program.

### Community Uses

- Community meeting room(s) for use during, and after, business hours;
- Provision of a large multi-use space suitable for a range of indoor community uses such as large meetings, passive physical fitness programs such as Pilates, falls prevention programs for elderly people etc;
- Provision of a Community Technology Space including free access to computer and WiFi facilities similar to those available at Council's three static libraries, a study/library space suitable for students to access for homework groups, tutoring etc.
- Office space that could be leased to visiting professionals such as solicitors.

Proposed tenants of the Multi-Purpose Centre are listed below:

	Number of Staff
Greater Hume Children Services	6
Greater Hume Shire ComPacks	2
Riverina Noxious Weeds	2
Rural Care Link Opportunity Shop	2
Greater Hume Shire Customer Service	1
Hume Bank	1
Total Staff	14

Apart from the permanent tenants, the building will also house two large community meeting spaces, full kitchen facilities, interview rooms available to the public and businesses and a large community technology area with free Wifi access for visitors.

### Needs

#### REFERENCE TO DELIVERY PLAN ACTION

Strategy 5.5 To maintain our health and aged care services

Strategy 5.7 To improve the availability of childcare services and services within the shire

Strategy 5.9 To improve our cultural facilities.

Council is currently renting two separate premises for the Jindera Customer Service Centre and Greater Hume Children Services (GHCS). The latter being on a short term lease which will require Council to seek alternative premises for GHCS at some time in the near future. A purpose built facility that incorporates the needs of both of these Council services while no longer paying rent will be a great asset to Council.

Jindera's growth is such that the current meeting facilities in the town are no longer sufficient for many of the town's community groups and committees. A modern, technologically equipped building available to community groups, Council staff and the public will be well utilised and assist in attracting events to the town.

The views of the Jindera community were canvassed at a meeting of the Jindera Community Forum in April 2015 and those present at the meeting were given the opportunity to review the most recent design plans and to provide feedback on the needs of the Jindera community and how the proposed building can meet those needs. A clear message from the meeting was the need for comfortable meeting rooms that can be accessed by the community for community use. The need for a suitable space in which to conduct physical fitness programs was also raised. Whilst this need is recognised, it is considered that a more suitable use of the space would be passive physical fitness programs such as Pilates or falls prevention programs for elderly, which the current plans cater for.

The plans also allow for all abilities access to the facility so that all members of the community can utilise the spaces available.

Costs associated with the construction of the proposed Jindera Multi-Purpose Centre would be met from existing funds held in reserve following the sale of the Jindera Aged Care facility. As at the 30 June 2014 a total of \$1,632,434 remains in reserve.

At present, ongoing rental and utility costs are included in the 2015/2016 budget across the operations of the existing Customer Service Centre, Greater Hume Children Services, Compacts Program and the Riverina Noxious Weeds project. Assuming all of the existing budget allocations are pooled, it is considered that the combined budget would be adequate to fund the ongoing operations of the proposed building as well as enabling a modest reserve to be built up to fund any major repairs or improvements that may be required in the future. Taking the above factors into consideration, management are confident that the initial construction and ongoing maintenance of the building can be met from existing reserve funds and budget allocations. Full details of the financial implications are explained in more detail later in this document.

### Capacity of Council

At present Council manages a large portfolio of assets including:

- 1,022 km sealed roads (including regional roads)
- 1,033 km unsealed roads
- 62 bridges
- 159 major road culverts (box and pipe)
- 21 community buildings and public halls
- 5 swimming pools
- 3 libraries
- 35 public toilets
- 11 cemeteries
- 8 major sportsgrounds
- 62 tennis courts at 11 venues
- 8 waste facilities
- Stormwater drainage infrastructure including 25,363 metres of open drains, 14,929 metres of pipe culverts, 2,504 metres of box culverts and 346 pits
- 2 Water Reuse Schemes including 8.3 km of supply mains
- 2 Water Supply Schemes including:
  - 7 reservoirs
  - 75km trunk mains
  - 75km reticulation mains
- 6 Sewerage Schemes including:
  - 22 sewerage pump stations
  - 70km gravity mains
  - 8 km rising mains

As at 30 June 2014 the total value of Council's depreciable asset portfolio was \$250,235,000.

Following is a list of major projects undertaken by Greater Hume Shire Council over recent years:

- Replacement of a bridge across the Billabong Creek - \$4m
- Widening and reconstruction of Coppabella Road (a log haulage road) - \$3.5m.
- Completion of 6km section of Alma Park Road - \$1.5m.
- 10 bed extension of the Jindera Residential Aged Care Hostel - \$1.5m
- Holbrook Streetscape upgrade - \$2m
- Realignment of Wagga Road and Albury Streets - \$1.1m.
- Streetscape upgrades in Culcairn, Henty, Jindera and Walla Walla.
- Road maintenance works on State Highways totalling \$17m.

- \$9.2m of natural disaster funding for restorative projects following the 2010 and 2012 floods.
- Completion of Kala Court Aged Units at Holbrook - \$1m.
- Rangeview Rural Residential Estate at Jindera - \$1.5m.

As the above evidence demonstrates, Greater Hume Shire Council has the capacity to project manage large-scale construction projects and the capacity to manage community assets on an ongoing basis. Greater Hume Shire Council was also deemed "FIT" and meeting the Scale and Capacity criteria under the recent IPART Fit for the Future assessment process.

### **Priorities**

As the building will be constructed and project managed by external contractors, existing capital and other maintenance works are not affected by the construction of this facility. Similarly, the project will be funded from existing internal reserves that have been set aside specifically to fund the construction of the Jindera Multi-Purpose Centre, so the funding also does not have any competing priorities.

### **Alternatives**

In a review of the buildings available in Jindera, there is no alternative existing property that would meet the needs of the users of the new facility. The proposed location, on Council land, is ideally positioned for this type of building.

As mentioned, Council is currently renting two separate premises for the Jindera Customer Service Centre and Greater Hume Children Services (GHCS). The latter being on a short term lease which will require Council to seek alternative premises for GHCS at some time in the near future. Through the effective utilisation of existing budget allocations for rental and utility costs it is considered that the combined budgets would be adequate to fund the ongoing operations of the proposed building as well as enabling a modest reserve to be built up to fund any major repairs or improvements that may be required in the future. Taking the above factors into consideration, management are confident that the initial construction and ongoing maintenance of the building can be met from existing reserve funds and budget allocations.

By not proceeding with this project, Council would be placing the long-term security of Greater Hume Children Services (GHCS) in jeopardy as the current office accommodation used by GHCS is secured on the basis of a short term lease arrangement whereby the owner of the premises could at short notice terminate the current use arrangement. Further, Jindera's growth is such that the current meeting facilities in the town are no longer sufficient for many of the town's community groups and committees. A modern, technologically equipped building available to community groups, Council staff and the public is essential to maintaining the social fabric of Jindera as well as attracting events to the town.

### **Financial Implications**

Advice has been received from the architect overseeing the design and construction of the Jindera Multi-Purpose Centre confirming that construction costs of \$1,700 per sqm should be used to determine construction costs of a single storey commercial building. Based on this advice, the total construction cost will be \$1,520,000. Final construction costs will of course be determined following the assessment of formal tenders submitted for the project.

Given that the building is to be constructed on land owned by Council, no land acquisition costs are applicable.

Additional costs for car parking works are estimated at \$50,000 and works will be undertaken by Council.

Taking the above cost estimates into account Council is confident that the existing internal reserve funds of \$1.6m will be adequate to fund all construction costs associated with the project.

The following summarises anticipated ongoing maintenance and operating costs for the Jindera Multi-Purpose Centre. All costs have been modelled on current costs for the operation and maintenance of Council's Holbrook administration building.

Item	Estimated Cost Per Annum
Cleaning	\$15,000
Utilities	\$18,000
Maintenance	\$5,000
Insurance	\$4,000
Opportunity cost based on \$1.6m invested at 2.8%	\$44,800
<b>TOTAL</b>	<b>\$86,800</b>

The following table summarises existing budget allocations and anticipated rental returns based on current rental arrangements:

Item	Estimated Cost Per Annum
Current rental Jindera Customer Service Centre (inc. sub-lease to Hume Bank)	\$40,705
Rental Greater Hume Children Services	\$15,000
Rental Rural Care Link	\$5,000
Rental Compacts Service	\$15,000
Rental Regional Noxious Weeds Project	\$5,000
Existing utility budgets	\$6,700
<b>TOTAL</b>	<b>\$87,405</b>

The above tables demonstrate that ongoing operation and maintenance costs of the Jindera Multi-Purpose Centre are consistent with current rental and utility costs incurred by Council. That being the case, the construction of the Jindera Multi-Purpose Centre is unlikely to impact negatively on Council's recurrent budget.

Construction of the project will be managed by Rob Pickett Design on Council's behalf. Council has undertaken several construction projects in partnership with Rob Pickett Design such as the construction of the Jindera Medical Centre which commenced in 2013. The final cost of the Medical Centre project was \$384,481.97 (including GST) which is \$27,083.03 less than the original contract price of \$411,565.00 (including GST). The positive variation is evidence that the project ran very smoothly from commencement to completion and as such

unexpected variations were minimised. The smooth progress of the construction was due to the excellent progress management services provided by Euan Pickett from Rob Pickett Design and the professional approach taken by the builders together with close oversight from Council staff.

### **Public Consultation Process**

The Jindera Multi-Purpose Centre project has been included in Council's planning documents for a number of years and subject to a number of reports to Council.

Council has undertaken targeted consultation on the project by way of facilitating a meeting of the Jindera Community Forum in April 2015. Those present at the meeting were given the opportunity to review the most recent design plans and to provide feedback on the needs of the Jindera community and how the proposed building can meet those needs. A clear message from the meeting was the need for comfortable meeting rooms that can be accessed by the community for community use. Overall, the project has received enthusiastic support from the Jindera Community Forum.

The project has also received support from a major charity and community support organisation in Jindera being Rural Care Link. Indeed, Rural Care Link are so supportive of the project that they have expressed an interest in relocating from their current location and housing their operations at the Jindera Multi-Purpose Centre. Council believes that incorporating Rural Care Link into the building would strengthen the community focus that Council and the community are looking to achieve and make the building an even more vibrant community space.

### **Reporting**

It is anticipated that the advertising for tenders for the construction of the building will take place in February 2016 with a report going to the March 2016 Council Meeting meeting for consideration. If approved, construction would be expected to start shortly thereafter and take approximately six months to complete. Council will be provided with quarterly update reports on progress of the project.



## Health Promoting Council Policy

Document Name	Document Version Number	Review Date
Health Promoting Council Policy	1.0.1	December 2017
Date Adopted	Minute Number	Status
Click Here to Enter Date	Insert Minute Number Here	Select Status Here

### Purpose

The purpose of this policy is to describe how Greater Hume Shire Council is a role model for the community implementing an inclusive culture and initiatives, policies, actions and activities that have the potential to impact positively on the health and wellbeing of the community. Council recognises that health and wellbeing can be enhanced by addressing the social determinants of health and health inequality in the community.

Council also has a role in considering how planning the built environment can be undertaken in a way that promotes health recognising that the impact of Australia's major preventable health issues can be mitigated by planning for an ageing community, social connectedness, access to services, inclusiveness and workplace practices that support good mental health and physical activity.

### Scope

The Health Promoting Council Policy and Health and Wellbeing Plan will apply to all Councillors, Council officers, contractors and Consultants engaged by Greater Hume Shire Council. It will also influence all strategies, plans and activities developed or conducted by Greater Hume Shire Council.

### Definitions

**Health** is a state of physical, mental and social wellbeing and not merely the absence of disease or infirmity.

**Wellbeing** is defined as a state in which a person is able to realise their potential, cope with the normal stresses of life, can work productively and fruitfully and is able to make a contribution to the community.

**Social Determinants:** The social determinants of health (SDH) are the conditions in which people are born, grow, work, live, and age, and the wider set of forces and systems shaping the conditions of daily life. These forces and systems include economic policies and systems, development agendas, social norms, social policies and political systems.

**Inclusive organisation:** a learning-centred organization that values the perspectives and contributions of all people, and incorporates the needs and perspectives of the community into policy, activities and initiatives and programs. Inclusive organizations recruit and retain diverse staff and volunteers to reflect the racial and ethnic composition of the community it serves.

**Accessible:** equal access to social, political, and economic life which includes not only physical access but access to the same resources, services, organizations and facilities for all people.

**Diversity:** encompasses acceptance and respect, understanding that each individual is unique, and recognizing our individual differences- race, ethnicity, gender, sexual orientation, socio-economic status, age, physical abilities, religious beliefs, political beliefs, or other ideologies.

**Social connectedness:** Social connectedness refers to the relationships people have with others and the benefits these relationships can bring to the individual as well as the community.

It includes relationships with family, friends, colleagues and neighbours, as well as connections people make through paid work, sport and other leisure activities, or through voluntary work or community service.

**Health inequality:** Health inequalities can be defined as differences in health status or in the distribution of health determinants between different population groups. For example, differences in mobility between elderly people and younger populations or differences in mortality rates between people from different social classes.

## Health Promoting Council Policy

### Policy Content

As a health promoting council, Greater Hume Shire Council will develop and promote an inclusive culture and implement initiatives, policies, actions and activities that have the potential to impact positively on the health and wellbeing of the community. Council will recognise and monitor the relationship between health status and corresponding council activities for example, the link between the natural and built environments, land use planning, public and open space, transport and physical activity, chronic disease, obesity and mental health and wellbeing.

### Links to Policy

Greater Hume Shire Community Health and Wellbeing Delivery Plan

### Links to Procedure

Insert Content

### Links to Forms

Insert Content

### References

<http://www.lgnsw.org.au/policy/health> accessed 24 August 2015  
<http://gladstone.uoregon.edu/~asuomca/diversityinit/definition.html> accessed 24 August 2015  
<http://socialreport.msd.govt.nz/social-connectedness/> accessed 24 August 2015  
[http://www.who.int/social\\_determinants/en/](http://www.who.int/social_determinants/en/) accessed 24 August 2015  
<http://www.who.int/hia/about/glos/en/index1.html> accessed 24 August 2015  
Banyule City Council Health and Wellbeing Strategy 2013- 2017  
Lismore City Council's Health Promotion Policy

### Responsibility

Director Corporate & Community Services

### Document Author

Community Health & Wellbeing Coordinator

### Relevant Legislation

- NSW Public Health Act 2010
- NSW Carer's Strategy
- NSW Disability Implementation Plan
- NSW 2021 Regional Action Plans (released December 2012).
- NSW Long Term Transport Master Plan
- NSW State Infrastructure Strategy
- NSW Ageing Strategy: Department of Family and Community Services, Office for Ageing 2012
- Regional Ageing Strategies 2014 developed under Regional Action Plans –
- NSW Carers (Recognition) Act 2010
- NSW Carers Strategy 2014 - 2019
- NSW Disability Inclusion Act 2014
- NSW Implementation Plan of the National Disability Strategy
- Transport for NSW Disability Action Plan: December 2012
- NSW State Health Plan (Towards 2021)
- NSW Healthy Eating and Active Living Strategy: Preventing Overweight and Obesity in New South Wales 2013 – 2018
- NSW Economic Development Framework

## Health Promoting Council Policy

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### Associated Records

Greater Hume Shire Community Health and Wellbeing Profile (2015)

Greater Hume Shire Community Health and Wellbeing Delivery Plan

Draft

## Fraud Control Policy

Document Name	Document Version Number	Review Date
Fraud Control Policy	1.0.3	December 2017
Date Adopted	Minute Number	Status
		Revised

### Purpose

Fraud is the crime of dishonestly obtaining a financial or another benefit by deception or other means. The potential impact of fraud on Council and the community can be significant. It can disrupt business continuity, reduce the quality and effectiveness of critical services, and threaten the financial stability of Council. It can also damage Council's public image and reputation.

This policy is designed to protect public funds and assets, protect the integrity, security and reputation of the Council and its staff and maintain a high level of services to the community.

The two (2) elements of Council's policy are:

1. Prevention of losses through fraud by the implementation of fraud prevention procedures; and
2. A commitment to a culture of detection, investigation and prosecution of individual cases of fraud.

### Scope

This policy applies to all Councillors, Council employees and agents of Council.

Agents of Council extend to include contractors working in-house, staff on exchange, members of Section 355 Committees, members of Advisory Committees, volunteers, work experience students or graduate placements who perform work for Council as well as external suppliers and other contractors and subcontractors.

### Definitions

The Australian Standard AS 8001-2008 Fraud and Corruption Control defines fraud as: 'Dishonest activity causing actual or potential financial loss to any person or entity including theft of moneys or other property by employees or persons external to the entity and where deception is used at the time, immediately before or immediately following the activity. This also includes the deliberate falsification, concealment, destruction or use of falsified documentation used or intended for use for a normal business purpose or the improper use of information or position for personal financial benefit'.

The risk of fraud can come from inside Council, that is, from employees or contractors, or from outside Council, that is, external parties such as clients, consultants, service providers or other members of the public. Council must be alert to the risk of fraud through collusion between employees and external parties.

A basic test for fraud could include the following questions:

- (a) Was deceit employed?
- (b) Was the action unlawful?
- (c) Did it result in money/benefits being received to which a person was not entitled?

## Fraud Control Policy

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Some examples of fraud include:

- (a) Unauthorised use of Council plant and equipment;
- (b) Theft of money or goods from Council or its customers;
- (c) Claiming unworked overtime on timesheets;
- (d) Providing confidential Council information to unauthorised people or organisations;
- (e) Allowing contractors to not fully meet contract requirements;
- (f) Obtaining benefits by use of a false identity or false qualifications.

### Policy Content

#### INTRODUCTION

The purpose of this policy is to ensure that Councillors, Council employees and agents of Council understand what fraud is, know Council's attitude to fraud, recognise what to do if they suspect fraud is being perpetrated and appreciate the consequences of engaging in fraudulent conduct.

The policy also outlines Council's approach to managing the risks of fraud through a whole of organisation fraud control framework. A key strategic objective of Council is to ensure that business operations are compliant. In this regard the *Local Government Act 1993* requires Council to develop and maintain adequate internal control systems. An effective fraud control framework is widely recognised as a critical element of such systems. The Australian Standard AS8001–2008 on fraud and corruption control and other related good practice guides identify the key elements of an effective fraud control framework.

#### COUNCIL'S ATTITUDE TOWARDS FRAUD

Council is committed to protecting its revenue, expenditure and property from fraudulent activity by taking a systematic approach to the management of fraud across the organisation.

Council will not tolerate fraudulent acts and will ensure that all allegations of fraud are investigated confidentially, promptly and thoroughly.

#### RESPONSIBILITIES

Setting the right management approach is critical to fraud control. An organisational culture based on sound ethics and integrity is an essential ingredient that underpins effective fraud control. The *Local Government Act 1993* requires the General Manager to develop and implement a code of conduct for council staff. Senior management must reinforce the intent of the Code of Conduct through active management strategies. It is a requirement that Council employees and agents of Council at all times behave in a way that complies with the Code of Conduct and promotes the integrity and good reputation of Council.

Councillors, Council employees and agents of Council are required to comply with this policy and associated procedures and fraud control strategies, as well as any related policies and procedures.

#### REPORTING FRAUD

Allegations made by employees, contractors, and members of the public can often lead to the uncovering of fraud. Council encourages employees, contractors, service providers and, where relevant, members of the public to report their suspicions of fraud.

Council's Protected Disclosure Policy and Procedures provide easily accessed guidance material to support employees to readily identify what incidents should be reported and to whom.

## Fraud Control Policy

### FRAUD PREVENTION

#### Organisational Integrity and Leadership

Council recognises that the most effective form of fraud prevention is the establishment of an organisational culture that rejects fraudulent conduct. Commitment from Councillors and managers is essential in establishing a behaviour model for all staff and volunteers.

Council will establish and maintain a fraud-resistant culture by:

- (a) employing managers and supervisors who provide positive role models of ethical behaviour;
- (b) adopting and enforcing policies that emphasise ethical behaviour;
- (c) issuing clear standards and procedures to encourage the minimisation and deterrence of fraud;
- (d) ensuring managers and supervisors are accountable not only for their own actions but also for the actions of those they supervise.

#### Employee Awareness

Employees will be made aware of Council's ethical conduct expectations through:

- (a) the prominent display of Council's Code of Conduct in all workplaces;
- (b) the inclusion of ethical conduct requirements in information packages for potential job applicants and in all job descriptions;
- (c) the inclusion of awareness training in Council's Statement of Ethical Principles, Code of Conduct, and Protected Disclosures Policy Procedures induction procedures for new employees;
- (d) the inclusion of awareness training in Council's Statement of Ethical Principles, Code of Conduct, and Protected Disclosures Policy in annual refresher training for all employees;

Employees will also be made aware of potential fraudulent behaviour through:

- (a) training in cash handling and approved purchasing procedures;
- (b) training in identifying fraud.

#### Customer and Community Awareness

Fraud is often uncovered as a result of complaints from consumers or members of the public. As such, it is important that the community knows about corruption, and why it is important that it be exposed. In order to increase community awareness and encourage the reporting of corrupt conduct, the following actions will be taken:

- (a) the inclusion of Council's *Code of Conduct* and *Complaints Against Staff Policy* on Council's website;
- (b) the distribution of Plain English brochures explaining what customers' rights are and how to make a complaint;
- (c) the prominent display of Council's *Code of Conduct* in all Council service centres;
- (d) the inclusion of the *Code of Conduct* in Council's Management Plan and Annual Report;
- (e) provide feedback to all persons who report suspected corrupt conduct on the action that has been taken.

#### Risk Assessment

Assessing the risk of fraudulent conduct is a major step towards preventing its occurrence. Accordingly, the following activities will be undertaken:

- (a) an annual risk assessment review will be conducted by the Director Corporate & Community Services, and a report will be submitted to the General Manager and Council for action;
- (b) a report on corruption prevention activities, including fraud prevention, will be made in Council's Annual Report each year.

## Fraud Control Policy

### Ongoing Review of Policies and Procedures

Apart from continuing to develop policies to address unforeseen ethical or corruption problems that may arise, there will be an ongoing program of reviewing all policies. In particular, the following policies and procedures will be reviewed annually:

- *Code of Conduct;*
- *Fraud Control Policy;*
- *Protected Disclosures Policy; and*
- *Employment Procedures*

### Security

One of the major strategies in fraud prevention is to limit the opportunities for fraud.

- (a) there will be an annual review of cash handling, collection of cash, securing of cash and valuable equipment conducted by the Corporate Services Manager, in conjunction with the Director Corporate & Community Services;
- (b) there will be an annual review of the physical security of Council places of work, including the Jindera, Culcairn and Holbrook Works Depots, the Culcairn, Holbrook and Henty Branch Libraries and other external sites.

### FRAUD DETECTION

Detecting fraud depends upon constant monitoring of operations and the encouragement of reporting by employees and the public. The following strategies will be utilised:

### Encouraging Disclosures

Council recognises that most fraud is detected by employees of Council, and to a lesser extent, by members of the public. Council will encourage the reporting of fraudulent conduct by:

- (a) the inclusion of fraud detection and internal reporting training in induction procedures for new employees;
- (b) the inclusion of fraud detection and internal reporting training in annual refresher training for all employees;
- (c) advertising on its website methods by which members of the public can report instances of fraudulent conduct that they may become aware of;
- (d) providing feedback to people who report suspected fraud on the action that has been taken.

### Audit Committee

The Audit Committee will:

- (a) have the responsibility to oversee Council's fraud prevention measures,
- (b) meet regularly to review progress on the implementation and operation of fraud prevention procedures;
- (c) monitor the implementation of recommendations from Council's Internal audit process and External Auditors;
- (d) report to Council annually on issues raised and actions taken during the preceding year.

### Internal Auditing

Council will develop an internal audit program to identify risk areas and to detect any problems with Council procedures that may lead to fraud occurring.

### External Auditing

Council is required under Section 415 of the Local Government Act 1993 to have its financial reports audited and to present those audited financial reports to the Director-General of the Department of Local Government, the Australian Bureau of Statistics, and the public.

## Fraud Control Policy

### FRAUD INVESTIGATION

Council recognises that it will not always be successful in its efforts to prevent fraud. It will therefore investigate all reported instances of fraud as thoroughly as possible. Depending upon the circumstances of the fraud, an internal investigation may be undertaken or the matter may be referred to an external body such as the NSW Police, ICAC or the Ombudsman.

### Internal Reporting

This situation is covered by Council's Internal Reporting Policy. In general, the process of reporting fraud is the same as for other corrupt conduct, Investigations will be conducted as per the guidelines in the Internal Reporting Policy.

### External Complaint

Complaints regarding corrupt conduct received from the general public should be referred to the General Manager. Should the complaint concern the General Manager, then it should be referred to the Mayor. Investigations will be conducted as per guidelines in the *Protected Disclosures Policy*.

### FRAUD CORRECTION

Where fraud allegations are substantiated, Council will take appropriate action to punish perpetrators and accessories, deter others and recover defrauded funds, losses or damages, including but not limited to criminal prosecution, civil recovery action and internal disciplinary processes.

Once a fraudulent act has been identified and investigated, strategies will be implemented to ensure that the act will not be repeated. These may include:

- (a) disciplinary action and/or dismissal of employees or volunteers involved in fraudulent conduct;
- (b) review and alteration of operating procedures;
- (c) additional training for employees or volunteers;
- (d) making other employees aware of the situation in general terms in order to discourage similar conduct in the future;
- (e) improvements in physical security.

### NONCOMPLIANCE WITH THIS POLICY

Failure to comply with the terms of this policy may result in disciplinary procedures and/or dismissal.

### Links to Policy

*Code of Conduct*

*Complaints Against Staff Policy*

*Gathering Information Policy*

*Internal Reporting (Public Interest) Disclosures Policy*

### Links to Procedure

Nil

### Links to Forms

Nil

### References

Nil

### Responsibility

Director Corporate & Community Services

## Fraud Control Policy

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**Document Author**

Director Corporate & Community Services

**Relevant Legislation**

Section 356, Local Government Act 1993

Clause 209, Local Government (General) Regulation 2005

**Associated Records**

Nil

Draft

## Corporate Credit Card Use Policy

Document Name	Document Version Number	Review Date
Credit Card Use Policy	1.0.3	December 2017
Date Adopted	Minute Number	Status
		Revised

### Purpose

The purpose of the Greater Hume Shire Council Corporate Credit Card Policy is to establish rules for the use of Council's corporate credit cards and the responsibilities of cardholders using Council's corporate credit cards.

The policy ensures that operational and administrative costs and the risks associated with credit card use are minimised while providing cardholders with an alternative method of purchasing goods and services on behalf of the Council.

### Scope

This policy applies to all Greater Hume Shire Council Officers issued with a corporate credit card. It documents the responsibilities attached to these cards and their acceptable use

### Definitions

Nil

### Policy Content

1. The issue of a Corporate Credit Card is subject to the authorisation of the General Manager.
2. The Director Corporate and Community Services is responsible for the issue of Corporate Credit Cards to authorised personnel.
3. It is the responsibility of the General Manager to establish the individual credit limit having due regard to the anticipated usage of the card and the likely expenditure to be incurred monthly.
4. The Corporate Credit Card must be used for official purposes only.
5. The Corporate Credit Card may be used to meet the costs of official out-of-pocket expenses (including approved entertainment / hospitality costs).
6. The Corporate Credit Card should not be used for the purchase of goods and services except under exceptional circumstances.
7. Corporate Credit Cards are not to be used for private expenditure unless where it would prove impractical to split between business and private at the time of payment.
8. All private expenditure is to be immediately identified and billed to the Council officer at time of payment.
9. Cash withdrawals are to be limited to exceptional circumstances where immediate cash requirements are necessary, e.g. where the card is not accepted.
10. The total of such cash withdrawals must not exceed the estimated cost of the approved expenditure.
11. The Corporate Credit Card holder is personally responsible / liable for Corporate Credit Card usage and charges until the expenditure is properly acquitted.
12. Corporate Credit Card expenditure is to be acquitted within one month of incurring the expenditure.

## Corporate Credit Card Use Policy

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13. Cardholders are not, under any circumstances, to make unauthorised deposits to their corporate card accounts.
14. The loss or theft of a credit card must be reported immediately to the Bank and the Director Corporate and Community Services. Failure to do so could result in the officer being held personally responsible for transactions charged against the card illegally.
15. Authorised cardholders must comply with all directions that are issued for usage of credit cards. Cardholders should familiarise themselves with the conditions of use by the credit card provider and adhere to those conditions at all times.
16. All credit card statements will be inspected / internally audited at regular intervals and it will be the responsibility of each officer to verify items of expenditure by way of receipts or explanation in order to satisfy the accountability requirements of Council and its Auditors.

### **Links to Policy**

*Fraud Control Policy*

*Complaints Against Staff Policy*

*Internal Reporting (Public Interest) Disclosures Policy*

### **Links to Procedure**

Nil

### **Links to Forms**

Nil

### **References**

Nil

### **Responsibility**

Director Corporate & Community Services

### **Document Author**

Director Corporate & Community Services

### **Relevant Legislation**

Section 356, Local Government Act 1993

Clause 209, Local Government (General) Regulation 2005

### **Associated Records**

Nil

**ANNEXURE 1**

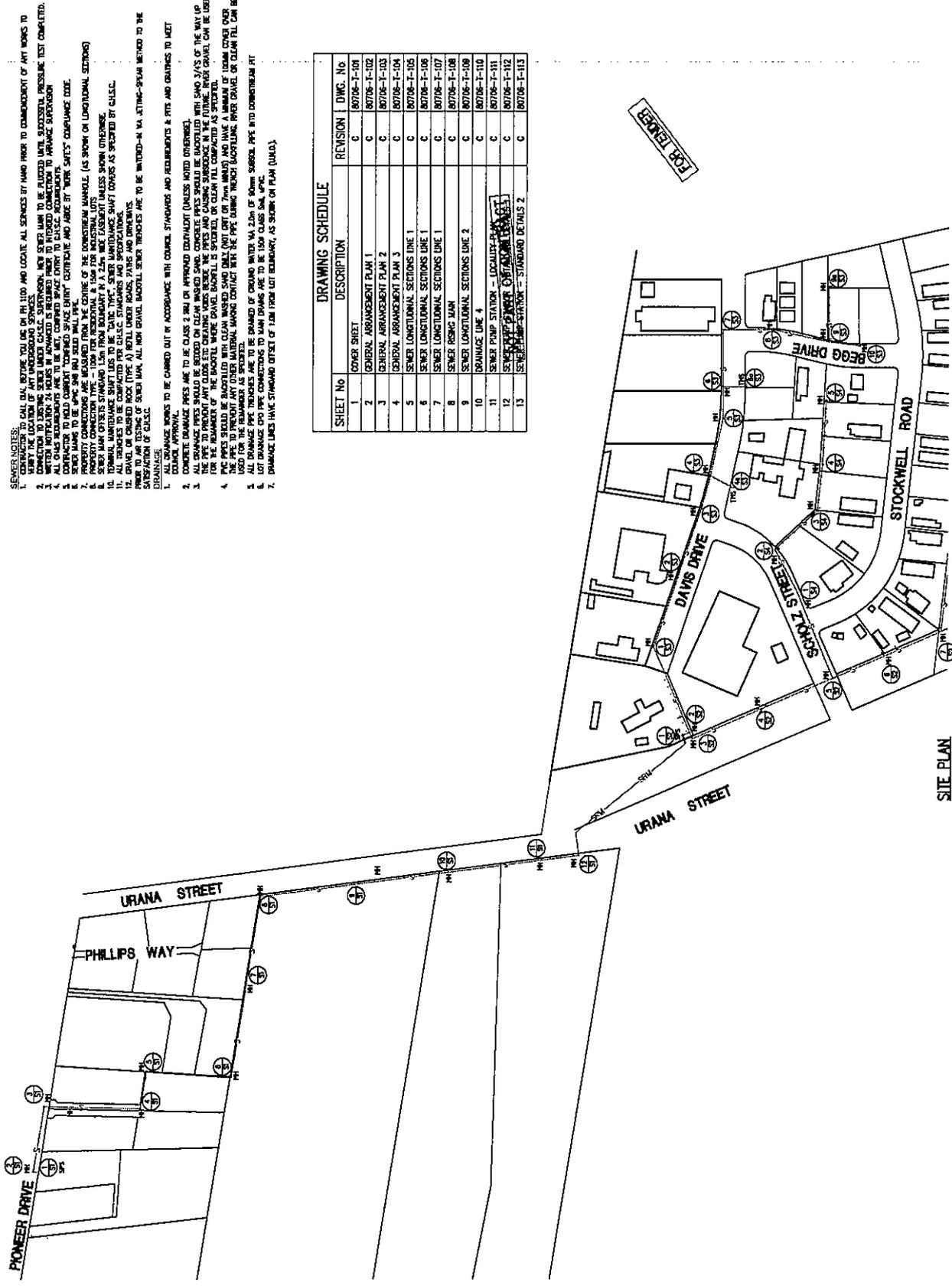
**JINDERA TRUNK SEWER - PIONEER TO STOCKWELL**

CRITERIA	\$ 860,311.76 ARMSTRONG	\$ 707,950.76 CARTWRIGHT	\$ 584,243.11 HURST	\$ 474,178.01 LONGFORD	\$ 769,104.00 MAXIBOR	\$ 511,888.30 MITCHELL	\$ 510,919.29 N.E.CIVIL	\$ 498,812.60 TOON
Conforming Tender	7	3	5	5	8	5	6	5
Value for money.	33	40	49	60	37	56	56	57
Quality system	10	0	0	0	5	0	0	0
Environmental sys.	10	0	0	0	5	0	0	0
Safety record.	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>60</b>	<b>43</b>	<b>54</b>	<b>65</b>	<b>55</b>	<b>61</b>	<b>62</b>	<b>62</b>

Note: the points awarded for "Value for Money" has been calculated by multiplying the maximum available points (60) by the ratio (lowest tender)/(submitted price).

# SEWER SCHEME - STAGE 1

## JINDERA



- SEWER NOTES:**
1. ALL DRAINAGE WORKS TO BE CARRIED OUT IN ACCORDANCE WITH COUNCIL STANDARDS AND REGULATIONS & PITS AND GROUNDS TO MEET COUNCIL APPROVAL.
  2. CONCRETE DRAINAGE PIPES ARE TO BE CLASS 2 UNLESS APPROVED OTHERWISE (UNLESS NOTED OTHERWISE).
  3. ALL DRAINAGE PIPES ARE TO BE CLASS 2 UNLESS APPROVED OTHERWISE (UNLESS NOTED OTHERWISE).
  4. ALL DRAINAGE PIPES ARE TO BE CLASS 2 UNLESS APPROVED OTHERWISE (UNLESS NOTED OTHERWISE).
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  19. ALL DRAINAGE PIPES ARE TO BE CLASS 2 UNLESS APPROVED OTHERWISE (UNLESS NOTED OTHERWISE).
  20. ALL DRAINAGE PIPES ARE TO BE CLASS 2 UNLESS APPROVED OTHERWISE (UNLESS NOTED OTHERWISE).

SHEET No.	DESCRIPTION	REVISION	DWG. No.
1	COVER SHEET	C	80706-F-100
2	GENERAL ARRANGEMENT PLAN 1	C	80706-F-102
3	GENERAL ARRANGEMENT PLAN 2	C	80706-F-103
4	GENERAL ARRANGEMENT PLAN 3	C	80706-F-104
5	SEWER LONGITUDINAL SECTIONS LINE 1	C	80706-F-105
6	SEWER LONGITUDINAL SECTIONS LINE 2	C	80706-F-106
7	SEWER LONGITUDINAL SECTIONS LINE 3	C	80706-F-107
8	SEWER LONGITUDINAL SECTIONS LINE 4	C	80706-F-108
9	SEWER LONGITUDINAL SECTIONS LINE 5	C	80706-F-109
10	SEWER LONGITUDINAL SECTIONS LINE 6	C	80706-F-110
11	SEWER PUMP STATION - LOCALITY PLAN	C	80706-F-111
12	SEWER PUMP STATION - STANDARD DETAILS 1	C	80706-F-112
13	SEWER PUMP STATION - STANDARD DETAILS 2	C	80706-F-113



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SITE PLAN  
 SCALE 1:2500



Properties and title information may contain errors and/or omissions, even if based upon information available on the 12/07/2015 and should not be relied upon.