

WARRUMBUNGLE SHIRE

Local Emergency Management Plan

Aug 2024



Part 1 – Administration

Authority

The Warrumbungle Local Emergency Management Plan (EMPLAN) has been prepared by the Warrumbungle Local Emergency Management Committee in compliance with the State Emergency & Rescue Management Act 1989.

APPROVED



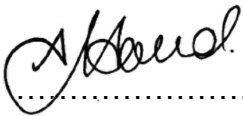
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Chair – Nicole Benson - LEMO

Warrumbungle Local Emergency Management Committee

Dated:

ENDORSED



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Chair Andy Holland APM
Assistant Commissioner

Central West Regional Emergency Management Committee

Dated: 16 September 2024

Amendments

DATE	ITEM	PAGE	BY
Nov 18	Added Road Closure SOP to Sub Plans	14	P.Southwell
Nov 18	Added Animal Destruction & Disposal CMG to Sub Plan	14	P.Southwell
May 20	Revision of EM Plan – Updating Shire Census Information	Various	P.Southwell
Oct 23	Revision of EM Plan – Updating Shire Census Information (2021) and Evacuation Centres	Various	Z. Estens
Feb 24	Full Review – layout fixed and addition information added	Various	Z. Estens
Aug 24	Addition information from feedback	Various	Z. Estens

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Purpose

Details arrangements for, prevention of, preparation for, response to and recovery from emergencies within the Local Government Area(s) covered by this plan.

It encompasses arrangements for:

- emergencies controlled by combat agencies;
- emergencies controlled by combat agencies and supported by the Local Emergency Operations Controller (LEOCON);
- emergency operations for which there is no combat agency; and
- circumstances where a combat agency has passed control to the LEOCON.

Objectives

The objectives of this plan are to:

- define participating organisation and Functional Area roles and responsibilities in preparation for, response to and recovery from emergencies;
- set out the control, co-ordination and liaison arrangements at the Local level;
- detail activation and alerting arrangements for involved agencies; and
- detail arrangements for the acquisition and co-ordination of resources.

Scope

The plan describes the arrangements at Local level to prevent, prepare for, respond to and recover from emergencies and also provides policy direction for the preparation of Sub Plans and Supporting Plans:

- Arrangements detailed in this plan are based on the assumption that the resources upon which the plan relies are available when required; and
- The effectiveness of arrangements detailed in this plan are dependent upon all involved agencies preparing, testing and maintaining appropriate internal instructions, and/or standing operating procedures.

Principles

The following principles are applied in this plan:

- a) The Emergency Risk Management (ERM) process is to be used as the basis for emergency planning in New South Wales. This methodical approach to the planning process is to be applied by Emergency Management Committees at all levels.
- b) Responsibility for preparation, response and recovery rests initially at Local level. If Local agencies and available resources are not sufficient they are augmented by those at Regional level.
- c) Control of emergency response and recovery operations is conducted at the lowest effective level.
- d) Agencies may deploy their own resources from their own service from outside the affected Local area or Region if they are needed.
- e) The Local Emergency Operations Controller (LEOCON) is responsible, when requested by a combat agency, to co-ordinate the provision of resources support. EOCOns would not normally assume control from a combat agency unless the situation can no longer be contained. Where necessary, this should only be done after consultation with the Regional Emergency Operations Controller (REOCON) and agreement of the combat agency and the appropriate level of control.
- f) Emergency preparation, response and recovery operations should be conducted with all agencies carrying out their normal functions wherever possible.
- g) Prevention measures remain the responsibility of authorities/agencies charged by statute with the responsibility.

Test and Review Process

The Warrumbungle Local Emergency Management Committee (LEMC) will review this Plan every three (3) years, or following any:

- activation of the Plan in response to an emergency;
- legislative changes affecting the Plan; and
- exercises conducted to test all or part of the Plan.

Part 2 – Community Context

Annexure A – Community Profile

General

This plan covers the area contained within the Warrumbungle Shire Council. The Shire covers an area of 12,380 sq. kms and forms 1.5 percent of the State It has a population of approximately 9225 a small drop of 159 from the 2016 Census

The Shire is bounded by, Coonamble Shire, Dubbo Regional Council, Gilgandra Shire, Gunnedah Shire, Mid-Western Shire Councils (Mudgee), Narrabri Shire, Upper Hunter Shire and Liverpool Plains Shire

The townships of Baradine, Binnaway, Coolah, Coonabarabran, Dunedoo and Mendooran are the major centres in the district.

There are also several small villages such as Bugaldie, Cobbora, Kenebri, Leadville, Merrygoen, Neilrex, Purlewaugh, Uarbry, Ulamambri, Weetaliba and Yearinan.

[See Map on Page 7]

Landform and Topography

The Castlereagh River bisects the Shire and flows from Coonabarabran to Mendooran and to Gilgandra. Flooding on the river causes problems at Coonabarabran, Ulamambri Binnaway and Mendooran townships and also many rural areas on the floodplain.

Baradine township also experiences local flooding along Teridgerie Creek

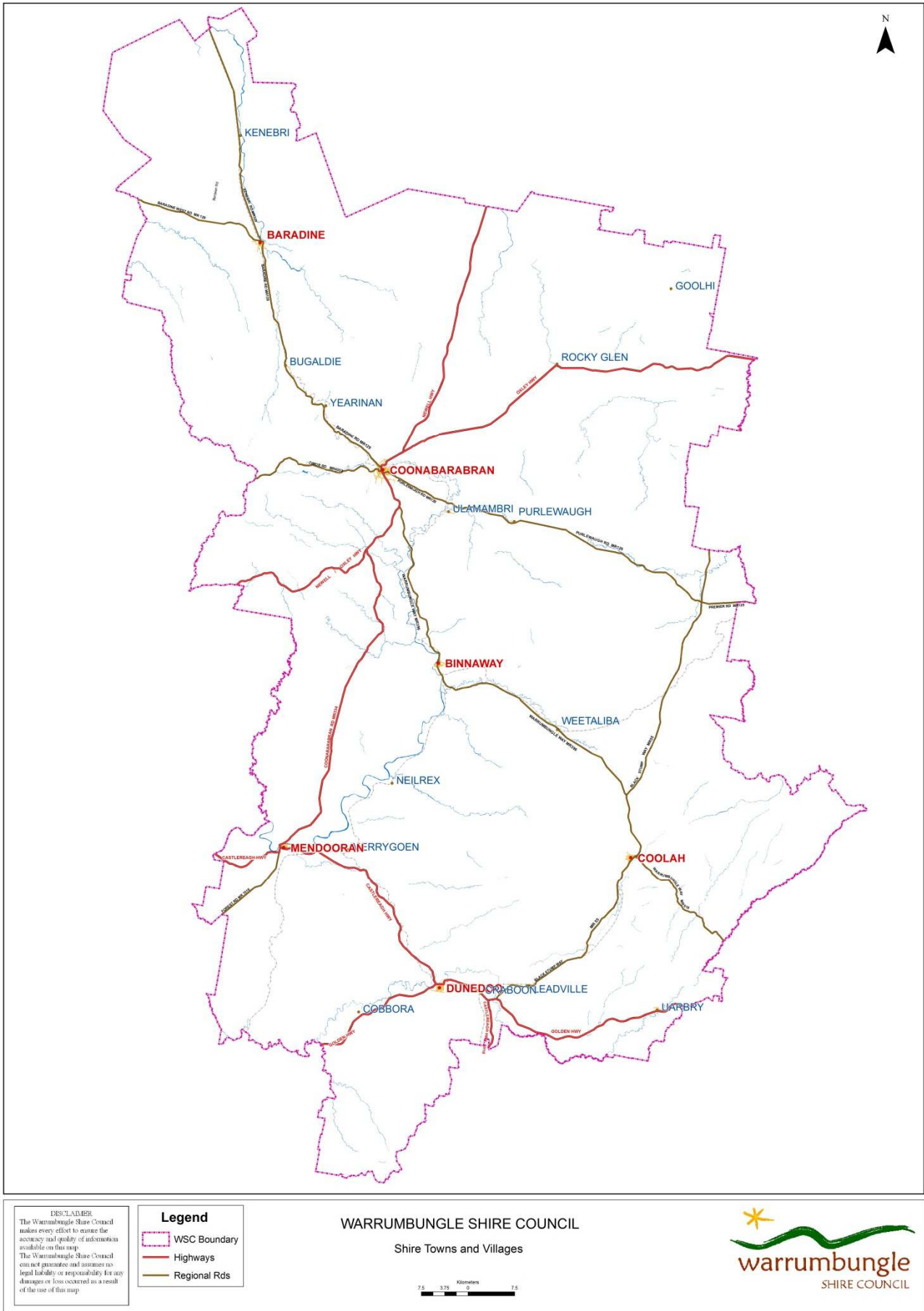
The Talbragar River and the Coolaburragundy Creek flows from east to west towards Dunedoo in the southern part of the shire.

The Liverpool Range and Warrumbungle Range are the predominant land features with the Pilliga Forest extending to the north west of the shire

Climate

The shire has a warm subtropical climate, with hot summers and cool winters. Temperature extremes have historically ranged from 42.6 C° to -9.0 C°

The average yearly rainfall ranges in the 600 to 700 mm range. Rainfall is both during summer from tropical influence, and during winter with cold southerly changes.



Land Use

The shire is predominantly rural with areas of heavy timber through to open grasslands. The land ranges from a high point of over 1100 metres for both, Coolah Tops National Parks at Coolah and also the Warrumbungle National Park at Coonabarabran, to a low point of 349 metres at the Talbragar River, Elong Elong.

The main rural industries include sheep and cattle farming, wheat and various crops as well as some small manufacturing and local sawmill operations

Agricultural land use in the Warrumbungle Shire is predominantly used for livestock grazing, utilising a total of 720,585 ha and accounting for 85.1 percent of total agricultural land use.

Cropping on the other hand utilises 125,236 ha, accounting for 14.4 percent of total agricultural land use. In combination, livestock grazing and cropping utilises 845,821 ha, accounting for 68.3 percent of the total land use.

The remaining 31.6 % (392,179 ha) of total agricultural land use in the Warrumbungle Shire is utilised for:

- Remnant vegetation and woodland unsuitable for grazing or cropping;
- Commercial forestry plantations;
- Wetlands or swamps unsuitable for grazing or cropping;
- National Parks, Environmental protection of sensitive ecosystems; and
- Farm infrastructure i.e. houses, sheds, roads etc.

Population and People (ABS Census 2021)

The Locality of Coonabarabran, has a population of 3477, with 2537 in the township. It is situated on the Castlereagh River in the northern part of the Shire. It is also the junction for the Oxley Highway and the Newell Highway.

The Locality of Coolah has a population of 1262, and is situated on the Coolaburragundy River in the eastern portion of the Shire. It is also the Junction of Black Stump Way MR55 (Mudgee - Gunnedah), Warrumbungle Way MR396 (Coolah - Coonabarabran) and Main Road 618 (Coolah - Merriwa).

The Locality of Baradine, with a population of 783, lies to the north of Coonabarabran. While the Locality of Binnaway, near the middle of the shire, with a population of 602, is situated on the Castlereagh River.

The Locality of Dunedoo, with a population of 1097, is situated on the Talbragar River in the southern portion of the Shire. It is also the junction of Castlereagh Highway SH18 (Mudgee - Mendooran) and Golden Highway SH27 (Newcastle - Dubbo).

The Locality of Mendooran, with a population of 626, is situated on the Castlereagh River in the south western portion of the Shire. It is also the junction for Castlereagh Highway 18 and Main Road 334 (Mendooran - Coonabarabran).

The indigenous community makes up a large proportion of the Warrumbungle LGA population compared to the State. Unlike the general population of the Warrumbungle LGA which is declining, the indigenous population is increasing by approximately 1.46 per cent per annum

Transport Routes and Facilities

Road

Warrumbungle Shire has several major highways running through the area including the Newell Highway (National) Oxley Highway, Golden Highway and Castlereagh Highway (State Highways). State Roads are managed by TfNSW and Local and Regional Roads are managed by Council.

The Newell Highway is part of the National Highway network, it runs parallel to the eastern coast about 400 kilometres inland and is an important inland route between Melbourne and Brisbane It carries a significant level of interstate freight by semi-trailers and B-double trucks.

Traffic volumes recorded by the TfNSW in 2019 indicated traffic flows of the Newell Highway within the township of Coonabarabran, of around 4100 to 4400 vehicles per day The Oxley Highway an east-west artery connecting the coast at Port Macquarie with the New England plateau, the western plains and western NSW. Within the Warrumbungle Shire it connects Coonabarabran to Gunnedah and Tamworth to the east. Traffic volumes recorded by the TfNSW in 2019 indicated traffic flow to the east of Coonabarabran, around 5000 vehicles per day.

The Golden Highway is a state highway connecting the Hunter Valley near Singleton to Dubbo in central western NSW. The route traverses the southern areas of the Warrumbungle Shire via Dunedoo. Traffic volumes recorded in 2019 indicated traffic flows in the order of 2300 to 2900 vehicles per day.

The Castlereagh Highway crosses the Shire between Dunedoo and Mendooran, forming part of the route from the Golden Highway in the south, through to Gilgandra, Coonamble and on to Walgett in the north west of NSW. The road is constructed to a two lane two way rural highway standard. Traffic volumes recorded at Mendooran in 2019 indicated traffic flows for the Castlereagh Highway in the order of 900 to 950 vehicles per day.

Other main routes include the :

- i. Black Stump Way that runs north – south from the Golden Highway, through Coolah to the Oxley Highway at Mullaley.
- ii. Warrumbungle Way connects Coonabarabran to Coolah and providing a connection to the Hunter Valley via the Golden Highway.
- iii. Forest Road provides a connection south of Mendooran to Dubbo thus providing Coonabarabran with an alternate route to Dubbo

Air

Coonabarabran has an airport, which has closed its passenger services and is now used for mail/ parcel freight, charter flights, private planes and Flying Club.

Coolah has a gravel airstrip and a helipad at the hospital, while Baradine has a sealed airstrip. These strips are used for non-commercial flights and by the air ambulance. The nearest airports to the Shire with regular passenger services, are located at Narrabri, Gunnedah and Dubbo.

The Shire's airspace is traversed by both international, domestic air traffic and Airforce Aircraft.

Rail

There are currently no passenger rail services to the Warrumbungle Shire. The nearest passenger railway stations to the Shire are Narrabri and Dubbo.

Country link services go from Baradine, Coonabarabran to Dunedoo then onto Lithgow. and onto the Lithgow Sydney Rail link. Bus service goes from Dubbo to Newcastle through Dunedoo.

The remaining freight line operates in the Shire from Dubbo to Werris Creek line, via Dunedoo, Mendooran, Binnaway. This line mainly carries grain shipments. ARTC are the Rail Infrastructure Manager for this service.

The Binnaway to Gwabegar line, via Coonabarabran and Baradine has operations suspended, with grain transported from silos along this line now being moved by truck. The likelihood of this line re-opening is low. UGLRL are the Rail Infrastructure Manager for this service.

The Dubbo to Newcastle rail line goes from Dubbo through Merrygoen, Dunedoo, Gulgong, Ulan, with coal trains go via Sandy Hollow to Newcastle.

Iron ore is also carried from Cobar to Newcastle Dunedoo and Ulan to Newcastle

Heritage and historical societies do run occasional railway tours using steam and diesel locomotives on some of these lines.

Economy

Although there is a wide range of income levels in the Warrumbungle Shire, there is a tendency towards the lower level of weekly individual income with 68 percent of individuals earning less than \$1000 per week and 44.5 percent earning less than \$400 per week.

The "poverty line" in Australia is \$994.68 per week for a family of two in March 2019 (*University of Melbourne: June 2019*). A large proportion of the households in the Warrumbungle Shire live below the 'poverty line'.

Industry

The estimated number of employed persons in the Warrumbungle Shire was 3691 persons in 2021, representing a slight increase from 2016

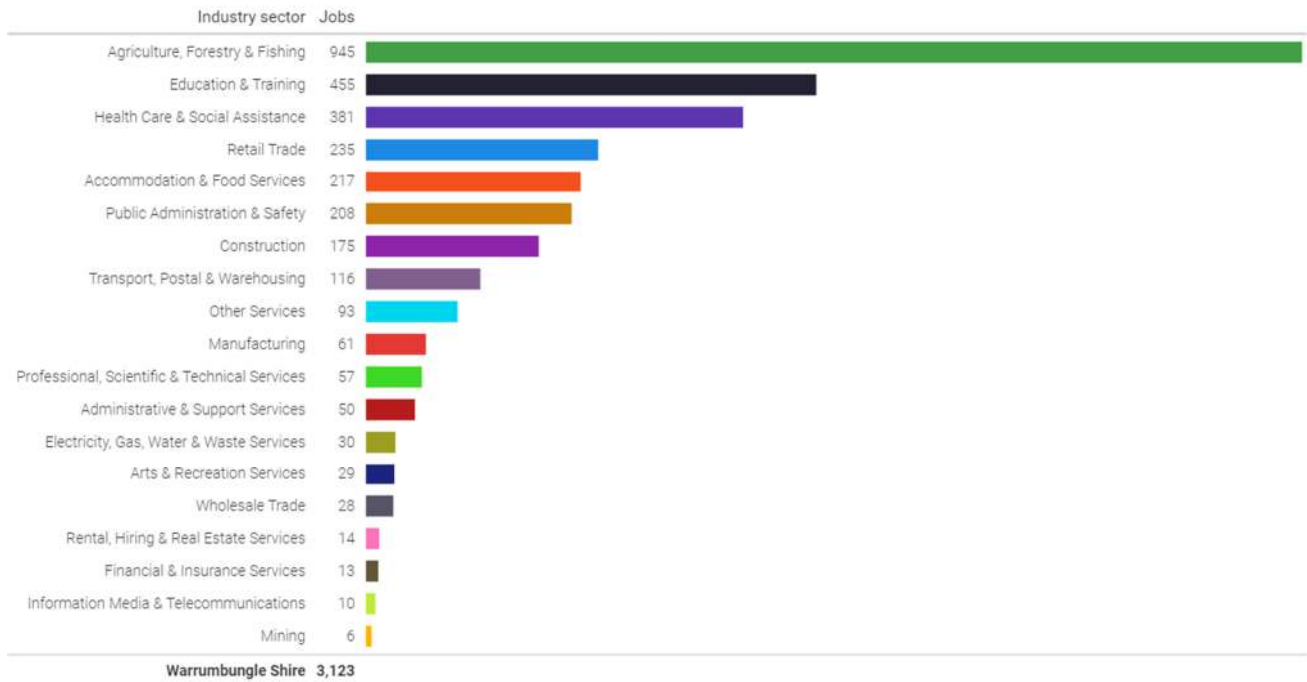
The Agriculture, Forestry and Fishing sector is the most significant economic contributor in the LGA, accounting for 945 people or 30.26 % of the total employment with in the region. The Rural Sector is well above the NSW benchmark however, in the Warrumbungle Shire, has been declining and between 2006 and 2016, employment in rural areas declined a further 3.6 percent

The Warrumbungle Shire economy is largely driven by resources-based industries in particular agriculture in the areas of sheep, cattle and cropping.

Secondary (goods-based) industries are significantly less represented, than the State or National figures, in particular the manufacturing and construction industries. These industries remain stagnant at the present time

Warrumbungle Shire

Employment



Benchmarks: None | Industry sectors: All Selected

Annexure B – Hazards and Risks Summary

A Local Emergency Risk Management (ERM) Study has been undertaken by the Warrumbungle Local Emergency Management Committee identifying the following hazards as having risk of causing loss of life, property, utilities, services and/or the community's ability to function within its normal capacity. These hazards have been identified as having the potential to create an emergency. The Warrumbungle Emergency Risk Management Study should be referenced to identify the complete list of consequences and risk descriptions.

Hazard	Risk Description	Likelihood Rating	Consequence Rating	Risk Priority	Combat / Responsible Agency
Fire – Bush or Grassland	Major fires in areas of bush or grasslands.	Almost Certain	Major	High	NSW Rural Fire Service
Hazardous Materials	Hazardous material released as a result of an incident or accident.	Likely	Moderate	High	NSW Fire and Rescue
Fire – Industrial / Commercial / Explosion	Serious industrial fire in office complexes and/or warehouses within industrial estates or Serious commercial fires in shopping centres, aged persons units, nursing homes and hospitals.	Possible	Moderate	High	NSW Fire and Rescue (USAR)

Hazard	Risk Description	Likelihood Rating	Consequence Rating	Risk Priority	Combat / Responsible Agency
Infrastructure failure -- Electricity	The risk is loss of heating and cooling resulting in people dying or being physically distressed. The risk is loss of Medical Equipment failure resulting in people dying or becoming seriously sick	Possible	Moderate	High	LEOCON
Flood (riverine)	River flows exceed the capacity of normal river systems resulting in flood waters escaping and inundating river plains.	Possible	Moderate	High	NSW SES
Storm	Severe storm with accompanying lightning, hail, wind, and/or rain that causes severe damage and/or localised flooding, (includes tornado)	Likely	Minor	High	NSW SES
Agricultural Disease – Plant	An agriculture incident that results, or has potential to result, in the spread of a communicable disease or infestation from plant to plant or plant to animal.	Possible	Moderate	High	Department of Primary Industries
Agricultural Disease – Animals	An agriculture incident that results, or has potential to result, in the spread of a communicable disease or infestation from animal to animal or animal to plant	Possible	Moderate	Extreme	Department of Primary Industries

Hazard	Risk Description	Likelihood	Consequence	Risk	Combat / Responsible
Building Collapse	Collapse of building owing to structural failure or impact from external/internal event of other hazards /incidents.	Rare	Moderate	Medium	NSW Fire and Rescue (USAR)) &LEOCON
Communicable Disease (Human/Animal)	Pandemic illness that affects, or has potential to affect, large portions of the human or animal population	Rare	Catastrophic	High	Department of Health
Transport Emergency (Aircraft)	An aircraft incident that occurs in a township involving multiple fatalities and/or serious injuries, or the incident involves critical infrastructure will be assessed to determine if a significant and coordinated response is required.	Unlikely	Moderate	Medium	NSW Police
Transport (Bus or Coach)	A major vehicle accident involving a passenger bus/coach on the major highways in this area would likely result persons being serious injured or deceased. This type of incident would also close those roads requiring major traffic diversions to put in place	Unlikely	Major	High	NSW Police
Utilities Failure	Major failure of essential utility for unreasonable periods of time as a result of a natural or man-made occurrence.	Possible	Moderate	High	LEOCON
Heatwave	Heatwaves in New South Wales are prolonged periods of excessively high temperatures, often accompanied by high humidity, that significantly exceed the average maximum temperatures for the region. posing a substantial risk to public health, infrastructure, and the environment.	Possible	Major	High	Department of Health

Annexure C – Local Sub Plans, Supporting Plans and Policies

Responsibility for the preparation and maintenance of appropriate sub and supporting plans rest with the relevant Combat Agency Controller or the relevant Functional Area Coordinator.

The sub/supporting plans are developed in consultation with the Warrumbungle LEMC and the community.

The plans listed below are supplementary to this EMPLAN. The sub/supporting plans have been endorsed by the LEMC and are determined as compliant and complimentary to the arrangements listed in this EMPLAN.

These plans are retained by the LEMO on behalf of the LEMC and public release versions of some of these plans are available on the Council Website.

Plan/Policy	Purpose	Combat / Responsible Agency
Bushfire Evacuation Plan	Bushfire Evacuation	Local Emergency Operations Controller
SES Flood Plan	Floods	State Emergency Operations Controller
Airport Emergency Plan	Aircraft Accident	Shire Council
Timor Dam Failure	Flood	Shire Council
Consequence Management Guide	Bushfire	RFS
Consequence Management Guide	Hazmat Incident	FRNSW
Consequence Management Guide	Industrial Fire / Explosion	FRNSW
Consequence Management Guide	Flood	SES
Consequence Management Guide	Storms / Tornado	SES
Consequence Management Guide	Electricity Failure > 8Hrs	LEMC / Essential Energy EUSFA
Consequence Management Guide	Animal Destruction & Disposal	DPI / LLS / EPA

Plan/Policy	Purpose	Combat / Responsible Agency
State level Agriculture & animal services Functional area support plan	Communicable disease	Department of Primary Industries
State level Biosecurity Animal & Plant emergency sub plans	Communicable disease	Department of Primary Industries
Management of livestock transport accident responses	transport accident response	Department of Primary Industries
Fire (Bush or Grass)	Fire Management	NSW Rural Fire Service
HAZMAT	Hazardous material released	Fire & Rescue NSW
Heatwave	High Temperatures	Department of Health
Pandemic	Communicable disease	Department of Health
Local Flood Plan	Flood Management	NSW State Emergency Service
Storm Plan	Storm Recovery	NSW State Emergency Service
Structure / Industrial Fire	Fire Management and Containment	Fire & Rescue NSW
Transport Emergency - Aircraft	Management of incidents	NSW Police Force
Transport Emergency – Bus / Coach	Management of incidents	NSW Police Force
Transport Emergency – Rail	Management of incidents	NSW Police Force