

Glen Innes Severn Council Ordinary Meeting
23 JUNE 2022

Late Items
ANNEXURES

Annexures

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SUBMISSION ONE - ANNEXURE B



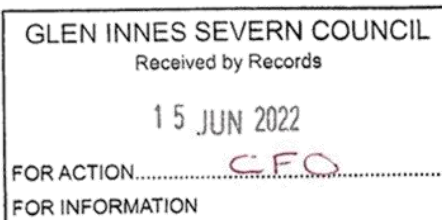
NSW Farmers - Glen Innes Branch

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GLEN INNES NSW 2370

14th June 2021

Glen Innes Severn Council
General Manager
PO BOX 61
GLEN INNES NSW 2370



Dear Craig,

The members of the Glen Innes branch of NSW Farmers met recently for our Annual General Meeting. During the meeting the draft Glen Innes Severn Council (GISC) Annual Operational Plan & Budget 2022-2023 was discussed, of concern was the proposed individual animal fee (i.e. per head) for the use of the quarry weigh bridge for weighing cattle on trucks.

The meeting participants raised the following issues worthy of consideration:

1. The quarry weighbridge facility is considered by our members to be a valuable service that Council provides to our rural rate payers.
2. The Council's quarry weighbridge is the only Public Weighbridge in our local government area open to the public.
3. When considered as an output of farm production weighing livestock should not be considering any differently to weighing any other commodity. For example, a load of corn versus a load of cattle. All produce when presented for weighing at a public weighbridge should be charged on the same basis, i.e. by the weighbridge ticket.

4. To introduce a fee on a per head basis is placing an unfair cost burden on livestock producers. If a truck of any other commodity is weighed for \$31.50 GST Inc. and a semi-trailer with 48-head of cattle costs \$244.80 GST Inc. This is not equitable.
5. The weighing of livestock, mainly cattle and sheep, at the weighbridge is a convenient and safe method to weigh stock compared with transhipment i.e., unloading, weighing, and reloading at the saleyards to complete the same exercise to record the total weight of a consignment of livestock.
6. The weighbridge option allows for best practise stock management to minimise livestock stress and minimises the risk of harm to both livestock and handlers.
7. Further, weighing by the truck also limits risk of potential zoonoses to livestock handlers, reducing workplace risk for truck drivers and Council staff.

The meeting was unanimous in their position that such as fee was inequitable for livestock producers and that the existing charge per weighbridge ticket should be retained.

Kind Regards

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A black rectangular box redacting the signature of the Chair.

Chair

SUBMISSION TWO - ANNEXURE C

From: Personal Information Removed
Sent: Tue, 14 Jun 2022 07:39:29 +1000
To: Council Email
Subject: Submission to 2022/23 Operational Plan & Budget
Attachments: Council Operational Plan and Budget 202223 Sub.docx

Good morning Council Admin Team,

I've attached my submission to the 2022/23 Council Operational Plan & Budget.

Regards,
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General Manager, Craig Bennett
Mayor & Councillors

Glen Innes Severn Council,
PO Box 61,
GLEN INNES, 2370

13/6/22

Dear Mayor, Councillors and General Manager,

Re: Submission to Council's 2022/23 Operational Plan & Budget

I wish to raise a number of matters in relation to the annual Council Operational Plan & Budget, including:

- Fees & Charges
 - Proposed Quarry weighbridge charge for individual cattle
 - Drainage fee – Administration
 - OSSM (Septic Tanks) fee – Administration
- Dividends from Water and Sewerage Funds to General Fund
- Weed Management

Quarry Weighbridge fee for cattle:

This is the third time this proposal has been brought before Council, with the first two being rejected. The concerns remain similar to those in the past.

- The quarry operation and weighbridge are a discrete activity from the Saleyards operation, and there is no justification for a discriminatory weigh fee for any commodity.
- The Council's quarry weighbridge is the only Public Weighbridge and the proposal does not allow landholders any local alternatives to avoid excessive fees.
- The legality of this varied fee for the only local Public Weighbridge is in question.
- I have heard a suggestion that the proposed charge is justified as a "user-pay" approach.
 - This suggestion does not fit with Council's user-pay guidelines set out on page 73 of the 2022/23 Operation Plan & Budget.
- It is unlikely that any other local government council in New South Wales would levy such a fee.
- The proposed fee is only being applied to one sector of graziers in the Glen Innes district. It is estimated that only about 5% of cattle sales are captured in this proposal.
 - In most cases, we are dealing with the feedlot heifer market to operations that don't have their on-site weigh system.
 - The numbers of sales in this category will probably decrease further due to the strong weaner market.
 - Other sale options take up the bulk of the cattle sales:
 - Sales to feedlots who have their own weighbridge and set induction systems.
 - Sales direct to the processors.

- Sales via other saleyards, given that Council has stopped regular sales at Glen Innes.
- Auction Plus sales
 - Often, cattle weighed at the Council Public Weighbridge are part of a bulked-up consignment of heifers to a distant feedlot with small trucks transporting the cattle to Glen Innes first. In these cases, it is most important to get the cattle weighed quickly and onto the B Double to travel the long distance and return before the driver runs out of driving hours, as well as meeting the feedlot daily shut off time.
 - With this arrangement the vendor will be paying two transport companies.
- It should only be the livestock vendor (local council ratepayer) who makes the decision as to how to sell their cattle, free from any undue fees or coercion.
- This whole proposal will potentially only provide a small revenue to Council and result in erosion of goodwill.

Drainage Fee – Administration

It appears that funds derived from urban and rural drainage fees are all accumulated into a single fund. In the interest of fairness and transparency I would suggest.

- That the annual Operational Plan & Budget provide a clear breakup of
 - Income from Urban drainage fees
 - Income from rural drainage fees, and
 - The annual expenditure in each category

It figures that this information should be also made available in other Council communications.

OSSM Fee - Administration

At last year's discussion on the application of OSSM (Septic tanks) fees, my understanding was that a fee would only be charged on "High Risk Installations". I believe ratepayers need to be advised if their site is defined as high risk. At this stage it appears that there has not been any offsetting expenditure against the new levy. If this is the case and septic systems are operating correctly, then there is no justification for the charge.

I note that the fee to operate an "Onsite Sewerage System" is now set at \$105.00 (Page 65). I find this difficult to justify.

Dividends from Water & Sewerage Funds to General Fund

I note the mention of dividends from the Water & Sewerage Funds to the General Fund. I am concerned about the increasing overlays of new fees, often not evenly spread across those ratepayers who may be the eventual beneficiaries of potential new services.

I am concerned with the potential of levying a fee where there is not an offsetting expenditure requirement. Under this circumstance, the profit from the fee could become a fund profit and therefore subject to dividends to the General Fund.

Weed Management

Over recent years the management of weeds does not appear to be delivering the outcomes expected by ratepayers. It is time to have a review of how Council works with other agencies. There is only minimal mention of weeds management in the Operational Plan for 2022/23.

I look forward to Council's in-depth consideration of the matters that I have raised.

Yours faithfully

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SUBMISSION THREE - ANNEXURE D

From: Personal Information Removed
Sent: Tue, 14 Jun 2022 14:38:34 +1000
To: Council Email
Subject: Attn: Craig Bennett - Re: Nine Mile/Bushy Park Roads

Craig Bennett
General Manager
Glen Innes Severn Council

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14/6/2022

Re Draft Operational Plan and Budget 2022-2023, Nine Mile Rd Re-sheeting

Dear Craig,

We have become aware of the plan to improve the condition of Nine Mile Road later this year.

We would like to ask that while the heavy plant is on site, the small wooden bridge on Bushy Park Road undergoes substantial repair. Some of the structural timbers are rotten and while we are grateful for the temporary attempts at "making good" the junction between the bridge and road on both sides, these fail at every heavy rain, necessitating further repairs every time. At the moment the space between the road and bridge on the far side is dangerously large. The rocks used to fill these gaps, while temporarily helpful, are easily washed away. Because cattle trucks use this bridge to access the Dunvegan stockyards, this bridge gets a lot of use. It is also the only route through which we are able to access our property, which is our only home.

The recent heavy rains have also severely damaged the edges of Bushy Park Road such that turning left from Bushy Park Road at the [REDACTED] mark to access our property has become barely possible! Is there please a possibility for the plant to improve the drainage around this part of Bushy Park Road? We would be extremely grateful for any help with this situation

Thank you very much for consideration

Yours sincerely,

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SUBMISSION FOUR - ANNEXURE E

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Craig Bennett
General Manager
Glen Innes Severn Council

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8/6/2022

Re Draft Operational Plan and Budget 2022-2023, Nine Mile Rd Re-sheeting

Dear Craig,

On behalf of the Dundee Community, I ask that Glen Innes Severn Council resheet the full length of the Nine Mile Road. The 2022-2023 budget only allows for re sheeting the first 7 km. With the option to source gravel from a pit on the Nine Mile Road, freight and fuel savings should be able to be found and these savings put toward a complete resheeting of the Nine Mile Rd.

I would also ask that while the heavy plant is on site, long overdue repair work be completed on the Nine Mile, Six Mile and Bushy Park roads. These repairs include broken pipes to be replaced, flood damage, narrow road sections to be made wider, extra pipes installed and road drainage channels improved. Several of these areas have already been inspected by council, please let the community know if you need further information to identify other problem areas.

Yours sincerely,

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Item 11.1
Annexure E

SUBMISSION FIVE - ANNEXURE F

From: [Personal Information Removed]
Sent: Thu, 9 Jun 2022 10:03:12 +1000
To: Council Email
Subject: Attention: Glen Innes General Manager
Attachments: Letter to the Glen Innes Council.docx

Please forward this letter to Craig Bennett in relation repairs for the Dundee Nine Mile Road.

Kind regards

[Personal Information Removed]

Craig Bennett
General Manager
Glen Innes Severn Council
PO Box 61
Glen Innes NSW 2370
Email: council@gisc.nsw.gov.au

Dear Craig

I write to the council as the landowner of **Personal Information Removed**, Dundee, requesting that the Glen Innes Severn Council resheet the entire length of the Nine Mile Road. From my understanding, the current 2022-2023 budget only allows for re sheeting the first 7 km. With the option to source gravel from a pit on the Nine Mile Road, freight and fuel savings should be able to be found and these savings put toward a complete resheeting of the Nine Mile Rd.

I would also ask that while the heavy plant is on site, long overdue repair work be completed on the Nine Mile, Six Mile and Bushy Park roads. These important repairs include broken pipes to be replaced, flood damage, narrow road sections to be made wider, extra pipes installed and road drainage channels improved. Several of these areas have already been inspected by council, please let the community know if you need further information to identify other problem areas.

Yours sincerely

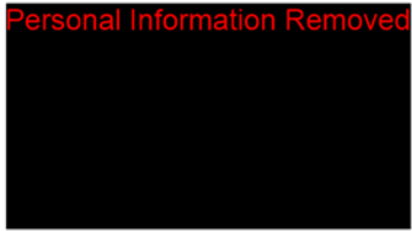
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SUBMISSION SIX - ANNEXURE G

From: Personal Information Removed
Sent: Sat, 11 Jun 2022 15:55:08 +1000
To: Council Email
Subject: Proposed Resheeting of the Nine Mile Rd
Attachments: Damage to Nine Mile Rd - Resheeting Proposal June 2022.docx, Nine Mile Rd - Resheeting June 2020
Personal Information Removed

To whom it may concern,
Please see attached 2 letters of correspondence in relation to the proposed resheeting of the Nine Mile Rd Dundee. We look forward to your response.
Kind Regards

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To whom it may concern,

I'm writing in regard to the proposed resheeting of the Nine Mile Rd at Dundee. We live a [REDACTED] Nine Mile Rd where we operate 2 businesses. We have 2 employees that use this road daily as we do ourselves to drive children to the highway to catch the bus. We have been made aware from the Draft Operational Plan 2022-2023 that you have allocated money to re-sheet the road. On further investigation it has been indicated that there are only enough funds to upgrade 7km of the road, we assume that this means you will start with the worst part of the road which is the eastern end? It is always the first to show the worse signs of damage and due to the soil type, blocked gutters, broken pipes, and the large mobs of cattle residing on the road, it is often left like a ploughed paddock after rain. Due to flood damage the road is currently in a state of disrepair which is causing damage to motor vehicles and is dangerous to anyone unfamiliar with the road. We please ask that the entire road please be resheeted, in particular the eastern end to avoid further damage and a waste of council resources where the road is constantly needing repair. I have personally telephoned council on 2 separate occasions since April to report the road, to which as yet, no action has been taken. I look forward to your reply.

Thanks

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SUBMISSION SEVEN - ANNEXURE H

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Glen Innes Severn Council
PO Box 61, Glen Innes 2370

10th June 2022

Dear General Manager

I live at [REDACTED] Nine Mile Road

I am concerned that only 7 KM of the Nine Mile Road will get resheeted that will leave approximately 5 KM not upgraded & take it this would be the east end of the road, which is at this point the worst of the road due to flood damage from lack of drainage and pipes also large numbers of cattle using the road to try to find some dry ground and this is making the road very slippery. There is deep drains washed from the water running along the road on the end of the road making it hard for trucks of cattle, grain, fuel to dodge also very dangerous for some one in a car that has not been along this part of the road if a wheel of a car dropped into one of these drains it would not get out. I have carted rock for some of these spots trying to make it safer.

Please look at resheeting or at least an upgrade of the full length of the Nine Mile Road.
Yours faithfully,

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