

**NAMBUCCA SHIRE COUNCIL**

**Ordinary Council Meeting - 10 April 2013**

***LATE AGENDA***

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**GENERAL MANAGER'S REPORT****ITEM 9.6 SF601 100413 MACKSVILLE & DISTRICT CHAMBER OF COMMERCE & INDUSTRY INC - REQUEST THAT COUNCIL SUPPORT ON AND OFF RAMPS TO THE NEW HIGHWAY AT NORTH MACKSVILLE**

**AUTHOR/ENQUIRIES:** Michael Coulter, General Manager

**SUMMARY:**

The Macksville & District Chamber of Commerce and Industry Inc. has requested that Council make representations to the RMS to incorporate an on ramp and off ramp to the upgraded Pacific Highway in the vicinity of North Macksville (Old Coast Road). This is not a full additional interchange but rather an enhanced opportunity for northbound and southbound travellers to visit Macksville. It will also improve access for Macksville residents whereby locals will be able to enter and leave the highway just north of Macksville in addition to the planned interchanges at Boggy Creek and Bald Hill Road. It is recommended that Council request the RMS to prepare concept plans for these on and off ramps so as to facilitate a community discussion about their cost/benefit.

**RECOMMENDATION:**

**That Council request the RMS to urgently prepare concept plans for on and off ramps for the Pacific Highway upgrade in the vicinity of North Macksville (Old Coast Road) so as to facilitate a community discussion about their cost/benefit.**

**OPTIONS:**

The Council can make representations to the RMS as it sees fit.

**DISCUSSION:**

The Macksville & District Chamber of Commerce and Industry Inc has made the **attached** representation to Council seeking the following:

- *“that an exit ramp in the vicinity of Old Coast Road for those travelling south be included in the proposed by-pass*
- *that the proposed emergency entrance ramp not be locked and be available for general use as a northern on ramp.*
- *That, despite this most urgent request, that there be no further delays or slow down in the progress of the by-pass.*

The Chamber believes that the existing proposal which provides for an interchange to the south of Macksville at Bald Hill Road, will make it extremely difficult to entice travellers to make the decision to turn off the highway. The Chamber feels that Macksville would be most affected by the current proposal and that by providing additional on and off opportunities would minimise the effect on business in the town and would ease the feeling of some locals that Macksville's interests have been ignored.

In relation to the suggestion that the decision on the location of the access points to the Highway was determined at a meeting in 2008 when staff members from Bellingen and Nambucca Shires got together with the then RTA, the proposed access arrangements via interchanges at Bald Hill and Boggy Creek have not substantially changed since the RTA first conducted first conducted community consultation on the route in November 2005.

There was a second round of community consultation in 2007 and the community update leaflet published by the RTA in September 2007 stated as follows:

**ITEM 9.6 MACKSVILLE & DISTRICT CHAMBER OF COMMERCE & INDUSTRY INC - REQUEST THAT COUNCIL SUPPORT ON AND OFF RAMPS TO THE NEW HIGHWAY AT NORTH MACKSVILLE**

*“Access to the preferred route for the Macksville to Urunga section of the upgrade will be provided at the existing interchange at Raleigh and at proposed new interchanges located south of Macksville and west of Nambucca Heads.*

*Preferred locations and layouts of the new interchanges were identified at a workshop attended by the project team and representatives of Bellingen and Nambucca Shire councils and after consideration of the submissions received following the announcement of the preferred route. They are described below and on the map on the following page.*

*Interchange south of Macksville*

*The preferred location for the south Macksville interchange is at Bald Hill Road. This option was seen to perform better than the option located in the vicinity of the Scotts Head Road and Pacific Highway junction as it:*

- *Is closer to Macksville*
- *Provides improved access to Scotts Head, Warrell Creek and Donnellyville from both the highway and Macksville*
- *Has less impacts on adjacent properties*

*Interchange west of Nambucca Heads*

*The preferred location for the Nambucca interchange is near Boggy Creek. This option was seen to perform better than the option located south of the North Coast Railway Line on Old Coast Road as it provided improved access to:*

- *Nambucca Heads, Valla/Valla Beach and adjacent areas and South Urunga*
- *The Boggy Creek future urban area west of Nambucca Heads*

In terms of community consultation there have been many public meetings concerning the highway upgrade conducted by the RMS and its predecessor the RTA over the past five years. In response to those meetings and representations by the public, there have been seven reports to Council concerning the highway upgrade over the past three years.

At various times the Council has lobbied in relation to bringing forward the Just Terms Acquisition of Land (successful); bringing forward the construction of the Nambucca Heads to Urunga section (successful); bridging the Nambucca Floodplain to reduce flood impacts (so far unsuccessful); reducing noise impacts from the new road (no change); and not accepting the existing Macksville Bridge as a local bridge to be maintained by Council (undetermined).

It is agreed that the proposal by the Macksville & District Chamber of Commerce and Industry Inc. for on and off ramps at North Macksville would improve access to and from Macksville. To safely integrate the merging and diverging traffic on a 110 km/hour motorway, the ramps have to be a considerable length. A concept design should be prepared to at least allow a discussion about their impacts and cost.

As indicated in the **attached** submission from the Nambucca Heads Chamber of Commerce & Industry Inc. there may be equity issues in relation to the level of access provided to Macksville versus Nambucca Heads. However the suggestion from the Macksville & District Chamber of Commerce and Industry Inc. does not change the location of the proposed interchanges but seeks to add an additional access opportunity at North Macksville for travellers to visit Macksville.

**CONSULTATION:**

Council is responding to representations from the Macksville & District Chamber of Commerce and Industry Inc.

**ITEM 9.6 MACKSVILLE & DISTRICT CHAMBER OF COMMERCE & INDUSTRY INC - REQUEST THAT COUNCIL SUPPORT ON AND OFF RAMPS TO THE NEW HIGHWAY AT NORTH MACKSVILLE**

**SUSTAINABILITY ASSESSMENT:**

**Environment**

The implications for the environment are unknown. It is suggested that a concept plan be prepared so the implications can be evaluated.

**Social**

The social implications are unknown. These may include additional property acquisition. It is suggested that a concept plan be prepared so the implications can be evaluated.

**Economic**

The objective of the Macksville & District Chamber of Commerce & Industry Inc. is to improve access to the upgraded Pacific Highway. The Chamber believes the existing proposal will make it extremely difficult to entice travellers to make the decision to turn off the highway. The Chamber feels that Macksville would be most affected by the current proposal and that by providing additional on and off opportunities would minimise the effect on business in the town and would ease the feeling of some locals that Macksville's interests have been ignored.

**Risk**

There are no discernible risks in requesting the RMS to prepare concept plans for discussion.

**FINANCIAL IMPLICATIONS:**

**Direct and indirect impact on current and future budgets**

There is no budgetary impact.

**Source of fund and any variance to working funds**

There is no impact on working funds.

**Service level changes and resourcing/staff implications**

There are minor staff implications in making and following up any submission.

**ATTACHMENTS:**

- |   |  |         |
|---|--|---------|
| 1 | 8269/2013 - Highway Upgrade - request for on and off ramps at North Macksville | 0 Pages |
| 2 | 8296/2013 - Submission on Interchange Locations                                | 0 Pages |

## Macksville & District Chamber of Commerce & Industry Inc

P O Box 311, Macksville, NSW, 2447.

Email: [mackvillechamber@bigpond.com](mailto:mackvillechamber@bigpond.com)



DRAFT

4<sup>th</sup> February, 2013.

The Mayor,  
Nambucca Shire Council  
P O Box 177,  
MACKSVILLE, NSW, 2447.

Dear Councillor Hoban,

### **Re: Highway By-Pass Access**

Thank you for the opportunity to meet with you and the General Manager this morning and the opportunity to raise our concerns regarding the proposed highway by-pass accesses.

As a matter of urgency, the Chamber requires the support of Council to have Roads and Maritime Services (RMS) reconsider the situation regarding access points to the by-pass.

The Chamber is seeking the following:

- That an exit ramp in the vicinity of Old Coast Road for those travelling south be included in the proposed by-pass
- That the proposed emergency entrance ramp not be locked and be available for general use as a northern on ramp.
- That, despite this most urgent request, that there be no further delays or slow down in the progress of the by-pass.

The Chamber would like to point out that the general community in Macksville do not understand the current location of access points and this is reinforced from our limited research. Study of distributed RMS maps are vague in the location of access points, as

was pointed out to Chris Clark on 26<sup>th</sup> November, 2012 at a public meeting held by the Chamber.

At that meeting it was advised that the decision of the location of the access points was determined at a meeting in 2008 when staff members from Bellingen and Nambucca Shires got together with the then RTA. From what we have been able to further determine, there may have been no possibility to discuss options. We do not believe there has been broad community consultation on this issue which is extremely important to the broader community and the business community. There has been a lack of transparency in this process.

The existing proposal will make it extremely difficult to entice travellers to make the decision to turn off the highway. The Chamber feels that Macksville would be most affected by the current proposal and that by providing additional on and off opportunities would minimise the effect on business in the town and would ease the feeling of some locals that Macksville's interests have been ignored.

Limiting a northern entrance in the vicinity of Old Coast Road to a locked emergency gate presents concerns to the community for the safety of those requiring emergency services, particularly ambulances.

The Chamber do not seek a \$20 million dollar interchange, but on and off ramps exist in other sections of the highway upgrade.

The Chamber do not wish to delay this project or to adversely impact on landholders and appeal to Council to support the Chamber in its representations to the relevant authorities.

Yours sincerely,  
**MACKSVILLE & DISTRICT CHAMBER OF COMMERCE & Industry**

PATRICK WARD  
Secretary

Ordinary Council Meeting - 10 April 2013

Macksville & District Chamber of Commerce & Industry Inc - Request that Council support on and off ramps to the new highway at North Macksville

*Including Valla & Valla Beach*



ABN 47 516 507 093

PO Box 404

Nambucca Heads

NSW 2448

Mrs Rhonda Hobban

Mayor Nambucca Shire Council

Re: Interchanges on the proposed bypass from Warrell Creek to Urunga

Dear Rhonda

Nambucca Heads Chamber of Commerce, which includes the townships of Valla and Valla Beach, takes the view that the interchanges that are to be constructed on the bypass should be placed where they are of most benefit to all residents of the Nambucca Valley.

The currently proposed Southern interchange at or near Bald Hill will service Macksville and Bowraville while the Northern Interchange at or near Boggy Creek (KaraKar) will service Valla/Valla Beach and Nambucca Heads.

The Chamber believes that interest groups that have an insular view of the placement of the interchanges, to the benefit of one population centre over the best interests of the whole Nambucca Valley, should be resisted.

If you consider that the populations of the various centres (in round figures):

Valla/Valla Beach 5000

Nambucca Heads 10 000

Macksville 7000

Bowraville 2000

then it makes perfectly good sense to leave the Interchanges where the RMS has proposed that they be built.

The Chamber therefore strongly urges you to support the current placement of the Interchanges in the Nambucca Valley to service **all residents** equitably

Yours Sincerely

Tony Stokes

Secretary/Treasurer

19.12.12

**ASSISTANT GENERAL MANAGER CORPORATE AND COMMUNITY SERVICES REPORT**

**ITEM 10.7 SF1771 100413 INVESTMENT REPORT TO 31 MARCH 2013**

**AUTHOR/ENQUIRIES:** Faye Hawthorne, Accountant

**SUMMARY:**

The return on investments from 1 July 2012 to 31 March 2013 is \$1,068,932.(Cash Result)  
 Estimated Accrual interest up to 30.6.13 is \$871,877.  
 Anticipated interest return for financial year is \$1,940,809.

The budget allocation for the financial year “2012/13” is \$1,825,600.

Council currently has \$34.228 Million invested:

- \$7.075 Million with Managed Funds,
- \$26.66 Million on term deposits,
- \$0.495 Million in a Floating Rate Note.

This report details all the investments placed during March and Council funds invested as at 31 March 2013.

The following investment report has been drawn up in accordance with the Local Government Act 1993 (as amended), the Regulations and Council Policy 1.9 – Investment of Surplus Funds

**C P Doolan**  
**Responsible Accounting Officer**

**RECOMMENDATION:**

**That the Accountants’ Report on Investments placed to 31 March 2013 be noted.**

**Investments Matured & Interest & Returns 1 to 31 March 2013**

**Term Deposits/Bank Bills**

<i>Institution</i>	<i>Amount</i>	<i>Period (Days)</i>	<i>Rate</i>	<i>Interest</i>
NAB	\$1,209,197.57	204	5.08%	\$34,331.94
BCU	\$1,135,848.19	292	5.25%	\$47,705.62
IMB	\$1,000,000.00	48	4.02%	\$5,286.58
ANZ	\$800,000.00	125	4.56%	\$12,493.15

**Managed Funds**

<i>Institution</i>	<i>Amount</i>	<i>Period (Days)</i>	<i>Performance for Month</i>	<i>Returns This Month</i>	<i>Annualised Performance FYTD</i>	<i>Returns FYTD</i>
UBS Wealth M'ment Aust Ltd	\$201,145.08	31	0.53%	\$1,392.75	0.77%	\$1,531.49
ANZ (On call)	\$1,489,985.67	31	0.25%	\$3,705.52	2.12%	\$27,779.41
Macquarie Global Income Opportunities Fund	\$3,786,768.41	31	0.63%	\$23,881.74	7.23%	\$266,479.82

Interest Paid Daily each Quarter



**ITEM 10.7 INVESTMENT REPORT TO 31 MARCH 2013**

**Long Term Funds**

<i>Institution</i>	<i>Amount</i>	<i>Period (Days)</i>	<i>Performance for Month</i>	<i>Monthly change in net asset value</i>	<i>Change in net asset value LTD</i>	<i>Coupons Paid to Date</i>	<i>Annualised Performance FYTD</i>
NSW Treasury Corp	\$1,100,821.77	31	-0.09%	-\$1,001.31	\$89,605.78	N/A	14.56%
Averon II*	\$495,800.00	31	0.27%	\$1,350.00	-\$4,200.00	\$28,396.10	15.73%

**Floating Rate Term Deposits/Notes**

<i>Institution</i>	<i>Amount</i>	<i>Period (Days)</i>	<i>Performance for Month</i>	<i>Monthly change in net asset value</i>	<i>Change in net asset value LTD</i>	<i>Coupons Paid to Date</i>	<i>Annualised Performance FYTD</i>
ING	\$495,240.00	31	0.00%	-\$7,355.00	-\$7,355.00	\$24,509.85	0.00%
Investec Bank	\$1,000,000.00	31	6.40%	\$16,657.53	\$16,657.53	\$ -	0.00%

Coupons paid Quarterly

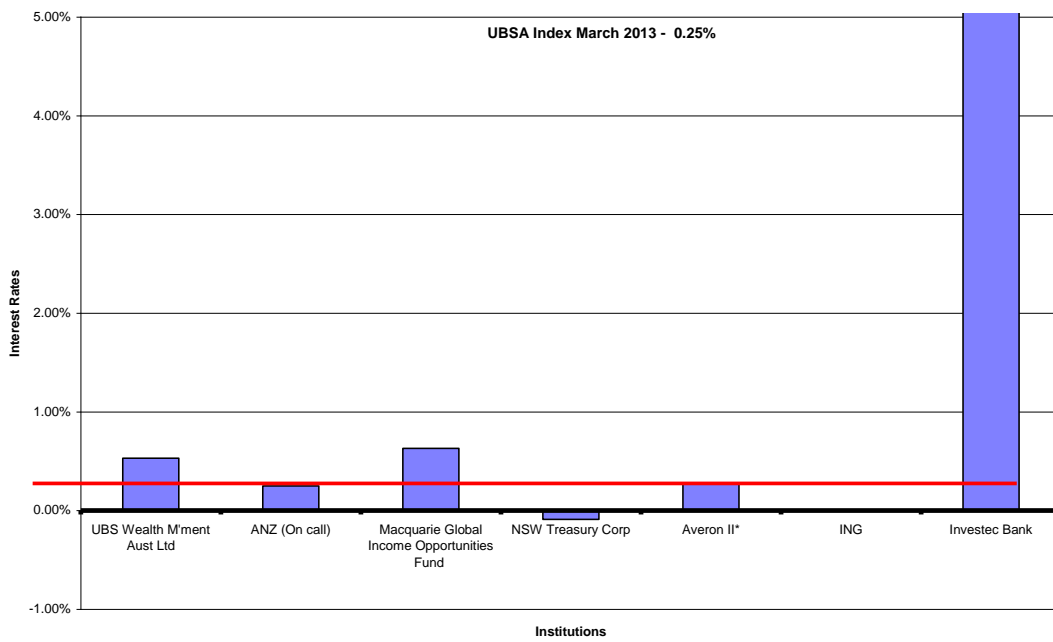
## ITEM 10.7 INVESTMENT REPORT TO 31 MARCH 2013

## Investments held at 31 March 2013

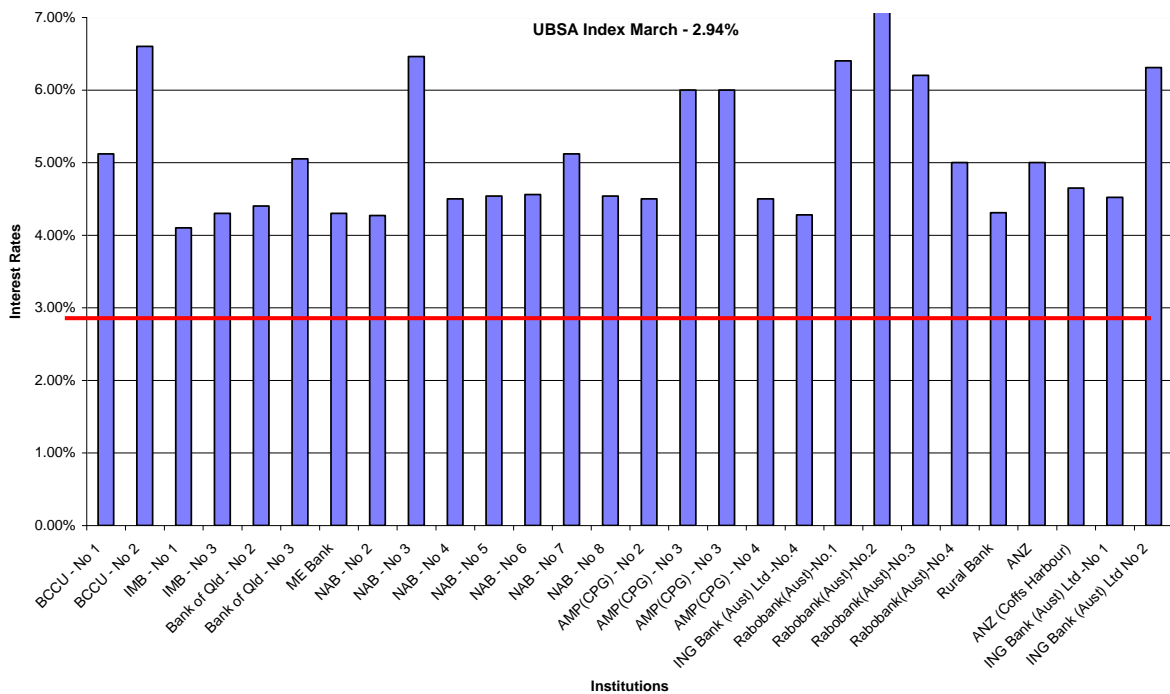
<i>Institution</i>		<i>Amount</i>	<i>Date Invested</i>	<i>Period (Days)</i>	<i>Maturity Date</i>	<i>Interest for month</i>	<i>Interest</i>	<i>Interest Due at maturity</i>
BCCU - No 1	A2	\$580,497.92	09/08/12	273	09/05/13	2,442.86	5.12%	\$22,230.05
BCCU - No 2	A2	\$723,112.14	27/05/12	365	27/05/13	3,922.64	6.60%	\$47,725.40
IMB - No 1	A2	\$1,076,643.61	07/02/13	147	04/07/13	3,628.14	4.10%	\$17,777.89
IMB - No 3	A2	\$823,400.33	17/01/13	89	16/04/13	2,910.10	4.30%	\$ 8,633.30
Bank of Qld - No 2	BBB+	\$1,044,776.94	07/02/13	182	08/08/13	3,778.37	4.40%	\$ 22,922.12
Bank of Qld - No 3	BBB+	\$700,000.00	14/06/12	301	11/04/13	2,905.48	5.05%	\$29,151.64
ME Bank	BBB+	\$642,978.22	31/01/13	145	25/06/13	2,272.44	4.30%	\$10,983.48
NAB - No 2	AA-	\$1,000,000.00	06/02/13	85	02/05/13	3,509.59	4.27%	\$9,943.84
NAB - No 3	AA-	\$1,072,443.58	05/07/11	731	05/07/13	5,694.23	6.46%	\$138,749.52
NAB - No 4	AA-	\$1,243,529.51	07/03/13	728	05/03/15	4,599.36	4.50%	\$111,611.03
NAB - No 5	AA-	\$863,976.53	18/12/12	366	19/12/13	3,223.93	4.54%	\$39,332.00
NAB - No 6	AA-	\$1,173,486.09	13/12/12	182	13/06/13	4,398.16	4.56%	\$26,682.18
NAB - No 7	AA-	\$1,065,431.09	19/07/12	273	18/04/13	4,483.57	5.12%	\$40,800.46
NAB - No 8	AA-	\$800,000.00	20/12/12	203	11/07/13	2,985.21	4.54%	\$20,199.89
AMP(CPG) - No 2	A	\$1,000,000.00	10/01/13	365	10/01/14	3,698.63	4.50%	\$45,000.00
AMP(CPG) - No 3	A	\$500,000.00	09/09/12	366	09/09/13	2,465.75	6.00%	\$30,082.19
AMP(CPG) - No 3	A	\$500,000.00	09/09/12	366	09/09/13	2,465.75	6.00%	\$30,082.19
AMP(CPG) - No 4	A	\$1,000,000.00	07/12/12	550	10/06/14	3,698.63	4.50%	\$67,808.22
ING Bank (Aust) Ltd - No.4	A	\$1,028,997.26	21/02/13	364	20/02/14	3,619.82	4.28%	\$43,920.42
Rabobank (Aust)-No.1	AA	\$500,000.00	23/04/12	1827	24/04/17	2,630.14	6.40%	\$160,175.34
Rabobank (Aust)-No.2	AA	\$1,000,000.00	30/03/12	365	30/03/13	5,876.71	7.15%	\$71,500.00
Rabobank (Aust)-No.3	AA	\$500,000.00	25/11/11	1827	25/11/16	2,547.95	6.20%	\$155,169.86
Rabobank (Aust)-No.4	AA	\$1,000,000.00	07/09/12	286	20/06/13	4,109.59	5.00%	\$39,178.08
Rural Bank	A-	\$1,019,369.86	24/01/13	119	23/05/13	3,611.08	4.31%	\$14,323.96
ANZ	AA	\$1,000,000.00	20/06/12	372	27/06/13	3,569.43	5.00%	\$50,958.90
ANZ (Coffs Harbour)	AA	\$1,000,000.00	22/11/12	153	24/04/13	3,821.92	4.65%	\$19,491.78
ING Bank (Aust) Ltd - 1	A	\$500,000.00	09/01/13	181	09/07/13	1,857.53	4.52%	\$11,207.12
ING Bank (Aust) Ltd - 2	A	\$1,500,000.00	12/12/12	1464	15/12/16	7,779.45	6.31%	\$379,637.26
ING Bank (Aust) Ltd - 4	A	\$800,000.00	27/03/13	183	26/09/13	2,958.90	4.50%	\$18,049.32
ING Bank (Aust) Ltd - 3	A	\$495,240.00	26/04/12	1426	22/03/16	2,706.86	6.65%	\$128,666.07
Investec Bank Australia	BBB-	\$1,000,000.00	26/02/13	89	26/05/13	4,093.15	4.98%	\$12,143.01
ANZ (On Call)	At call	\$1,489,985.67	28/02/13	31	31/03/13	3,705.52	3.25%	\$4,112.77
Macquarie Global Income Opport.Fund	A	\$3,786,768.41	28/02/13	31	31/03/13	23,881.74	3.00%	\$9,648.48
UBS Wealth Aust Ltd	At Call	\$201,145.08	28/02/13	31	31/03/13	1,392.75	2.10%	\$358.75
NSW Treasury Corp	A	\$1,100,821.77	28/02/13	31	31/03/13	-1,001.31	0.00%	\$ -
Averon II	A	\$495,800.00	28/02/13	31	31/03/13	1,350.00	0.00%	\$ -
<b>TOTAL</b>		<b>\$34,228,404.01</b>				<b>\$141,594.08</b>		<b>\$1,838,256.54</b>

**ITEM 10.7 INVESTMENT REPORT TO 31 MARCH 2013**

**Managed Funds & Floating Rate T/D & Notes**

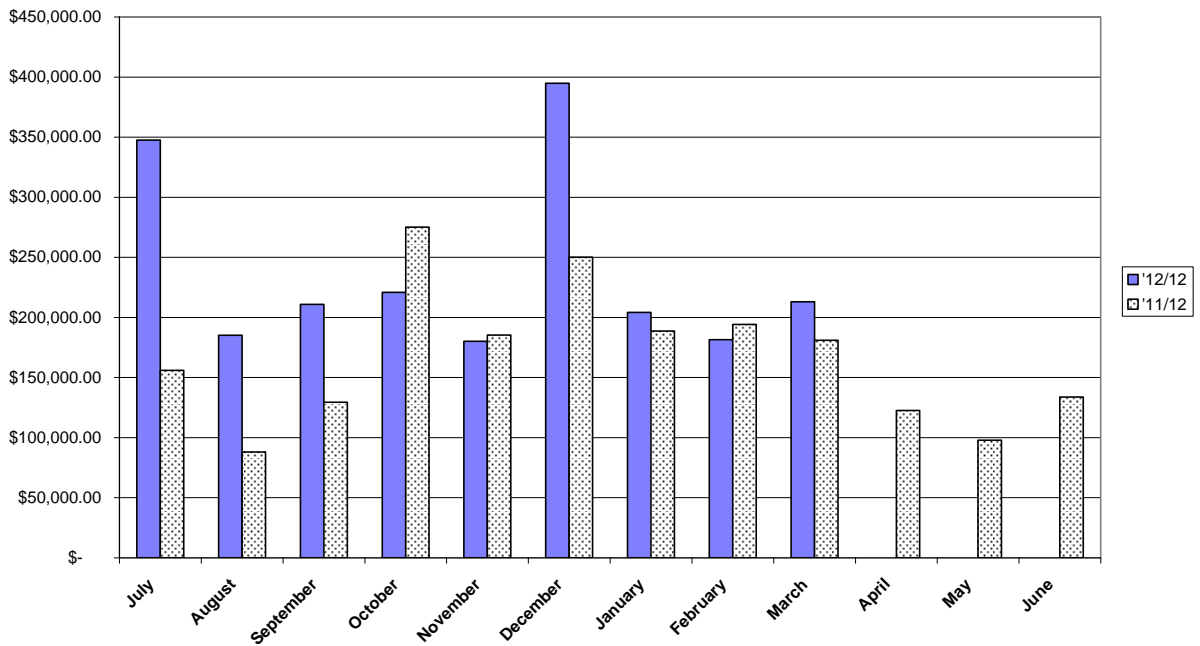


**Term Deposits**

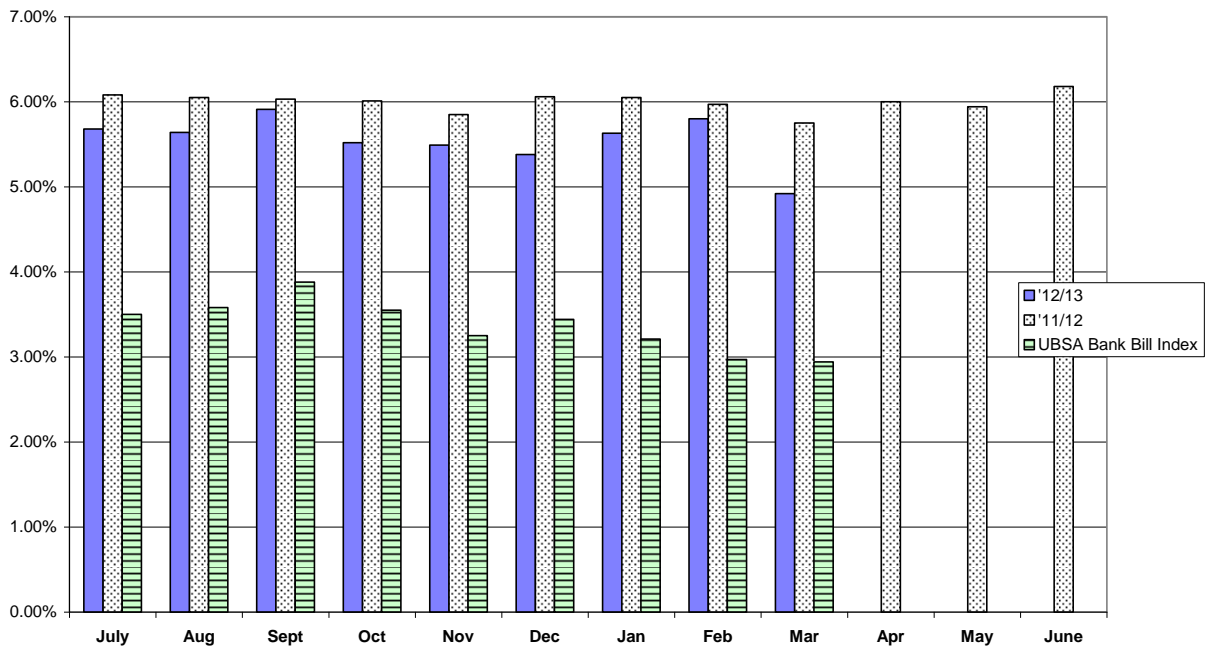


**ITEM 10.7 INVESTMENT REPORT TO 31 MARCH 2013**

**Monthly Investments Revenue Earned**



**Weighted Average Return**



**ITEM 10.7 INVESTMENT REPORT TO 31 MARCH 2013**

**OPTIONS:**

This report is for information only.

**DISCUSSION:**

This report details all the investments placed during March 2013 and Council funds invested as at March 2013.

**CONSULTATION:**

Grove Research and Advisory

**SUSTAINABILITY ASSESSMENT:**

**Environment**

There are no environmental implications.

**Social**

There are no social implications.

**Economic**

There are no economic implications.

**Risk**

That Council may not meet its budget returns for 2012/2013 based on current performance.

**FINANCIAL IMPLICATIONS:**

**Direct and indirect impact on current and future budgets**

A review of budgeted interest returns for 2012/2013 will be completed with the March 2013 Budget Review and GPG Research & Advisory will provide Council with the updated interest rates.

**Source of fund and any variance to working funds**

Interest on investments will be assessed with the March 2013 Budget Review. Variances will be distributed between the Water, Sewerage and General Funds for the third quarter of the financial year.

**Service level changes and resourcing/staff implications**

Not applicable

**ATTACHMENTS:**

There are no attachments for this report.