



BUSINESS PAPER

ORDINARY MEETING OF COUNCIL

To be held on

Wednesday, 26 July 2017
9am

at

Guyra Council Chambers

Members

Administrator, Dr Ian Tiley

AGENDA

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10.1 FOR DECISION: Kolora Expressions of Interest

As this report deals with commercial information of a confidential nature which, if disclosed, confers a commercial advantage on a person with whom the Council is conducting (or proposes to conduct) business (Section 10A(2)(c) of the Local Government Act 1993). Council closes the meeting, in accordance with Council's Code of Meeting Practice, as consideration of this matter in open Council would be contrary to the public interest.

10.2 FOR INFORMATION: Quarterly Debt Recovery Report

As this report deals with the personal hardship of any resident or ratepayer (Section 10A(2)(b) of the Local Government Act 1993). Council closes the meeting, in accordance with Council's Code of Meeting Practice, as consideration of this matter in open Council would be contrary to the public interest.

Item: 7.2.1 **Ref:** AINT/2017/11659
Title: FOR DECISION: Economic Development Strategy (EDS) **Container:**
ARC16/0874
Author: Harold Ritch, Program Leader Economic Development
Attachments: 1. Draft Economic Development Strategy 2017-2025

RECOMMENDATION:

- a) **That the Draft Economic Development Strategy (EDS) be accepted and placed on public exhibition for 28 days from 12noon 26 July 2017 to 12noon 22 August 2017.**
- b) **That submissions received be considered by the incoming Council, which will thereafter endorse the EDS with any amendments considered necessary.**

Background:

Armidale Regional Council (ARC) was proclaimed on 12 May 2016 following the merger of Armidale Dumaresq Council and Guyra Shire Council. An Administrator (the Council – Dr Ian Tiley) was appointed and a new council will be elected in September 2017.

The Regional Growth Advisory Committee (RGAC) was given the task of delivering a new Economic Development Strategy (EDS) with a draft to go before the July 2017 Council meeting for consideration.

The strategic planning process will inform the Council's Integrated Planning & Reporting (IP&R) Framework.

Council and the community were looking for a planning process that will have both diversity and depth of engagement, that will enable community conversations, assist our community to explore local challenges and opportunities and that will be a community building process.

The Strategy will provide a blueprint for enhancing the vibrancy and sustainability of the local economy and its influence on the liveability of the new local government area as a whole. The plan will foster prosperity by facilitating business development and growth, provide access to information, resources and opportunities for business and contribute to the wellbeing of all our workers, visitors and residents.

The Strategy is to provide directions for economic development over the next eight (8) years, align with the Council's Delivery Program from 2017/18 till 2024/2025.

The Strategy is to also focus on the following seven (7) key objectives:

1. Achieve population growth to underpin the economic growth and prosperity of the Armidale Region;
2. Growth in tourism visitation and spending, and identification of regional tourism opportunities;
3. Development of the region's civic (CBD) precincts, including CBD, retail, cultural, tourism and recreational precincts;
4. Facilitation of quality economic enabling projects and activities to support local businesses;
5. Facilitation of business establishment and growth, investment attraction and development;
6. Identification of major infrastructure projects, reflecting the region's growth opportunities; and
7. Provision of leadership and fostering of partnerships which contribute to economic and

tourism development.

SC Lennon & Associates were selected from a Request for Quote process to work with the Regional Growth Advisory Committee to deliver the attached document and action plan for endorsement.

Key Issues and Risks

The EDS is aimed at the seven Key Objectives all of which have a positive impact on the local community. The risks associated with the EDS are not achieving all the action items and as such delaying the potential of our region.

Integrated Planning and Reporting Framework

The EDS will inform and is in line with the Council's Integrated Planning & Reporting (IP&R) Framework.

Stakeholder Engagement

A comprehensive community engagement strategy was developed and delivered and the results are reflected within the EDS.

Financial Implications

The Strategy will inform the financial implications of the eight year plan. Appropriate future budgets will be allocated to identified actions. Some larger projects will be subject to funds sought through State and Federal infrastructure funding opportunities and have already been presented to appropriate authorities. There are actions within the EDS that require little or no budget allocation and only staff resources.

Next Steps

Once endorsed a full scoping exercise will be undertaken to ensure the priorities are forefront in the 2017-2018 financial year. All actions will be monitored by the Economic Development team and reported annually to Council.

Item:	7.2.2	Ref: AINT/2017/11571
Title:	FOR DECISION: Write Off - Outstanding Rates & Charges ARC16/0045-3	Container:
Author:	John McIlwain, Revenue Officer	
Attachments:	Nil	

RECOMMENDATION:

- a) That Council note the changes implemented to supplementary list processing have mitigated the circumstances in which outstanding balances were left on historical properties.
- b) That \$1,319.61 in outstanding rates and charges on assessment 13036-9 be written off.
- c) That \$5,753.74 in outstanding rates and charges on assessment 18481-2 be written off.
- d) That \$1,374.78 in outstanding rates and charges on assessment 19978-6 be written off.
- e) That \$5,058.96 in outstanding rates and charges on assessment 21756-2 be written off.
- f) That \$3,372.08 in outstanding rates and charges on assessment 22347-9 be written off.
- g) That \$3,963.82 in outstanding rates and charges on assessment 22820-5 be written off.
- h) That \$10,567.00 in outstanding rates and charges on assessment 2158-4 be written off.
- i) That \$9,891.76 in outstanding rates and charges on assessment 4628-4 be written off.

Background:

Council has a number of “historical” properties that have outstanding balances for rates and charges. The historical status of these properties means that an attempt to recover the outstanding rates and charges would not be cost effective.

Key Issues and Risks

Council levies rates and charges on parcels of land based on property files provided by NSW LPI. The Valuer General provides updated property files and valuations fortnightly via Supplementary lists. Supplementary lists detail property changes i.e. subdivisions amalgamations and changes to parcels of land held under crown leases.

Prior to changes in Council processing of Supplementary lists implemented in 2014, there were a number of subdivisions and changes to Crown leases that resulted in historical properties being left with outstanding rates and charges. These outstanding rates and charges were not transferred from the now historic property to the newly created properties resulting from the subdivision.

Effectively Council processing resulted in outstanding property related debt for rates and charges being held against historic properties that no longer existed, whilst newly created properties were showing as having no outstanding property related debts.

In 2014, Council implemented a number of changes to Supplementary list processing. Rates and Charges are now adjusted fortnightly on a Pro-rata basis from the date of the supplementary lists. Any outstanding balances on historic assessments after pro-rata adjustments are then transferred from historic properties to the newly created properties. This process ensures that outstanding property related debt generated by a parcel of land remains tied to a current parcel of land and is ultimately recoverable through a sale of land process for outstanding rates should the amount remain outstanding.

This report details the remaining historic assessments that have outstanding balances, and recommends that Council write off the outstanding rates and charges as an attempt to recover the outstanding balances would not be cost effective. The table below details the historic assessments with outstanding balances that have been identified as not being cost effective to recover.

Assessment Number	Rates & Charges	Accrued Interest	Total	Summary
13036-9	\$657.69	\$661.92	\$1,319.61	Property was sub-divided prior to June 2006. Outstanding balance was carried forward at the time of the upgrade from Fujitsu to Pathway. The outstanding debt was not apportioned across current properties at that time.
18481-2	\$2,580.14	\$3,173.60	\$5,753.74	Property was sub-divided prior to June 2006. Outstanding balance was carried forward at the time of the upgrade from Fujitsu to Pathway. The outstanding debt was not apportioned across current properties at that time.
19978-6	\$870.20	\$504.58	\$1,374.78	This property debt was a crown lease which expired prior to June 2006. Outstanding balance was carried forward at the time of the upgrade from Fujitsu to Pathway.
21756-2	\$2,595.58	\$2,463.38	\$5,058.96	Property was sub-divided in November 2006. Outstanding rates and charges were left on the historic assessment instead of being transferred to the newly created properties. 603 certificates were issued on the historic assessment detailing an outstanding amount and the new properties detailing no property related debt. Conveyancers did not make allowances at the time.
22347-9	\$1,687.02	\$1,685.06	\$3,372.08	Property was sub-divided prior to June 2006. Outstanding balance was carried forward at the time of the upgrade from Fujitsu to Pathway. The outstanding debt was not apportioned across current properties at that time.
22820-5	\$1,689.24	\$2,274.58	\$3,963.82	This property debt was a crown lease that was cancelled a number of years ago. Notes on Council's EDMS in 2010 indicate that the former leasee was in a nursing home with no real prospect of recovering the outstanding balance.
2158-4	\$7,409.52	\$3,157.48	\$10,567.00	This property was a crown lease that expired in May 2005. In the process of transferring Guyra Shire Council system from "Practical" to Pathway the lease was not cancelled and rates and charges continued to accrue. There is no real prospect of recovering the outstanding debt.
4628-4	\$6,424.22	\$3,467.54	\$9,891.76	This property was a crown lease in Tingha. The lease has been cancelled and the Crown

Assessment Number	Rates & Charges	Accrued Interest	Total	Summary
				has since sold the land. There is no real prospect of recovering the outstanding debt.

Integrated Planning and Reporting Framework

Not applicable to this report.

Stakeholder Engagement

Nil to date.

Financial Implications

That \$41,301 in rates and charges will be written off.

Next Steps

Subject to the recommendation being endorsed by Council, that the rates and charges be written off.

Item: 7.2.3 **Ref:** AINT/2017/11637
Title: FOR INFORMATION: Cash & Investments Report June 2017 **Container:**
ARC17/2153
Author: Keith Lockyer, Service Leader Finance and Information Technology
Attachments: 1. June 17 Investments Register

RECOMMENDATION:

That the Cash and Investments report for Armidale Regional Council as at 30 June 2017 be received and noted.

Introduction:

Cash and Investments for the month of June 2017.

Report:

The following is the cash and investments particulars for the period 1 June 2017 to 30 June 2017. At the end of the June period, Council held \$70,732,037.47 in investments and a consolidated bank account balance of \$3,611,063.61 excluding the Trust Fund.

During the month of June, total payments and receipts were \$21.07 million and \$12.7 million respectively. Council's bank account balance as per bank statements at the end of the period 30 June 2017 are as follows:

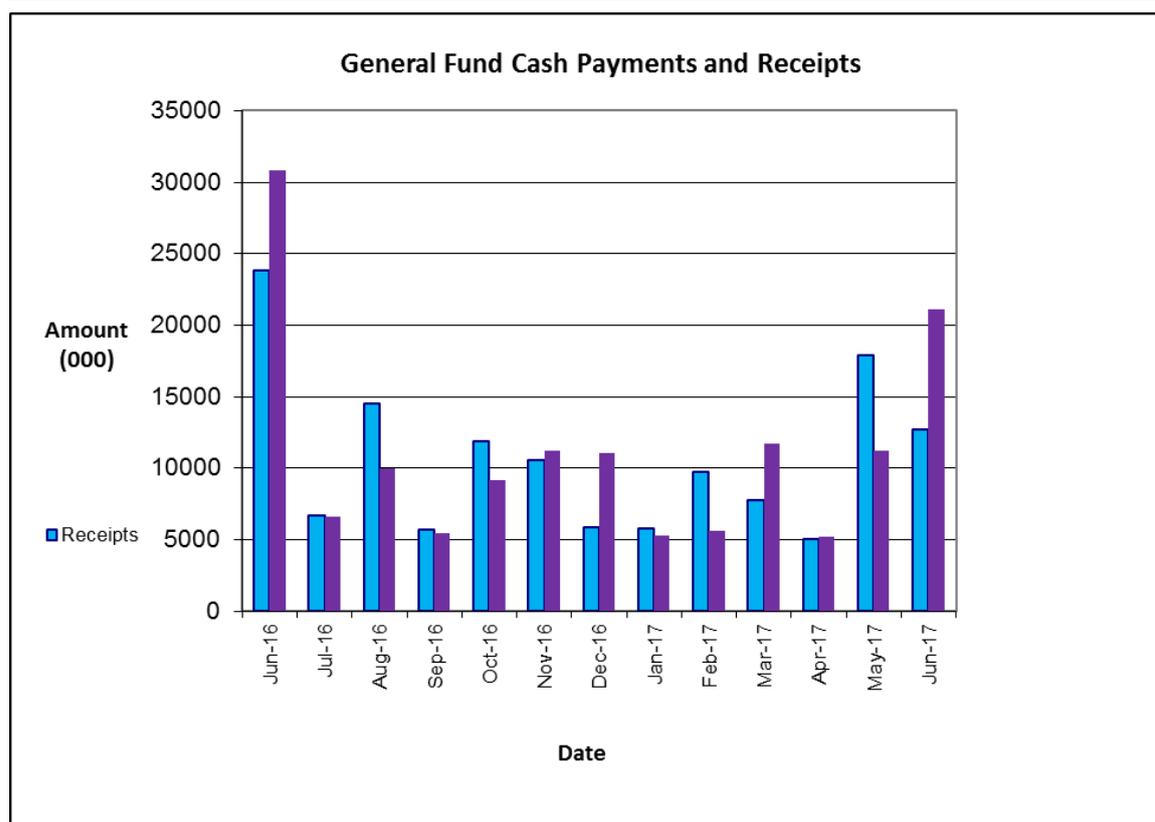
General Fund	3,611,063.61
Trust Fund	1,227,748.02
Total Bank Balances	4,838,811.63

	%
30 day BBSW Index	1.62
Average Interest Rate on Term Deposit Investments	2.68

Investments Register

At the end of the June period Council held \$70,732,037.47 in investments, an increase of \$7,473,942.48 from the end of the May period. General fund bank account balances have decreased by \$8.4 Million.

Opening Balance at the beginning of the Period	63,258,094.99
Redemptions to the NAB General and Business A/c's	- 2,536,441.41
Funds Transferred from the NAB General and Business A/c's	10,000,000.00
Increased principal due to roll over of funds	10,383.89
Closing Balance at the end of the Period	70,732,037.47



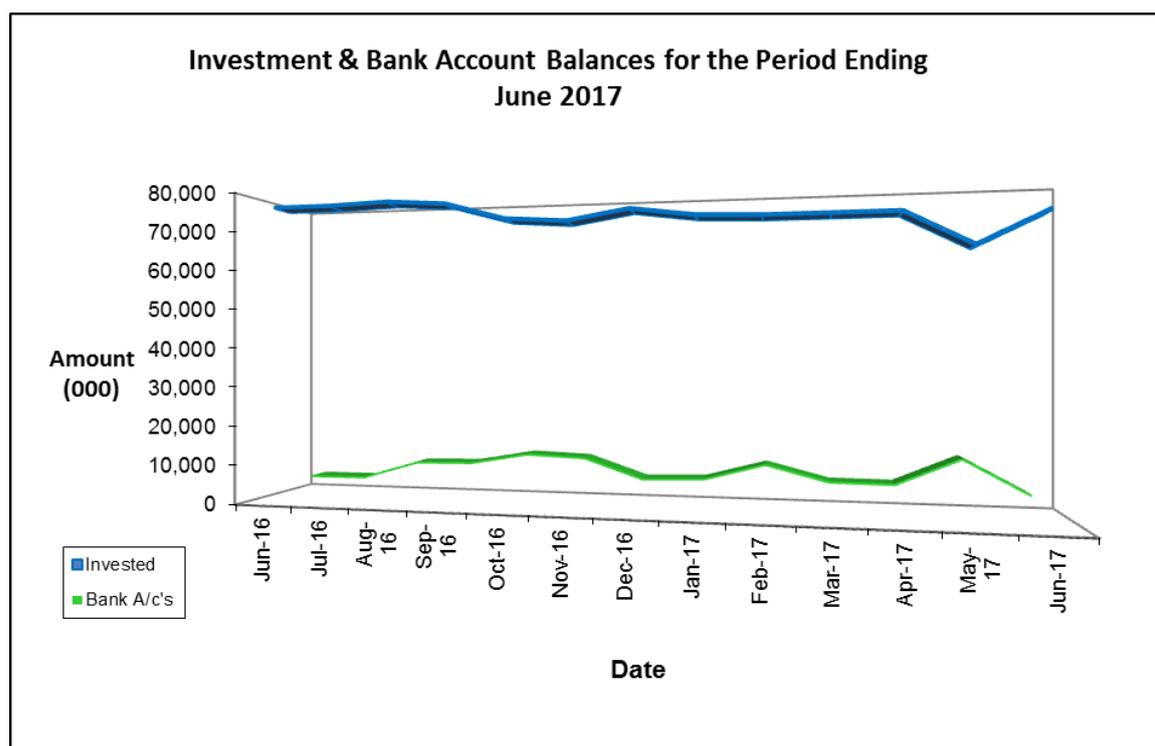
Institution	Sum of Investment at Market Value	Average of Interest Rate %
AMP	4,000,000.00	2.70%
Bank of Queensland	6,000,000.00	2.63%
Bendigo Bank	1,000,000.00	2.65%
Beyond Bank	6,000,000.00	2.71%
Credit Union Australia High Interest At Call Savings Account	7,500,000.00 6,600,128.94	2.74%
ING	5,000,000.00	2.70%
ME Bank	8,000,000.00	2.79%
NAB	13,600,711.53	2.60%
Rural Bank	7,000,000.00	2.59%
T-Corp Hour Glass Account	2,031,197.00	
Westpac	4,000,000.00	2.59%
Grand Total	70,732,037.47	2.68%

Community Engagement and Internal Consultation

This monthly report provides the community with a snapshot of Council's cash and investment particulars for the period 1 June 2017 to 30 June 2017.

Financial Implications:

That sufficient working capital is retained and restrictions are supported by cash. Cash management complies with the NSW Local Government regulations 2005.



Good Governance

All of Armidale Regional Council's investments for the period ending are in accordance with:

- Council Investment Policy POL152.
- Local Government Act 1993 – Section 625.
- Local Government Act 1993 – Order of the minister dated 12 January 2011.
- The Local Government General Regulation 2005 Reg 212.

The investment policy covers aspects of risk associated with interest rates and bank security.

Integrated Planning and Reporting Issues:

Statutory compliance. An Investment Report needs to be tabled at an Ordinary Meeting of Armidale Regional Council by the end of each month.

Sustainability Assessment

Council's financial position is a key component in its economic sustainability in the future.

Item: 7.3.1 **Ref:** AINT/2017/09486
Title: FOR DECISION: Paid Parking at Armidale Regional Airport **Container:**
ARC17/2000
Author: Leah Cook, Service Leader Asset Planning and Design
Attachments: 1. Photos of Overflow Parking at Armidale Regional Airport

RECOMMENDATION:

- a) That the submissions received on the proposal to introduce paid overnight parking at the airport be noted.
- b) That the following airport parking fee structure be approved and capped for a period of three (3) years:
 - (i) Parking for up to 3 hours – free
 - (ii) Parking for over three hours, but not past midnight – \$5
 - (iii) Parking for over three hours, and past midnight (i.e. overnight) - \$10
- c) That Council prepare a communications plan for the implementation of paid parking.
- d) That the parking fees do not commence until after upgrading and expansion of airport parking has occurred.
- e) That any revenue from paid parking, be used to fund the cost of parking infrastructure, maintenance and operations. Further, that should any surplus funds become available that these be used to offset costs of other airport infrastructure.
- f) That the potential for improved public transport options to and from the airport be further investigated.

Background:

In order to maintain service quality, public safety and provide properly constructed parking facilities, upgrading of the parking infrastructure is now required. Historically, funding support by way of grants from State and Federal Governments has helped offset the substantial funding provided by Council, largely collected through passenger fees and ratepayer contributions. This arrangement has meant that the financial burden falls substantially upon the residents of the Armidale Region while the benefit accrues to users throughout the New England Region.

Passenger services at Armidale Field commenced in 1946 with East West Airlines flying an Avro Anson aircraft. In September 1956, a DC3 aircraft commenced operations into Armidale using the original terminal and 40 years later, in 1986, the current terminal was opened.

This growth in passenger numbers has continued over the past 60 years; growing 50% in the last decade and continuing at an average annual growth rate of seven percent. The number of carries and destinations have similarly grown single airline flying to Sydney to three airlines offering 16 flights daily to multiple destinations.

While this increase in patronage is a driver of economic growth and confirms the community benefit for friends and family provided by the Airport, it has also generated *increased pressure* on existing parking facilities available at the airport. In addition to the Armidale Regional Council Local Government Area, as a regional airport, Armidale serves a number of communities beyond ARC's boundaries. The original carpark offering 93 spaces has now been significantly

outgrown with three times this number of vehicles parking daily. Passengers drawn from throughout the New England Region park overnight and up to several days and weeks at the airport. Car pooling and car and truck rentals also create an increased demand for airport parking.

There are also concerns regarding safety with the current parking arrangements. Overflow parking commonly occurs on the grassy embankments adjacent to the airport carpark facility, or/and in unsafe and unmarked areas. Most of the offending parking occurs on uneven terrain, which is often absent of street lighting. The combination of high moisture content on the ground and frequent vehicle use results in often muddy and slippery surfaces, which have led to safety incidences and poses an unacceptable risk for Council going forward..Photographs depicting current issues with parking are provided in the attachment.

The objectives supporting the introduction of paid parking;

- To provide sufficient parking to meet user demands
- Increase the number of available car parking spaces
- To be able to sustainably fund parking infrastructure to cater for growing airport use based on a user pays system (as opposed to the current situation where Armidale ratepayers and airport travellers are paying for the parking), and
- To ensure the public are provided safe and accessible parking

Council engaged Caldwell and Kent Consulting to undertake a study into parking at the airport. Their findings support the need for additional carparks at the airport, and they recommend paid parking be introduced using a stepped fee structure to fund the cost of parking.

Armidale Regional Council believes the time is now appropriate to introduce a more equitable and fairer system to fund and maintain future parking infrastructure at the Armidale Regional Airport, through the implementation of a user pays system. The introduction of user pays parking means that those needing and using airport parking will pay and not other airline passengers or ARC ratepayers, as is currently the case.

Implementation of a user-pay parking system will help ensure that required maintenance, upgrades and expansion can be planned and budgeted, in line with the demand at the airport. The Armidale regional Airport Users Group (ARAUG) met on the 27 June 2017 and resolved as follows:

That the Armidale Regional Airport Users Group (ARAUG) supports the introduction of paid parking at the Armidale Regional Airport provided that all revenue collected is retained within the Airport Business Unit for future works.

Proposed Fee Structure

To help minimise the current situation where many cars are parked at the airport for other than airport use, the following fee structure is proposed;

- Parking for up to 3 hours – free
- Parking for over three hours, but not past midnight – \$5
- Parking for over three hours, and past midnight (i.e. overnight) - \$10.

Key Issues and Risks

The introduction of a *new charge* for a service previously provide free of charge represents a change in policy and circumstances which will not be valued by all as positive. This, however, is not the case as the financial burden for the provision of airport infrastructure currently falls disproportionately on ARC ratepayers and airline passengers, while the primary users of the parking infrastructure pay little to none of the cost. Introduction of paid parking establishes a more equitable and fair method of payment where those who benefit from the service, meet the cost of its provision.

There is little associated risk with the implementation of paid parking provided the charge is implemented efficiently and fairly, and the change in parking arrangements are clearly communicated.

Paid parking should be implemented following the upgrading and expansion of available parking so it can clearly be seen that there is a benefit for the charge being levied. It is envisaged that the parking fees will not come into effect until the 2018/19 financial year.

Integrated Planning and Reporting Framework

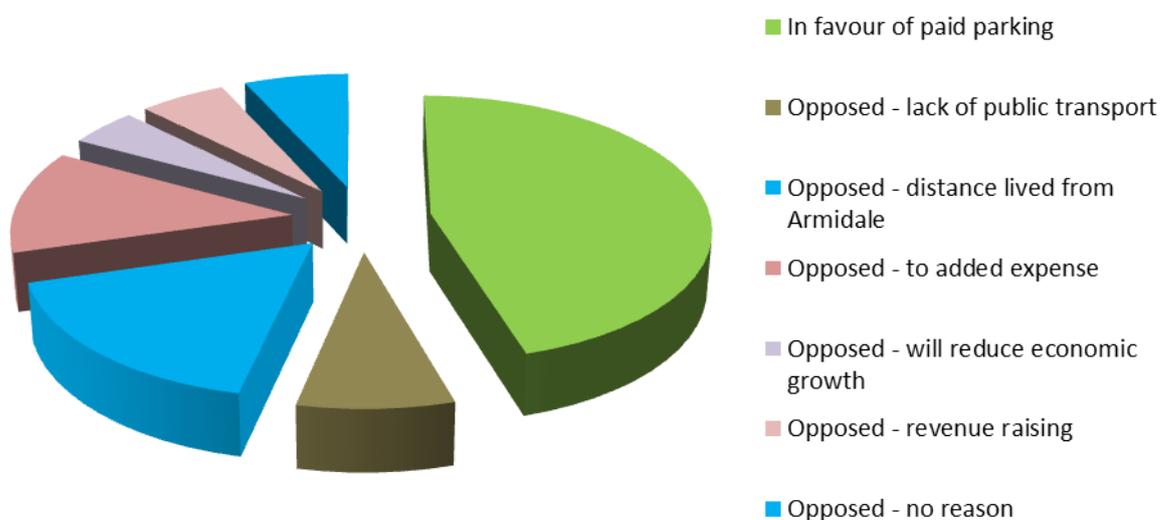
This proposal to introduce paid parking is consistent with the stated goals and objectives outlined within the IP&R Framework including Economic Growth and Airport expansion objectives.

Stakeholder Engagement

Substantial stakeholder engagement has been undertaken including the Public Exhibition of the proposal for paid parking. Additional engagement and communication has included media releases, social media posts, targeted letters to stakeholders, posters in the airport passenger terminal and a widely available Fact Sheet. Community feedback was encouraged within the Passenger Terminal through feedback forms.

Analysis of Overnight Paid for Parking Submissions

In total, 88 formal submissions were received in the Council suggestion box located at the Airport or via mail or e-mail addressed to Council. This number does not include comments made on Council's website via the EHQ software or comments expressed via Social Media. An analysis of these responses shows 45% of respondents are in favour of paid-for-parking and 55% were opposed to paid parking for a number of reasons (summarised below). The following chart summarises these results:



In the 45% submissions supporting paid parking, there was also recognition that paid parking would introduce a true user-pays system and that this would represent a more equitable method of charging those using the service. There was also acknowledgement that there was a need to fund future maintenance and infrastructure upgrades at the airport in a planned and managed way.

While there was suggestion that infrastructure costs should be funded through increased passenger fees (head taxes), this does not achieve the objective of user-pays and equity.

There was acknowledgement that all neighbouring RPT airports (offering airline passenger services) had already implemented paid parking and that Armidale was the only airport not to charge for parking. Reference was made to the UNE paid for parking program and to the recently introduced paid parking at Tamworth Airport.

While a multitude of reasons and often multiple concerns were expressed by a single respondent, opposition to paid parking could be summarised as follows:

Opposed because of the distance the respondent lived from the Airport - 17%

People in this category lived in Walcha, Guyra, Uralla, Glen Innes, Tenterfield, Inverell and other rural locations both within the ARC area and in surrounding shires. It was felt that these respondents had no option but to use their cars when travelling to the airport and that paid for parking would penalise them disproportionately.

Opposed because Paid-for-Parking would represent an added expense to travel costs - 13%

Respondents were opposed to the imposition of an added cost on top of the airline charges and accommodation expense. It was generally felt that Council should 'subsidise' this expense including respondents who professed travelling regularly, often parking for several days and weeks at a time.

Opposed because of a lack of alternative/public transport - 8%

A number of submissions were not opposed to the concept of paid parking, but felt they were left with no alternative to the use and parking of a motor vehicle as there was no alternative method of travelling to the airport. This is a valid point and consideration should be given to

investigating to potential for a bus service both to Armidale City and to other major centres. This is already a key goal within our Community Strategic Plan and should be pursued.

7% of respondents were opposed for No Reason

Opposed because charging for parking was seen as a revenue raising exercise
There was a general lack of understanding of the reasoning behind paid parking (to fund operational costs/infrastructure) but the proposal was seen as a revenue raising exercise.

Opposed because the introduction of paid-for-parking would 'slow economic growth'
There was a general belief that the availability of free parking supported businesses and encouraged the potential for investment in Armidale and the greater council areas. Conversely, it was felt that charging for parking would discourage investment and turn-away potential residents and businesses from consideration of Armidale and New England.

Additionally, 36 downloads of the consultation document were actioned via Councils "Your Say" facility, which resulted in 13 comments, 11 of which were in opposition to imposing a fee, the other 2 supportive.

From the comments made there was evidence of not fully understanding what was being proposed as detailed in the fact sheet, and how the planned arrangements would operate. If paid parking is to proceed there needs to be a comprehensive communication program to fully and accurately inform the community. This communication program should include details of the proposed changes and enhancements of the airport that will be funded through the introduction of this fee.

During the consultation period it was raised that non-airport users use the airport parking area during the day for car pooling and that Council should consider implementing a fee to reduce that practice.

Financial Implications

Recently conducted Feasibility Studies (both internal and via external consultants) have shown that paid parking would generate sufficient funds to pay for the installation of the equipment and thereafter to generate sufficient funds to contribute significantly to the ongoing cost to maintain and upgrade parking infrastructure. In particular, the anticipated cost to construct a new and expanded car park would be recovered via paid parking over a seven year period. Any additional revenue would be retained within Airport Operating funds for other infrastructure needs.

Next Steps

If a recommendation to progress paid parking is resolved, then the following actions will be pursued:

- Complete the upgrade and planned expansion to the airport car park
- Develop a communications plan for implementation of paid parking for airport users
- Prepare a specification for paid parking management equipment
- Call for EOs for the supply and installation of suitable equipment
- Include the proposed fee in the 2018/19 fees and charges

Item:	7.3.2	Ref: AINT/2017/11641
Title:	FOR INFORMATION: Guyra Main Street Reconstruction - Update	Container: ARC17/1518
Author:	Ralf Stoeckeler, Director Of Engineering	
Attachments:	Nil	

RECOMMENDATION:

That the progress report on the Guyra Main Street Reconstruction be noted.

Background:

The Guyra Main Street project has been given the approval to proceed following the acceptance of the project by the Stronger Regions and Stronger Communities Assessment Panel, and the adoption of the 2017/18 budget by Council. Funding for the project is made up of the following components: Stronger Regions Fund \$2m, Water fund \$575,347, sewer fund \$30,156 and the Section 94 Plan \$160,000 with the total project cost estimated as \$2.77m.

Key Issues and Risks

The design of the project is proceeding well and is being carried out by the following parties:

- Road, drainage and footpath – in house resources by Council's design section
- Underground electricity and street lighting – Essential Energy
- National Broadband Network – Telstra

In addition, the advice of a colour consultant will be sought to design a colour scheme for shop owners who will be encouraged to repaint their facades by Council providing the paint at no cost.

Consultation

As soon as a draft layout plan is available, it is proposed to meet with the Arts and Cultural Advisory Committee as well as the Access Committee to seek their comments and incorporate any suggestions they may have. It is then proposed to meet with the Guyra Advisory Group, a short term committee with representation from the Guyra Business Chamber, shop owners, former councillors, Tourism Group, Access Group and Youth Group. A formal Community Consultation program is in the final stages of development by Council's Media, Communications and Engagement Program Leader.

It is also proposed to engage an artist to produce a coloured three dimensional drawing of the proposed streetscape which will be used when consulting with the above groups.

Public Art Space

An area has been identified at the corner of Bradley and Moore Street which would be suitable for incorporating some form of street art. The layout of the footpath paving will also be an opportunity for providing a unique look which is essential for attracting visitors to the street.

Timing

The rollout of the National Broadband network in Guyra coincides with the proposed main street reconstruction. Initially construction on the main street was expected to commence in October 2017, however the design of the NBN network and Essential Energy's underground electricity design is unlikely to be complete in time. Construction is likely to commence in early

2018. This delay will allow further consultation to take place and ensure that the adopted plans are to the best possible standard available.

Integrated Planning and Reporting Framework

Under Environment and Infrastructure – E3. The community is provided with the essential and resilient infrastructure it requires for daily life.

Stakeholder Engagement

A formal Community Consultation program is in the final stages of development

Financial Implications

The cost of the project has been incorporated into the adopted budget for this year.

Next Steps

Complete the preliminary plans, engage with the community, incorporate any suggestions that are considered positive, finalise the plans, then construct.

Item: 7.4.1 **Ref:** AINT/2017/11922
Title: FOR DECISION: Draft Arts & Cultural Strategic Plan 2017-2022
Container: ARC16/0485
Author: Hayley Ward, Administration Officer
Attachments: 1. Draft Arts & Cultural Strategic Plan 2017-2022

RECOMMENDATION:

- a) **That the Draft Arts and Cultural Strategic Plan 2017-2022 be accepted and placed on public exhibition for 28 days from 12noon 26 July 2017 to 12noon 22 August 2017.**
- b) **That submissions received to the Arts and Cultural Strategic Plan be considered by the incoming Council, which will thereafter endorse the Plan with any amendments considered necessary.**

Background:

In November 2016 Council employed the services of Positive Solutions to complete an Arts & Cultural Strategy for the new Armidale Regional Council. In June 2017 Positive Solutions presented to Council a final Consultant's Report which detailed the findings from their research and community engagement as well as key recommendations.

This plan was developed from the consultant's report and is a statement of Armidale Regional Council's values and outlines our priorities for the next five years. The document has been developed through extensive community consultation and reflects the aspirations of the community and recognition that arts and culture is part of who we are as a regional community.

The new Arts & Cultural Strategic Plan celebrates the artistic vitality of the region and offers innovative strategies to encourage and support the community's involvement with creativity and culture.

The Arts & Cultural Strategic Plan highlights initiatives aligned with Council Goals across five themes that:

- > Deepen community engagement with arts and culture
- > Build on current infrastructure
- > Celebrate people and diversity
- > Strengthen connections and collaborations
- > Grow our creative industries.

This plan outlines the opportunities and aspirations of our region and sets out the actions Council will take to ensure arts and culture is embedded in all areas of Council work to enhance accessibility for all the community.

Key Issues and Risks

A key priority for Council is to explore opportunities to strengthen resourcing of arts and culture within our new structure. The risks associated with the Arts & Cultural Strategic Plan is not achieving all the action items and fulfilling the region's rich creative and cultural potential.

Integrated Planning and Reporting Framework

The Arts and Cultural Strategic Plan for Armidale Regional Council is a key part of our IP&R framework and informs the Resourcing Plan. Council recognises that arts and cultural activities are valuable to our community and to those who live, work in, and visit our region. It is part of our identity and is fundamental to a cohesive, livable and attractive region that celebrates diversity.

Stakeholder Engagement

A comprehensive community engagement strategy was developed. The consultation process involved a public survey, interviews with key council staff and six art representatives, and five focus groups: Aboriginal, Youth, Business, Visual Arts and Design, and Arts and Cultural Advisory Committee.

The following key themes were explored during the consultation process: the Armidale region identity and local Aboriginal identity; Armidale region's changing social and economic profile; arts and cultural facilities and infrastructure; Destination and Events Tourism; Creative Industries; Development – funding and partnerships; as well as the current priorities for Armidale Regional Council.

The discussion paper was presented for comment to Council's Arts and Cultural Advisory Committee and the Executive Leadership Team.

Financial Implications

The delivery of the Arts and Cultural Strategic Plan has been factored into the 2017/18 Operational Plan and Program.

Next Steps

The plan will go to Council to be endorsed for public exhibition. If no significant submissions are received the Arts & Cultural Strategic Plan will be endorsed by Council after the public exhibition period. Once adopted Council will develop strategies to resource the recommendations and all actions will be monitored by the Group Leader Organisation Services.

Item: 8.1 **Ref:** AINT/2017/10002
Title: FOR DECISION: Community Safety Advisory Committee - Minutes of
the meeting held on 13 June 2017 **Container:** ARC16/0560
Author: Hayley Ward, Administration Officer
Attachments: 1. Minutes - Community Safety Advisory Committee - 13 June 2017

RECOMMENDATION:

That the Minutes of the Community Safety Advisory Committee meeting held on 13 June 2017 be noted and the following recommendation endorsed:

- a) **That the updated ad outlining the new legislation in providing alcohol to minors be screened during September/October 2017 and December/January 2018.**
- b) **That the Traffic Committee consider a road safety assessment around Ben Venue School.**

Item: 8.2 **Ref:** AINT/2017/11449
Title: FOR DECISION: Youth Advisory Committee – Minutes of meeting held
26 June 2017 **Container:** ARC16/0591
Author: Sally Schofield , Program Leader Community Services
Attachments: 1. Minutes - Armidale Regional Youth Advisory Committee - 26 June
2017

RECOMMENDATION:

That the Minutes of the Youth Advisory Committee meeting held on 26 June 2017 be noted.

Item: 8.3 **Ref:** AINT/2017/11600
Title: FOR DECISION: Traffic Advisory Committee - Minutes of the meeting held 4 July 2017 **Container:** ARC16/0168
Author: Rob Shaw, Service Leader Roads and Parks
Attachments: 1. Minutes - Local Traffic Committee - 04 July 2017

RECOMMENDATION:

- a) That the Minutes of the Traffic Advisory Committee meeting held on 4 July 2017 be noted.
- b) That the Armidale City Public School Bus Zone located in Faulkner Street be reduced from the southern end to a length of 46.5m.
- c) That the section removed from the Armidale City Public School Bus Zone located at the southern end Faulkner Street be changed to No Parking during school zone times.
- d) That the Special Event Transport Management Plan for the New England Antique Machinery Club – Rally Advertising Run 10th October 2017, be approved as per the Special Events Transport Management Plan.
- e) That Council approve the use of local Armidale roads for the Earl Page College Coast Run occurring from Friday 25th August 2017 to Saturday 26th August 2017, in accordance with the submitted Traffic Management Plans and subject to any special conditions required by NSW Police Force. Additionally the organising committee be advised that approval must be sought from the Roads and Maritime Services for the use of roads under their jurisdiction.
- f) That approval be granted for the Transport Management Plan for the Greater Bank Armidale Fun Run 5th November 2017, subject to NSW Police endorsement of a public assembly and the associated road closures, and any additional requirements that may be requested by NSW Police.
- g) That a 20m “No Stopping” zone be installed on the eastern side of Kurrawatha Ave at the intersection with Uralla Road and then followed with a 10m “No Parking” zone period restricted for school days.
- h) That a 20m “No Stopping” zone be installed on the western side of the Kurrawatha Ave at the intersection with Uralla Road.
- i) That no action be taken in relation to the UNE pedestrian crossing concerns as investigation have shown that all crossings comply with RMS requirements.

Item: 8.4 **Ref:** AINT/2017/10629
Title: FOR INFORMATION: New England Weeds Authority - Minutes of the Meeting held 26 April 2017 **Container:** ARC16/0463
Author: Jessica Bower, Executive Officer
Attachments: 1. NEWA Minutes April 2017

RECOMMENDATION:

That the minutes from the New England Weeds Authority meeting on 26 April 2017 be noted.

Item: 8.5 **Ref:** AINT/2017/10258
Title: FOR INFORMATION: Environmental Sustainability Advisory Committee
- Notes of inquorate meeting held 15 June 2017 **Container:**
ARC16/0864
Author: Dianne Scopel, Division Assistant
Attachments: 1. Inquorate meeting notes - Environmental Sustainability Advisory
Committee - 15 June 2017

RECOMMENDATION:

That the notes of the inquorate meeting of the Environmental Sustainability Advisory Committee meeting held on 15 June be noted.

Item: 8.6 **Ref:** AINT/2017/10566
Title: FOR INFORMATION: Access Advisory Committee - Minutes of the meeting held on 22 June 2017 **Container:** ARC16/0524-3
Author: Hayley Ward, Administration Officer
Attachments: 1. Minutes - Armidale Regional Council Access Advisory Committee - 22 June 2017

RECOMMENDATION:

That the Minutes of the Access Advisory Committee meeting held on 22 June 2017 be noted.

Item: 8.7 **Ref:** AINT/2017/11660
Title: FOR INFORMATION: Wollomombi Local Area Committee - Minutes of
the meeting held 27 June 2017 **Container:** ARC16/0229
Author: Jessica Bower, Executive Officer
Attachments: 1. Minutes - 27 June 2017

RECOMMENDATION:

That the Minutes of the Wollomombi Local Area Committee meeting held on 27 June 2017 be noted.