



Ordinary Meeting of Council

28 September 2022

**UNDER SEPARATE COVER
ATTACHMENTS**

ITEMS 9.4 AND 9.5

**QUEANBEYAN-PALERANG REGIONAL COUNCIL
ORDINARY MEETING OF COUNCIL**

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QUEANBEYAN-PALERANG REGIONAL COUNCIL

Council Meeting Attachment

28 SEPTEMBER 2022

ITEM 9.4 BUNGENDORE WATER SECURITY - STRUCTURE
 PLAN/CURRENT PLANNING PROPOSALS AND
 SCOPING PROPOSALS

ATTACHMENT 1 BUNGENDORE STRUCTURE PLAN 2048

Bungendore Structure Plan 2048

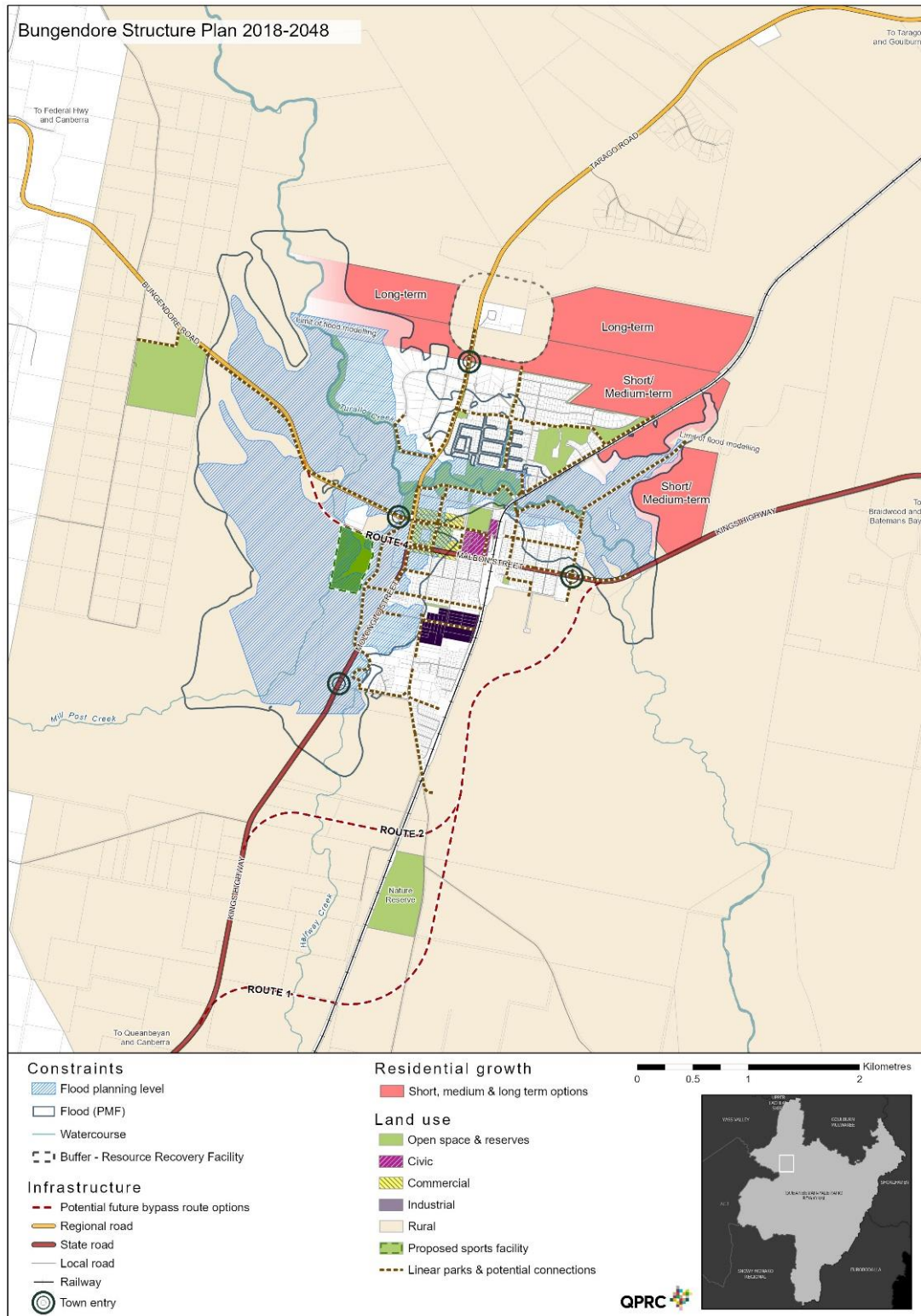


Figure 1L - Bungendore Structure Plan 2048

QUEANBEYAN-PALERANG REGIONAL COUNCIL

Council Meeting Attachment

28 SEPTEMBER 2022

ITEM 9.4 BUNGENDORE WATER SECURITY - STRUCTURE
PLAN/CURRENT PLANNING PROPOSALS AND
SCOPING PROPOSALS

ATTACHMENT 2 RELEVANT RESOLUTIONS

Relevant Resolutions

Item 9.1 Bungendore Structure Plan (Minute No. 041/20 – 26 February 2020)

That:

- 1. Council endorse and publish the amended Bungendore Structure Plan 2048.*
- 2. Review the plan and amend as necessary for republication in 2025..*

*Item 6.3 Planning Proposal – 4610 Kings Highway Bungendore (Bungendore East)
(PLA070/20 – 10 June 2020).*

That:

- 1. Council support the Bungendore East planning proposal to rezone Lot 1 DP 747767, Lots 275, 279 and 273 DP 754915 and Lot 1 DP 193988, No. 4610 Kings Highway Bungendore, from RU1 Primary Production to R2 Low Density Residential and RE1 Public Recreation, subject to the following actions being completed before the Planning Proposal is forwarded to the NSW Department of Planning, Industry and Environment requesting a Gateway Determination:*
 - a. Amend the planning proposal to remove the Crown land Lots 7301 and 7302 DP 1168137.*
 - b. Amend the Planning Proposal to remove the SP2 Infrastructure zone and R1 General Residential zone.*
 - c. Present a further report to Council on options for a range of lots sizes to specify in the Planning Proposal.*
 - d. Amend the Planning Proposal to specify that the height of buildings shall be a maximum of 8.5m.*
 - e. Include in the Planning Proposal a Stage 2 Site Contamination report prepared in accordance with the NSW EPA's Guidelines for Consultants Reporting on Contaminated Sites that provides a clear statement that the land is suitable for the uses proposed by the Proposal or, if necessary, includes the detail on the remediation required to make the site suitable for the uses proposed by the planning proposal.*
 - f. The applicant pays the fees for the processing of the planning proposal that would have applied under the former Palerang Council Fees and Charges, indexed to the current financial year.*
- 2. Subject to a Gateway Determination being issued for the Bungendore East Planning Proposal (4610 Kings Highway Bungendore) and prior to the notification of the plan, Council require the landowners to enter into an undertaking that should remediation of the land be required, it will be carried out prior to the commencement of any work, to make it suitable for the land uses permitted by the Planning Proposal.*

Item 9.1 Draft Queanbeyan-Palerang Local Strategic Planning Statement – Review of Submissions (Minute No. 154/20 - 24 June 2020)

That Council:

- 1. Receive and note this report.*
- 2. Endorse the recommendations in Attachments 1 to 3 of this report. 3. Adopt the amended Queanbeyan-Palerang Strategic Planning Statement – Towards 2040 with the changes arising from Recommendation 2 above.*

Item 8.5 175 and 217 Tarago Road Bungendore (Ashby) - Timing for Rezoning Land for Residential Development (PLA149/20 – 14 October 2020) :

That Council advise the land owners of 175 and 217 Tarago Road, Bungendore that any request for the preparation of a Planning Proposal on the land will not be considered ahead of the completion of the planning proposals for the short/medium term options for residential growth identified in the endorsed Bungendore Structure Plan 2048, nor before 2025, whichever occurs first.

Item 9.5 Planning proposal to rezone land at 174 Tarago Road, Bungendore (Minute No. – 079/22 - 23 February 2022)

That Council:

- 1. Advise the applicant that a planning proposal to rezone part of 174 Tarago Road, Bungendore (Lot 1 DP 798111) is supported in principle subject to it meeting the requirements of the relevant state government agencies and keeping the current 500m buffer zone.*
- 2. Request the applicant to convert the current planning proposal into a scoping proposal in accordance with the Department of Planning, Industry and Environment 'Local Environmental Planning Guidelines December 2021', and Council commence initial consultation with the relevant state agencies once a satisfactory scoping proposal is received.*
- 3. Advise the applicant that after initial consultation with the relevant state government agencies, further background work may be required and that the submitted planning proposal may be altered to reflect subsequent findings.*

Item 9.2 New Procedure for Proponent Initiated Planning Proposals (Minute No. 147/22 – 13 April 2022)

That Council:

- 1. Receive and note this report.*
- 2. Adopt the procedure as outlined in this report for proponent initiated planning proposals, including the requirement to submit a scoping proposal as a pre-condition to formally lodging a planning proposal.*

The part of the procedure referenced above that relates to scoping proposals is as follows with the key actions shown in bold:

- 1. The **proponent drafts a scoping proposal** in accordance with the Department of Environment and Planning's Scoping Proposal Template (referred to in the Guidelines) and **forwards it to Council** (including any background studies, etc) for the Land-Use Planning team to review.*
- 2. **Council organises a meeting with the proponent** in the first instance to discuss the merits and any changes or additional information that may be needed to be included in the scoping proposal.*
- 3. When both parties have **agreed to the content of the scoping proposal** or where no further changes can be agreed to, **staff will prepare a report to Council** seeking a determination on whether the planning proposal should proceed. Prior to the preparation of the report to Council there will be a scoping proposal fee charged in accordance with current fees and charges for the report to Council.*
- 4. Provided **Council supports the scoping proposal**, it can proceed to be formally lodged on the NSW Planning Portal. When the **proposal is lodged on the Planning Portal**, Council will also require a fee for the appropriate category that planning proposal falls within in accordance with the current fees and charges.*

QUEANBEYAN-PALERANG REGIONAL COUNCIL

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ITEM 9.5 FIXING COUNTRY ROADS 2022

ATTACHMENT 1 FIXING COUNTRY ROADS 2022 PROGRAM GUIDELINES

Transport
for NSW

Restart NSW

Fixing Country Roads Program Guidelines

August 2022



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Minister's Message

The NSW Government recognises the efficient movement of freight is critical to economic growth and productivity across the state. The \$543 million Fixing Country Roads program helps ensure our road network across regional and rural NSW can continue to meet this freight task.

I am pleased to announce the 2022 Fixing Country Roads program and I encourage eligible councils to submit their funding applications for this latest round. We're focusing on getting freight projects funded so the benefits to our regional communities, primary producers and our freight industry are realised as soon as possible.

Since 2014 the Fixing Country Roads program has committed \$462.5 million to councils across regional NSW for more than 320 projects that are improving the access, efficiency, and safety for freight on the NSW road network.

To date more than 260 projects under the program have been completed across 81 local government areas and included road widening and resealing, improvements to route load limits, larger intersections to allow trucks more room to turn, and new bridges to provide direct freight connections.

Once all projects are completed, the investments will see improvements to 1889 kilometers of road, 208 bridges and culvert improvements and 26 truck washes throughout NSW. These projects estimated to save truck drivers more than 72 hours of travel time per year.

Every 100 kilometers out of a truck's way is estimated to cost up to \$300, getting fresh produce, grain, commodities, and other freight to market more efficiently contributes to reducing costs, not only for farmers, producers, and freight operators, but customers at their supermarket till. The program provides funds for projects that better connect local and regional roads to state highways and key freight hubs such as silos, saleyards, rail heads, distribution centres, industrial parks, and depots.

It also provides funding for building new or upgrading existing truck washes and effluent disposal projects that improve biosecurity,

reduce the spread of weeds and disease, reduce water and energy usage, and provide economic and productivity benefits to NSW.

We want local councils to work closely with local industry and transport operators to identify and prioritise projects for Fixing Country Roads that will reduce transport costs from paddock to port.

We would also encourage councils to apply for funding co-contributions from Industry and under Australian Government initiatives.

Eligible councils can apply for funding for capital projects for roads and bridge construction, bridge and route assessments and truck wash projects. Information on eligibility and how projects will be assessed are covered in these guidelines.

I look forward to seeing the future of this program continue to support improvements to freight outcomes across regional NSW.



Sam Farraway MLC

Minister for Regional Transport and Roads

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Invitation

The NSW Government is inviting applications for eligible Fixing Country Roads projects. These guidelines outline the objectives and desired outcomes of the program, eligibility criteria and detail the application and assessment process.

Fixing Country Roads is a key NSW Government program funding projects that unlock the economic potential of Regional NSW.

The program provides targeted funding for projects on Council managed roads and bridges that benefit the movement of freight. Fixing Country Roads aligns with and complements the Fixing Country Rail program in reducing the cost of getting goods to market for regional businesses.

Fixing Country Roads provides funding for roads, bridges, bridge and route load assessments, and truck washes. To date, Fixing Country Roads has committed \$462.5 million in funding for over 320 projects across Regional NSW.

The application process is competitive, with decisions on projects to be funded based on information and supporting documents provided in the application.

All proposals need to demonstrate how they meet the statutory purpose of the Restart NSW Fund, including delivering value for money. Value for money is a result of the benefits generated by the project relative to the costs, and the level of co-contribution from the applicant, industry, or other sources.

One-step application phase

Fixing Country Roads 2022 will run as a single full application phase without an initial Expression of Interest phase.

This means all information about the project will need to be provided in the application form, economic appraisal Benefit Cost Analysis (BCA) model, and other mandatory forms.

Projects must commence construction within 18 months from receipt of a successful project letter and delivered within 24 months of starting construction. Successful applicants will need to enter into a Restart NSW Funding Deed for projects to receive funding. The Funding Deed will include a “use it or lose it” clause.

Key dates

The key dates for 2022 are shown below. Applicants are encouraged to visit www.transport.nsw.gov.au/projects/programs/fixing-country-roads for updates.

Full Applications open Monday, 22 August 2022

Full Applications close Friday, 14 October 2022

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Funding streams

Fixing Country Roads is divided into three streams – roads and bridges construction, bridge and route load assessments and truck washes. Application forms, mandatory documents and assessment criteria vary across each of the streams.

There is no set minimum or maximum funding amount for a single project, nor are there specific allocations for each stream. Applicants can apply for up to 100 per cent of the value of the project, but co-contributions from council, industry and Australian Government programs are strongly encouraged. This includes programs such as the Bridges Renewal Program (BRP) or the Heavy Vehicle Safety and Productivity Program (HVSP). The NSW Government continually seeks to align assessment criteria and timing of Fixing Country Roads with these programs.

There is no limit to how many applications each applicant can submit; however, applicants are advised to prioritise and put forward their most well-developed projects, as Fixing Country Roads is a competitive program.



Assessment process

Transport for NSW administers the Fixing Country Roads program application and assessment process and provides advice to Infrastructure NSW. An overview of the application process is outlined in the following diagram:



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Technical Panel composition

The Technical Panel consists of experts from Transport for NSW. Following the Technical Panel's review all applications are appraised by the Regional Independent Assessment Panel, convened by Infrastructure NSW. The Regional Independent Assessment Panel members include representatives from both government and industry, as well as a probity officer.

Consultation with external parties

Transport for NSW may consult with relevant stakeholder groups which may include other NSW and Australian Government agencies, independent experts, and other external parties. Advice may be requested on, but not limited to, the history of the applicant in delivering projects, the viability of the project, relationship to other projects, the extent to which the project aligns with or delivers priorities in state and territory plans, confirmation of funding contributions and impact of the project on the region.

Benefits realisation

The application forms require applicants to nominate a set of key performance indicators to allow measurement of benefits following project completion.

Funding recipients for roads and bridges construction projects and truck washes may be required to provide Infrastructure NSW and Transport for NSW with evidence of the realisation of key benefits and project outcomes post completion. This may include confirmation of the level of access provided, traffic counts showing vehicle numbers and profile, number of safety or amenity incidents and letters from major users outlining the benefits achieved.

For Bridge and Route Load Assessment projects, applicants will be asked to provide Infrastructure NSW and Transport for NSW with the reports or details of the load rating of each structure or asset post assessment.

Separately, the NSW Government may select projects to conduct a detailed assessment of benefits post completion.

How to apply

The application process will run in a single competitive phase. Applicants are required to submit their projects in one detailed application form through the SmartyGrants Funding Portal. Transport for NSW will provide an information session to assist councils with their applications.

SmartyGrants Funding Portal

Applications under each stream must be submitted online via the **SmartyGrants Funding Portal which can be accessed via the [Transport for NSW Fixing Country Roads Website](#).**

You may need to upload/submit attachments to support your application. You need to allow enough time for each file to upload before trying to attach another file. Files can be up to 25MB each; however, we do recommend trying to keep files to a maximum of 5MB – the larger the file, the longer the upload time.

Separate arrangements for lodgement may be made in exceptional circumstances by contacting fixingcountryroads@transport.nsw.gov.au.

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Application requirements

Applicants must provide all the information required in the application form, including the mandatory documents, and are encouraged to provide additional materials to support their case in relation to the assessment criteria.

Only completed applications submitted by an authorised member of the organisation including 93 eligible councils, the Unincorporated Far West and Lord Howe Island as listed at the end of these guidelines and JOCs (if authorised to do so) will be accepted and appraised. Submissions which include an incomplete application form or missing mandatory documents will be deemed as ineligible.

Applicants are encouraged to take a regional approach, so the Restart NSW investment addresses freight constraints at the network level.

Applications can be submitted at any time between the opening and closing dates. Applications must be received by 5pm local time on the closing day. Late submissions will not be accepted unless Transport for NSW considers exceptional circumstances beyond the applicant's control.

Applicants are advised to read these guidelines before proceeding to the application form.

Applicants may withdraw an application at any time by providing written advice to Transport for NSW to fixingcountryroads@transport.nsw.gov.au.

Confidentiality and disclosure

All information submitted by the applicant may be provided to other organisations for the purposes of assessing an Applicant's eligibility, project proposal appraisal or funding deed preparation. Applicants should notify Transport for NSW when they do not want the information disclosed including any information of a confidential nature in their application. Summary information about the Applicant's project may be posted on Transport for NSW's website unless the applicant advises that they do not agree to its publication.

Except for the purposes outlined above, all application information provided by the Applicants, including Application Forms, Business Cases and Feasibility Studies will be kept confidential and not made publicly available, except for the Bridge and Route Load Assessments which may be published by Transport for NSW.

Any request made under the Government Information (Public Access) Act 2009 for access to any application information, including information marked 'confidential' will be determined in accordance with that Act.

Probity

The NSW State Government is committed to ensuring that the process for providing funding under Fixing Country Roads is transparent and in accordance with published guidelines.

Transport for NSW intends to provide a pre-recorded information session to councils wishing to apply for Fixing Country Roads funding.

Information regarding the program will be published online at www.transport.nsw.gov.au/projects/programs/fixing-country-roads.

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Contact details

Email questions about Fixing Country Roads, including eligibility and the application process to fixingcountryroads@transport.nsw.gov.au.

Relevant questions will be added to the FAQ on www.transport.nsw.gov.au/projects/programs/fixing-country-roads.

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Roads and Bridges Construction Stream



Eunony Bridge, Wagga Wagga



Tenterden Road Bridge, Guyra



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Eligibility

Who may apply?

The 93 eligible local councils listed at the end of this document are invited to apply, as well as the Unincorporated Far West and Lord Howe Island.

Councils are encouraged to work together to achieve improvements on strategic freight routes that span across multiple Local Government Areas (LGAs).

Councils are encouraged to work through their respective Joint Organisation of Councils (JOCs), Regional Organisation of Councils (ROCs), and Regional Development Australia (RDA) committees to put forward projects that address regional priorities.

Applicants are also encouraged to work with individual firms and industry organisations to develop the case for upgrades.

JOCs may submit joint applications for their member councils (if authorised to do so).

Although ROCs and RDA are not eligible to submit applications, they may assist councils in preparing joint applications. However, actual grants will be provided directly to asset owners.

When submitting a joint application from multiple councils, ROC, or RDA, or from a consortium that includes industry and other government organisations, all asset owners must sign the application form. A single point of contact should also be specified (the lead applicant) who will submit a single application on their behalf of the joint applicant. The lead applicant could be an individual eligible council or JOC Executive Officer.

Councils and regional organisations are also welcome to contact Transport for NSW via fixingcountryroads@transport.nsw.gov.au to discuss potential projects and for advice on preparing applications.

Eligible projects under the Local Roads and Bridges Construction Projects Stream

Fixing Country Roads provides funding for road and bridge projects where council is or would be the asset owner of the local or regional road. Projects can be on existing as well as new routes.

What projects are eligible for funding under the stream?

Examples of eligible projects are:

- Road pavement repair and strengthening to allow higher mass limits (HML)
- Sealing of an unsealed road
- Road widening to allow longer and heavier vehicle combinations
- Replacement of a timber bridge with a new structure
- Strengthening and widening of an existing bridge
- Road, bridge, and floodway reconstruction to improve access during flood events
- Construction of a new road to shorten distances
- New roads such as access roads to industrial areas

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- Culvert replacement
- Intersection realignment and upgrades
- Construction of a heavy vehicle rest area and inspection bay.

What projects are not eligible for funding under the stream?

Fixing Country Roads will not provide grant funding for projects:

- Not related to the movement of freight
- With a Benefit to Cost Ratio (BCR) 1 or less
- Which should ordinarily be funded under other programs
- On the state or federal road network
- On private roads

Eligibility checklist

- ✓ Are you an eligible local government body listed at the end of this document or a Joint Organisation of Councils (JOCs) representing an eligible council?
- ✓ Is the project on the local or regional road network?
- ✓ Does the project improve the movement of freight?
- ✓ Is your project supported by industry or industry organisations?
- ✓ Can you confirm that all costs to complete the project as per the outlined scope have been included in this application?
- ✓ Can construction commence within 18 months from receipt of a successful project letter and delivered within 24 months of starting construction?
- ✓ Does the project have a Benefit to Cost Ratio (BCR) greater than 1?

Assessment criteria

Projects must start construction within 18 months from receipt of a successful project letter and delivered within 24 months of starting construction.

Applicants must clearly state the following:

- Problem definition
What are the current constraints?
- Project scope
What type of work does the project involve?
- Project outcome
What can community and industry expect after the items outlined in the Project Scope have been completed?
- Summary of benefits

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What key benefits will be generated from the Project Outcome?

Some examples:

- Problem definition
HML 26m B-Doubles are unable to access ABC Road due to substandard road surface and narrow width.
- Project scope
ABC Road section X to Y will be resurfaced and widen to Z metre.
- Project outcome
ABC Road will be opened to 26m B-Double HML access for its entire length.
- Summary of benefits
2000 heavy vehicles a year will avoid a 40km detour.

Eligible applications will be assessed against four program criteria:

- Access, productivity, and safety benefits
- Growth and economic benefits
- Strategic alignment
- Deliverability and affordability

The criteria and weightings are shown in Table 1.

Criteria 1: Access, productivity, and safety benefits

Applicants will need to demonstrate how the project will achieve access safety and productivity benefits in the region, particularly about removing constraints in the safe movement of freight from origin to destination, or access to key freight networks. Safety is integral to efficient freight movement.

The questions an applicant should consider, and address include how the project:

- Facilitates integration with key freight networks
- Increases access for higher mass and productivity vehicles
- Where applicable, facilitate improvements to last or first mile freight logistics, or access to key freight precincts
- Leads to improvements in the “whole of journey” for freight in the overall supply chain
- Improves the safety of heavy vehicle operations, of other non-freight modes of transport or of pedestrians.

Applicants are encouraged to make use of the NSW Freight Data Hub to help visualise how their project fits into the overall freight network and can be accessed at:

<https://www.transport.nsw.gov.au/data-and-research/freight-data>.

Information about road trauma on local or regional roads is available on the Centre for Road Safety website at <https://roadsafety.transport.nsw.gov.au/statistics/interactivecrashstats/nsw.html>.

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Criteria 2: Growth and economic benefits

Applications must make a strong case to demonstrate how a project would have a positive impact on cost saving and economic growth. Applicants are advised to start with the Benefit Cost Analysis (BCA) model as it helps articulate the project.

The applicant should consider and address how the project:

- Benefits certain commodity supply chains
- Results in, or triggers any new freight movements
- Decreases transport operating costs
- Reduces distances travelled and/or travel time
- Impacts on traffic volumes, including any changes in the use of heavy and higher productivity vehicles such as B-doubles or larger vehicle combinations
- Reduces road or vehicle maintenance costs.

It is important the applicant states whether the project benefits and delivery are dependent on any other projects, be these within or outside the applicant's local government area, on the state road network or across state borders.

All applications in the Roads and Bridges Construction Stream must include a completed BCA Model provided by Transport for NSW, which calculates a BCR for the project. Model inputs include:

- Total project costs including cost breakdown by element
- Maintenance profile of relevant routes before and after the project
- Traffic, commodity movements as well as freight vehicle profile before and after the project
- Data on safety before and after the project.

Transport for NSW will provide applicants with advice in the use of the BCA tool. In exceptional cases where the use of the provided tool may not be appropriate, Transport for NSW will assist applicants in developing alternative calculations.

Criteria 3: Strategic alignment

Applicants should show how the project aligns with Australian, State and Local Government, regional and industry priorities, backed by appropriate letters of support and other evidence. The questions that an applicant should consider, and address include how the project:

- Aligns with national priorities
e.g., Does the project align with other strategic Australian Government plans? Does the project have co-funding from an Australian Government program?
- Aligns with state priorities
e.g., Does the project support state initiatives such as the NSW Freight and Ports Strategy's Strategic Action Programs or the NSW Road Safety Strategy?
- Aligns with council priorities
e.g., Does the project feature as a high priority item as part of a council plan and include a level of co-contribution from council? Do neighbouring councils support the upgrade?

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- Aligns with regional priorities
e.g., Is upgrading the route a regional priority as evidenced by a regional transport plan?
- Aligns with industry priorities
e.g., Does the project support the efficiency and expansion of businesses within the region as evidenced by appropriate letters of support and industry financial contribution?

Applicants are encouraged to take a regional approach, so the Restart NSW investment addresses freight constraints at the network level. Proposed Fixing Country Roads projects are expected to be included in regional road investment priorities and freight studies, which have been prepared by JOCs, ROCs and RDAs.

Applicants are encouraged to collaborate with industry to gain a better understanding of transport bottlenecks and the benefits of upgrades. Applicants should provide letters of support from industry and other stakeholders. Support letters should clearly articulate the specific benefits the project provides and the freight volumes on the network.

Applicants should demonstrate they have considered the level of monetary and in-kind co-contribution to the project from industry, council, and the Australian Government.

The applicant will need to indicate whether the contribution is confirmed or unconfirmed, whether it is cash or in-kind, and provide appropriate evidence.

If the applicant has not received written confirmation of co-contribution at time of application, then the Panel will only be able to recommend qualified funding contingent on council receiving confirmation of said funds. Co-contributions must be confirmed, and projects must still be able to commence construction within 18 months from receipt of a successful project letter and delivered within 24 months from starting construction.

Criteria 4: Deliverability and affordability

Applications should demonstrate the level of shovel readiness and capacity of the proponent to deliver the project through robust strategies for procurement, project management and risk management.

Applicants should provide sufficient evidence to show:

- The amount of planning already completed and that the project can commence construction within 18 months from receipt of a successful project letter and delivered within 24 months of starting construction.
- Which approvals are required for the project, and what steps have been taken to obtain and manage these approvals.
- The risks and impediments which may impact on project commencement and completion and how these have been addressed
- Quotes and a detailed breakdown of expected costs, level of confidence and factors that could materially impact cost estimates. Include whether independent advice was provided to determine the cost estimate.
- Key milestones dates
- Expected date of when the project will deliver planned benefits to community and industry (usually within two years after the project starts, depending on its scope).

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Applicants need to show the project is affordable, considering net life-cycle cost impacts and allowing for on-going operating, maintenance, and replacement requirements.

Table 1 Assessment evaluation criteria and weightings

Assessment Criteria	Criteria Weighting		Evaluation Criteria
1. Access, Productivity and Safety Benefits	25%	7.5%	Improves the level of access or removes a restriction that impedes freight transport
		7.5%	Improves supply chain productivity or is associated with a productivity scheme
		2.5%	Facilitates integration with key freight networks
		2.5%	Facilitates improvement to last or first mile freight logistics
		5%	Improves safety
2. Growth and Economic Benefits	25%	7.5%	Reduces average distances travelled or travel time
		7.5%	Reduces the number of trips by allowing higher productivity vehicles
		5%	Reduces asset maintenance costs
		2.5%	Supports freight growth / industry expansion in the region
		2.5%	Creates jobs during and/or after construction
3. Strategic Alignment	25%	2.5%	Aligns to NSW Freight and Ports Strategy (State Priority)
		2.5%	Aligns to national, regional, council priorities and frameworks
		10%	Letters of support from industry, communities and/or local members are attached
		10%	Contains other sources of co-contributions
4. Deliverability and Affordability	25%	2.5%	The project can commence construction within 18 months from receipt of a successful project letter and delivered within 24 months of starting construction.
		5%	Evidence of project approvals are attached, i.e., Development Application, design

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Assessment Criteria	Criteria Weighting	Evaluation Criteria
	2.5%	Project risks are documented with supporting evidence
	7.5%	Project offers good value for money and includes detailed cost estimates supported by quotations or other evidence
	7.5%	Scope of the project will address the identified constraints

Roads and Bridges Construction Stream documents

Applicants must use the application form and BCA model applicable to the relevant project stream as developed by Transport for NSW. Mandatory forms and documents as well as examples of further optional documents are listed below:

Documents	Requirement	Note
Roads and Bridges Construction Projects application form	Mandatory	The application form must be filled in and submitted online via the SmartyGrants Funding Portal.
Roads and Bridges Construction Projects BCA model	Mandatory	A relevant BCA model should be completed and submitted. The most recent BCA model can be downloaded from: https://www.transport.nsw.gov.au/projects/programs/fixing-country-roads
Evidence of Authorisation	Mandatory	In the case of a joint application, the lead council must provide an Authorisation Letter.
Map showing a comparison of route before and after the project	Mandatory	Evidence to support Access, Productivity and Safety, and Growth and Economic Benefits criteria. Transport for NSW has developed a Freight Data Hub containing key information which can be accessed at: https://www.transport.nsw.gov.au/data-and-research/freight-data Interactive heavy vehicle access maps are available at: https://roads-waterways.transport.nsw.gov.au/business-industry/heavy-vehicles/maps/restricted-access-vehicles-map/map/index.html
Letters of support	Mandatory	Evidence to support Growth and Economic Benefits and Strategic Alignment criteria. This may include letters of support from council and industry showing expected benefits, any financial contribution as well as industry's current and future freight tonnage, traffic data and vehicle fleet profile
Approval documents	Mandatory	Evidence to support Deliverability and Affordability criterion showing a degree or project's shovel readiness
Quotes	Mandatory	Evidence to support Deliverability and Affordability

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Documents	Requirement	Note
		<p>Freight and transport studies or plans</p> <p>Optional</p> <p>Evidence to support Growth and Economic Benefits and Strategic Alignment criteria such as the transport or investment plan showing proposed project listed as priority work. Applicants may include studies that demonstrate commodity tonnage originated, destined or as throughput in the council, region, or state</p>
		<p>Route maintenance costs data</p> <p>Optional</p> <p>Evidence to support Growth and Economic Benefits criterion supporting BCA model inputs, this may include periodic and major maintenance costs and bills</p>
		<p>Risk matrix or registry</p> <p>Optional</p> <p>Evidence to support Deliverability and Affordability criterion showing that applicants have considered potential risks and how to overcome them</p>
		<p>Other documents i.e., photos</p> <p>Optional</p> <p>Strongly encouraged to visibly demonstrate project requirements</p>

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Bridge and Route Load Assessment Stream



Brookers Bridge pre-upgrade, Singleton NSW



Parkers Bridge near Bangalow NSW



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Eligibility

Who may apply?

The 93 eligible local councils listed at the end of this document are invited to apply as well as the Unincorporated Far West and Lord Howe Island. Councils are encouraged to work together to achieve improvement on the strategic freight routes that span multiple Local Government Areas (LGAs).

JOCs may submit joint applications for their member councils (if authorised to do so).

Although ROCs and RDA are not eligible to submit applications, they may assist councils in preparing joint applications. However, actual grants will be provided directly to asset owners.

When submitting a joint application from multiple councils, ROC, or RDA, or from a consortium that includes industry and other government organisations, councils should nominate a lead applicant who will submit a single application on their behalf. The lead applicant could be an individual eligible council or JOC.

Councils and regional organisations are also welcome to contact Transport for NSW via fixingcountryroads@transport.nsw.gov.au to discuss potential projects and for advice on preparing applications.

Eligible projects under Bridge and Route Load Assessments Stream

Fixing Country Roads provides funding for bridge and route load assessments on the local and regional road network.

What projects are eligible for funding under the stream?

- Bridge and culvert assessments that confirm or determine the load rating of the structures assessed. Generally, the structures should be assessed for load rating up to at least B-Double HML standard
- Route load assessments that confirm or determine the suitability of pavement for higher mass limits

The use of the BCA tool is not required for projects seeking funds for Bridge and Route Load Assessments projects. However, the Bridge and Route Load Assessments database sheet is required. Successful applicants will be asked to provide assessment results by filling in additional column in the Database Sheet post project completion.

What projects are not eligible for funding under the stream?

Fixing Country Roads will not provide grant funding for assessments:

- That do not carry freight.
- On state or federal road network, as well as on private roads.

Eligibility checklist

- ✓ Are you an eligible local government body listed at the end of this document or a Joint Organisation of Councils (JOCs) representing an eligible council?
- ✓ Are the assets to be assessed on the local or regional road network?

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- ✓ Are assets to be assessed on freight routes?
- ✓ Will the assessments be completed within 12 months from receipt of a successful project letter?

Assessment criteria

The bridge and route load assessments must be completed within 12 months from receipt of a successful project letter.

Applicants must clearly state the following:

- Problem definition
What are the current constraints?
- Project scope
What type of work does the project involve?
- Summary of benefits
What key benefits will be generated from the project outcome?

Example:

- Problem definition
The shire has 50 timber bridges with unknown condition. Most of these bridges are the only the access points to farmlands
- Project scope
Complete Level 3 bridge structural assessment for 50 timber bridges and assess suitability for HML B-double loads
- Summary of benefits
Establish the plan/strategy to prioritise bridge strengthening or replacement and ensure bridges will not be constraint points for HML access on XYZ route

Applications will be assessed against the eligibility and four program criteria:

1. Access, productivity, and safety benefits.
2. Growth and economic benefits.
3. Strategic alignment.
4. Deliverability and affordability.

The criteria and weightings are shown in Table 2.

Criteria 1: Access, productivity, and safety benefits

Applicants will need to demonstrate the significance of the bridges, culverts, or routes to be assessed in providing productivity and access benefits for freight in the region. Specifically, the application should describe how the structures:

- Facilitate integration with key freight networks.

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- Provide access for higher mass and productivity vehicles.
- Where applicable, facilitate improvements to first or last mile freight logistics, or access to key freight precincts.
- Are important for the “whole of journey” for freight in the overall supply chain.

Applicants should indicate the expected consequences of a revised load rating. This could include likely changes in vehicle profile, movements, and travel distances:

- If load limits or closures need to be imposed
- If load rating can be increased to higher mass limits (HML)
- If new heavy vehicle routes could be opened, following positive assessment of structures

Applicants are encouraged to make use of the NSW Freight Data Hub to help visualise how their project fits into the overall freight network and can be accessed at:

<https://www.transport.nsw.gov.au/data-and-research/freight-data>.

Criteria 2: Growth and economic benefits

The applicant should discuss whether increased load ratings would:

- Benefit certain commodity supply chains
- Result in or trigger any freight movements
- Decrease transport operating costs
- Reduce distances travelled and/or travelled time
- Impact on traffic volumes, including any changes in the use of heavy and higher productivity vehicles such as road trains or B-doubles
- Reduce maintenance costs.

Conversely, the applicant should articulate the impact of reduced load ratings.

A Benefit Cost Analysis (BCA) model is not required for Bridge and Route Load Assessments projects; however, all applications must include the Bridge and Route Load Assessments project database sheet.

The database sheet inputs include:

- Bridge/Route name, type, profile, and GIS coordinates.
- Heavy vehicle traffic on the bridge/route before and after the project.
- Intended standard of bridges/routes to upgrade.
- Previous assessment date (if applicable).

Criteria 3: Strategic alignment

Applicants should demonstrate that they have considered the degree of co-contribution to the project from industry, council, or other sources. In-kind contribution is also regarded as co-contribution under the program.

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The applicant will need to indicate whether the contribution is confirmed or unconfirmed and whether it is cash or in-kind and provide appropriate evidence. If the applicant has not received written confirmation of co-contribution at time of application, then the Technical Panel and Regional Independent Assessment Panel will only be able to recommend qualified funding that is contingent on council receiving confirmation of said funds. Co-contributions must be confirmed, and projects must still be able to commence construction within 18 months from receipt of a successful project letter and delivered within 24 months of starting construction.

Criteria 4: Deliverability and affordability

Applicants should confirm that assessments can be completed within 12 months from receipt of a successful project letter.

Applicants should seek detailed quotes or provide detailed cost estimates and description of scope of work to be performed. The Panel will use this information to assess value for money.

Table 2 Assessment evaluation criteria and weightings

Assessment Criteria	Criteria Weighting		Evaluation
1. Access, Productivity and Safety Benefits	25%	7.5%	Improves the level of access or removes a restriction that impedes freight transport
<i>Demonstrates the significance of the bridges, culverts or routes to be assessed in providing access, productivity and safety benefits for freight in the region.</i>		7.5%	Improves supply chain productivity or is associated with a productivity scheme
		2.5%	Facilitates integration with key freight networks
		2.5%	Facilitates improvement to last or first mile freight logistics
		5%	Improves safety
2. Growth and Economic Benefits	25%	7.5%	Reduces average distances travelled or travel time
<i>Demonstrates what growth and economic benefits the project is expected to generate. Note a Benefit Cost Analysis (BCA) model is not required for Bridge and Route Load Assessments projects, however, all applications must include the Bridge and Route Load Assessments projects database sheet.</i>		7.5%	Reduces the number of trips by allowing higher productivity vehicles
		5%	Reduces asset maintenance costs
		2.5%	Supports freight growth / industry expansion in the region
		2.5%	Creates jobs during and/or after assessment

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Assessment Criteria	Criteria Weighting		Evaluation
3. Strategic Alignment	25%	2.5%	Aligns to NSW Freight and Ports Strategy (State Priority)
<i>How the proposed project supports or aligns with strategies, plans or studies. This should consider all levels of Government and non-government strategies and plans at a regional level.</i>		2.5%	Aligns to national, regional, council priorities and frameworks
		10%	Letters of support from industry, communities and/or local members are attached
		10%	Contains other sources of co-contributions
4. Deliverability and Affordability	25%	2.5%	The project can commence construction within 18 months from receipt of a successful project letter and delivered within 24 months of starting construction.
<i>Detailed quotes or detailed cost estimates including a description of the scope of work. To assess the project's value for money.</i>		5%	Evidence of project approvals are attached, i.e., Development Application, design
		2.5%	Project risks are documented with supporting evidence
		7.5%	Project offers good value for money and includes detailed cost estimates supported by quotations or other evidence
		7.5%	Scope of the project will address the identified constraints

Bridge and Route Load Assessments Projects Stream documents

Applicants must use the application form applicable to the relevant project stream and Database Sheet as developed by Transport for NSW for Fixing Country Roads. Mandatory forms and documents as well as examples of optional documents are listed below:

Documents	Requirement	Note
Bridge and Route Load Assessments application form	Mandatory	The application form must be filled in and submitted online via the SmartyGrants Funding Portal.
Bridge and Route Load Assessments database sheet	Mandatory	Applicant must use the latest database sheet and attach the completed sheet with their online application form. The database sheet can be downloaded from: https://www.transport.nsw.gov.au/projects/programs/fixing-country-roads Successful applicants will be asked to provide

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Documents	Requirement	Note
		assessment results by filling in an additional column in the Database Sheet post project-completion.
Evidence of Authorisation	Mandatory	In the case of a joint application, the lead council must provide an Authorisation Letter.
Quotes/ Detailed Breakdown of Costs	Mandatory	Evidence to support Deliverability and Affordability criteria.
Map showing bridges or routes to be assessed	Mandatory	Evidence to support Access, Productivity and Safety, and Growth and Economic Benefits criteria. Transport for NSW has developed a Freight Data Hub containing key information which can be accessed at: https://www.transport.nsw.gov.au/data-and-research/freight-data Interactive heavy vehicle access maps are available at: https://roads-waterways.transport.nsw.gov.au/business-industry/heavy-vehicles/maps/restricted-access-vehicles-map/map/index.html
Traffic survey data	Optional	Evidence to support Growth and Economic Benefits criteria providing number and type of heavy vehicles on the said route
Route maintenance costs data	Optional	Evidence to support Growth and Economic Benefits criteria, this may include periodic and major maintenance costs and bills
Freight and transport studies or plans	Optional	Evidence to support Growth and Economic Benefits and Strategic Alignment criteria, such as the transport or investment plan showing the proposed project listed as a priority. Applicants may include studies that demonstrate commodity tonnage originated, destined or as throughput in the council, region, or state
Letters of support	Optional	Evidence to support Growth and Economic Benefits and Strategic Alignment criteria, such as letters of support from council or industry showing expected benefits, any financial contribution as well as industry's current and future freight tonnage, traffic data and vehicle fleet profile
Other documents i.e., photos	Optional	As identified by the applicant

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Truck Washes Stream



Truck Wash in Gunnedah



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Eligibility

Who may apply?

The 93 eligible local councils listed at the end of this document are invited to apply, as well as the Unincorporated Far West and Lord Howe Island.

An eligible council can apply on behalf of a consortium that includes private sector or other organisations. The council or consortium must intend to own or operate the truck wash and or livestock effluent disposal point, for which they are applying for funding.

Applicants are encouraged to work with individual firms and industry organisations such as the Livestock, Bulk and Rural Carriers Association (LBRCA) to develop the case for upgrades. If a council and private organisation are submitting a joint application, the lead applicant on the application must be the eligible council.

Councils and their consortia are also welcome to contact Transport for NSW via fixingcountryroads@transport.nsw.gov.au to discuss potential projects, eligibility and for advice on preparing applications.

Eligible projects under Truck Washes Project Stream

- Funding may be provided for truck wash and effluent disposal projects that provide economic and productivity benefits to NSW. Eligible projects are not limited to livestock-related truck wash facilities and can include those that cater for other industries. All applicants must demonstrate that the upgraded or new facility can lawfully dispose of and comply with the relevant EPA Guidelines or sustainability reuse all collected effluent or wastewater.
- Fixing Country Roads provides funding for truck washes projects in NSW where council or the member of their consortium would own or operate the asset. Projects can involve building new or upgrading existing truck washes.

What projects are eligible for funding under the stream?

Both upgrades to existing and new truck washes or effluent disposal points are eligible for funding under Fixing Country Roads. Some examples of eligible projects are:

- Construction of new bays or extending existing bays to accommodate the largest vehicle size on the route
- Construction of effluent disposal point bay
- Water pump upgrade to increase pressure and decrease wash time
- Drainage upgrade
- Effluent disposal treatment system upgrade to improve biosecurity measure
- Installation of reticulation system to utilise captured rainwater to be used at the truck wash
- Lighting upgrade or installation to improve safety and extend operating hour
- Toilet and shower facility upgrades to improve safety and reduce fatigue.

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What projects are not eligible for funding under the stream?

Fixing Country Roads will not provide grant funding for projects that:

- Have with a Benefit to Cost Ratio of 1.0 or less than 1.0
- Involve facilities that restrict third party access
- Are not available 24/7
- Seek funding for
 - Road upgrades (this should be a part of the Roads and Bridges Construction Stream)
 - Maintenance
 - Ongoing repairs
 - Planning and design only.

Eligibility checklist

- ✓ Are you an eligible local government body listed at the end of this document?
- ✓ Do you or anyone in your consortium own or intend to own and operate a truck wash and/or livestock effluent disposal point?
- ✓ Is or will your truck and/or livestock effluent disposal point be open to all third parties?
- ✓ Can you confirm that the truck wash will not have any access restrictions?
- ✓ Does or will your truck and/or livestock effluent disposal point comply with the relevant EPA guidelines and conditions?
- ✓ Can you confirm all costs are for a project aimed at improving a truck wash and/or effluent disposal facility?
- ✓ Can you confirm the project is not for land acquisition, road works, maintenance and/ or ongoing repairs or solely planning and design?
- ✓ Can construction work for the project commence within 18 months from receipt of a successful project letter and be delivered within 24 months of starting construction? (Construction means actual on ground works at the project site and/or the fabrication of major components off site).

Assessment criteria

Projects must start construction within 18 months from receipt of a successful project letter and be delivered within 24 months of starting construction.

Applicants must clearly state the following:

- Problem definition
What are the current constraints?
- Project scope
What type of works does the project involve?

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- Project outcome
What can community and industry expect after the items outlined in the Project Scope have been completed?

- Summary of benefits
What key benefits will be generated from the Project Outcome?

Example:

- Problem definition
Wash bay is not long enough to accommodate B-doubles, no lightings for nighttime use and low water pressure.
- Project scope
Construction of 2 B-Double bays, lighting, and water pump upgrade.
- Project outcome
2 B-Double bays truck wash available 24/7.
- Summary of benefits
Improve safety for nighttime user, reduce operating costs and water bill by \$, decrease wash and wait time by mins.

Applications will be assessed against the eligibility and five program criteria:

1. Access, productivity, and safety benefits.
2. Growth and economic benefits.
3. Biosecurity benefits.
4. Strategic alignment.
5. Deliverability and affordability.

The criteria and weightings are shown in Table 3.

Criteria 1: Access, productivity, and safety benefits

Applicants will need to demonstrate how the project will achieve access, productivity, and safety benefits for freight in the region. The questions that applicants should consider:

- How the project leads to improvements in the 'whole of journey' for freight in the overall supply chain i.e., truck is only
- required to travel from point A to B instead of A to B to C, as there is now a truck wash at B, whereas previously there was not
- How the project improves the safety of heavy vehicle operations and/or any other modes i.e., improved road conditions due to lower spill rates and accidents
- Whether the current or proposed sites located on a route covered by a productivity scheme such as the livestock loading scheme?
- What is the regional significance of the location in terms of industry i.e., which major facilities are within the catchment area?

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- Whether the upgrade is related to or dependent on any other projects inside or outside the applicant's Local Government Area i.e., development of a high productivity route or opening of new saleyard Is available 24/7 and provides open access.

Applicants are encouraged to make use of the NSW Freight Data Hub to help visualise how their project fits into the overall freight network and can be accessed at: <https://www.transport.nsw.gov.au/data-and-research/freight-data>.

Criteria 2: Growth and economic benefits

Applications must quantify the benefits of the project. Applicants are advised to start with Benefit Cost Analysis (BCA) Model as it helps articulate project.

Applicants should describe how the project:

- Benefits commodity supply chains e.g., livestock, grain
- Impacts on the number of washes at the site
- Reduces distances that need to be travelled i.e., vehicle travels to a saleyard and can now wash out at the saleyard, instead of travelling to an alternate site.
- Reduces truck wash wait and/or wash times
- Decreases transport operating costs
- Impacts on traffic volumes e.g., reduced number of movements including any changes in the use of heavy and higher productivity vehicles such as road trains or B-doubles
- Reduces truck wash and/or effluent disposal point maintenance and operating costs e.g., improved facility reduces the amount of maintenance required or improved efficiency reduced the amount of water per wash.

The submission should include information on current and expected:

- Annual tonnes or head of stock
- Number of wash trips
- All applications in Truck Washes Stream must include a completed BCA Model in a template provided by Transport for NSW, which calculates a BCR for the project.

Model inputs include:

- Total project costs including cost breakdown by element
- Maintenance and operating costs profile before and after the project
- Route, traffic, commodity movements as well as freight vehicle profile before and after the project
- Average wait and wash time before and after the project
- Data on safety before and after the project
- Data on biosecurity before and after the project.

Transport for NSW will provide applications with assistance and advice in the use of the BCA tool.

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Criteria 3: Biosecurity benefits

Applicants will need to demonstrate how a project would have a positive impact on biosecurity and the environment. The questions that applicants should consider include how the project:

- Improves biosecurity e.g., preventing the spread of weeds or disease.
- Reduces pollution and improves amenity e.g., reduced spillage on roads.
- Reduces water and energy usage e.g., facilities are more efficient.
- Leads to an improvement in effluent treatment.

Criteria 4: Strategic alignment

Applicants should show how the project aligns with Australian, State and Local Government, regional and industry priorities.

The questions that an applicant should consider, and address include whether and how the project:

- Aligns with national priorities
e.g., Does the project align with other strategic Australian Government plans? Does the project have co-funding from an Australian Government program?
- Aligns with State priorities
e.g., Does the project support state initiatives such as the NSW Freight and Ports Strategy's Strategic Action Programs?
- Aligns with council priorities
e.g., Does the project feature as a high priority item as part of a council plan and include a level of co-contribution from council? Do neighbouring councils support the upgrade?
- Aligns with regional priorities
e.g., Is upgrading the route a regional priority as evidenced by a regional transport plan?
- Aligns with industry priorities
e.g., Does the project support the efficiency and expansion of businesses within the region as evidenced by appropriate letters of support and industry financial contribution?

Applicants are encouraged to collaborate with industry and industry organisations such as the Livestock, Bulk and Rural Carriers Association (LBRCA) to develop the case for upgrades.

Applicants should provide letters of support from industry and other stakeholders. Support letters should clearly articulate the specific benefits that the project would provide.

Applicants should demonstrate that they have considered the level of monetary and in-kind co-contribution to the project from industry, council, and the Australian Government.

The applicant will need to indicate whether the contribution is confirmed or unconfirmed, whether it is cash or in-kind, and provide appropriate evidence. If the applicant has not received written confirmation of co-contribution at time of application, then the Panel will only be able to recommend qualified funding that is contingent on council receiving confirmation of said funds. Co-contributions must be confirmed, and projects must still be able to commence construction within 18 months from receipt of a successful project letter and delivered within 24 months of starting construction.

The same applies to cases where council has applied or expresses the intention to apply for funding under other programs.

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Criteria 5: Deliverability and affordability

Applicants should demonstrate the capacity of the proponent to deliver the project through robust strategies for procurement, project management and risk management. Applicants should provide sufficient evidence to show:

- The planning that has already been undertaken and that the project can be commenced within 18 months from receipt of a successful project letter and delivered within 24 months of starting construction.
- What approvals are required for the project, and the steps taken to obtain and manage those approvals
- The risks and impediments that could impact on project commencement and completion and how these have been addressed
- Quotes and a detailed breakdown of expected costs, level of confidence and factors that could materially impact cost estimates
- Key milestones dates
- Expected date of when the project will deliver planned benefits to community and industry (usually within two years after the project starts, depending on its scope).

Applicants need to indicate that the project is affordable, considering net life-cycle cost impacts and allowing for on-going operating, maintenance, and replacement requirements.

Table 3 Assessment evaluation criteria and weightings

Assessment Criteria	Criteria Weighting		Evaluation Criteria
1. Access, Productivity and Safety Benefits	20%	6%	Improves the level of access – 24/7 site availability and to all parties
		6%	Removes a restriction that impedes freight transport – allowing larger vehicles to access the facility
		2%	Improves supply chain productivity – reducing number of empty or uncleaned movements
		2%	Improves supply chain productivity or is associated with a productivity scheme
		4%	Improves safety or fatigue management outcome
2. Growth and Economic Benefits	20%	6%	Reduces average distances travelled or travel time to a truck wash
		6%	Reduce average wash or wait time at a truck wash
		4%	Reduces asset maintenance costs or operating costs

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Assessment Criteria	Criteria Weighting	Evaluation Criteria
		2% Supports freight growth / industry expansion in the region
		2% Creates jobs during and/or after construction
2a. Biosecurity Benefits	20%	8% Improves environmental performance at a truck wash
		4% Reduces weed spread
		4% Reduces disease spread
		4% Reduces spillage on roads or improve environmental amenities
3. Strategic Alignment	20%	2% Aligns to NSW Freight and Ports Strategy (State Priority)
		2% Aligns to national, regional, council priorities and frameworks
		8% Letters of support from industry, communities and/or local members are attached
		8% Contains other sources of co- contributions
4. Deliverability and Affordability	20%	2% The project can commence construction within 18 months from receipt of a successful project letter and delivered within 24 months of starting construction.
		4% Evidence of project approvals are attached, i.e., Development Application, design
		2% Project risks are documented with supporting evidence
		6% Project offers good value for money and includes detailed cost estimates supported by quotations or other evidence
		6% Scope of the project will address the identified constraints

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Truck Washes Projects Stream documents

Applicants must use the application form and BCA model applicable to the relevant project stream as developed by Transport for NSW for Fixing Country Roads. Mandatory forms and documents as well as examples of optional documents are listed below:

Documents	Requirement	Note
Truck Washes application form	Mandatory	The application form must be filled in and submitted online via the SmartyGrants Funding Portal.
Truck Washes Projects BCA model	Mandatory	A relevant BCA model should be completed and submitted. The most recent BCA model can be downloaded from: https://www.transport.nsw.gov.au/projects/programs/fixing-country-roads
Evidence of Authorisation	Mandatory	In the case of a joint application by council and private organisations, an Authorisation Letter must be provided by the lead council
Letters of support	Mandatory	Evidence to support Growth and Economic Benefits and Strategic Alignment criteria, such as letters of support from council or industry showing expected benefits, any financial contribution as well as industry's current and future freight tonnage, traffic data and vehicle fleet profile
Map showing a comparison of route before and after the project	Mandatory	Evidence to support Access, Productivity and Safety, and Growth and Economic Benefits criteria. Transport for NSW has developed a Freight Data Hub containing key information which can be accessed at: www.transport.nsw.gov.au/data-and-research/freight-data Interactive heavy vehicle access maps are available at: https://roads-waterways.transport.nsw.gov.au/business-industry/heavy-vehicles/maps/restricted-access-vehicles-map/map/index.html NSW Livestock Loading Scheme network map: https://roads-waterways.transport.nsw.gov.au/business-industry/heavy-vehicles/maps/livestock/map/index.html
Traffic survey data	Mandatory	Evidence to support Growth and Economic Benefits criteria, providing the number and type of heavy vehicles on the said route or to the facility

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Documents	Requirement	Note
Truck Wash usage data	Mandatory	Evidence to support Growth and Economic Benefits criteria, providing the number of wash trips and wash time. This may include an Avdata report or other truck wash operating system report
Quotes	Mandatory	Evidence to support Deliverability and Affordability criteria, supporting cost breakdown inputs in BCA model
Approval documents	Mandatory	Evidence to support Deliverability and Affordability criteria, showing a degree or project's shovel readiness
Commodity/stock data	Optional	Evidence to support Growth and Economic Benefits criteria, providing commodity tonnage such as stock head counts as shown in saleyard report
Truck Washes maintenance and operating costs data	Optional	Evidence to support Growth and Economic Benefits criteria, supporting BCA model inputs. This may include electricity bills, water bills and other periodic maintenance costs
Freight and transport studies or plans	Optional	Evidence to support Growth and Economic Benefits and Strategic Alignment criteria, such as the transport or investment plan showing the proposed project listed as priority work. Applicants may include studies that demonstrate commodity tonnage originated, destined or as throughput in the council, region, or State
Risk matrix or registry	Optional	Evidence to support Deliverability and Affordability criteria, showing that applicants have considered potential risks and how to overcome them
Other documents i.e., photos	Optional	To visibly demonstrate project requirements. Photos are strongly encouraged.

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Eligible Local Government Bodies

Albury City Council	Forbes Shire Council	Narromine Shire Council
Armidale Regional Council	Gilgandra Shire Council	Oberon Council
Ballina Shire Council	Glen Innes Severn Council	Orange City Council
Balranald Shire Council	Goulburn Mulwaree Council	Parkes Shire Council
Bathurst Regional Council	Greater Hume Shire Council	Port Macquarie-Hastings Council
Bega Valley Shire Council	Griffith City Council	Port Stephens Council
Bellingen Shire Council	Gunnedah Shire Council	Queanbeyan-Palerang Regional Council
Berrigan Shire Council	Gwydir Shire Council	Richmond Valley Council
Bland Shire Council	Hay Shire Council	Shellharbour City Council
Blayney Shire Council	Hilltops Council	Shoalhaven City Council
Bogan Shire Council	Inverell Shire Council	Singleton Council
Bourke Shire Council	Junee Shire Council	Snowy Monaro Regional Council
Brewarrina Shire Council	Kempsey Shire Council	Snowy Valleys Council
Broken Hill City Council	Kiama Municipal Council	Tamworth Regional Council
Byron Shire Council	Kyogle Council	Temora Shire Council
Cabonne Council	Lachlan Shire Council	Tenterfield Shire Council
Carrathool Shire Council	Lake Macquarie City Council	Tweed Shire Council
Central Darling Shire Council	Leeton Shire Council	Upper Hunter Shire Council
Central Coast Council	Lismore City Council	Upper Lachlan Shire Council
Cessnock City Council	Lithgow City Council	Uralla Shire Council
Clarence Valley Council	Liverpool Plains Shire Council	Wagga Wagga City Council
Cobar Shire Council	Lockhart Shire Council	Walcha Council
Coffs Harbour City Council	Maitland City Council	Walgett Shire Council
Coolamon Shire Council	Mid-Coast Council	Warren Shire Council
Coonamble Shire Council	Mid-Western Regional Council	Warrumbungle Shire Council
Cootamundra-Gundagai Regional Council	Moree Plains Shire Council	Weddin Shire Council
Cowra Council	Murray River Council	Wentworth Shire Council
Dubbo Regional Council	Murrumbidgee Council	Wingecarribee Shire Council
Dungog Shire Council	Muswellbrook Shire Council	Yass Valley Council
Edward River Council	Nambucca Valley Council	Unincorporated Far West
Eurobodalla Shire Council	Narrabri Shire Council	Lord Howe Island
Federation Council	Narrandera Shire Council	



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