

INVERELL SHIRE COUNCIL
NOTICE OF MEETING
CIVIL & ENVIRONMENTAL SERVICES COMMITTEE

7 April, 2017

A Civil & Environmental Services Committee Meeting will be held in the Committee Room, Administrative Centre, 144 Otho Street, Inverell on Wednesday, 12 April, 2017, commencing at 8.30 am.

Your attendance at this Civil & Environmental Services Committee Meeting would be appreciated.

P J HENRY PSM

GENERAL MANAGER






A G E N D A

SECTION A	APOLOGIES CONFIRMATION OF MINUTES DISCLOSURE OF CONFLICT OF INTERESTS/PECUNIARY AND NON-PECUNIARY INTERESTS PUBLIC FORUM BUSINESS ARISING FROM PREVIOUS MINUTES
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Quick Reference Guide

Below is a legend that is common between the:

- Inverell Shire Council Strategic Plan
- Inverell Shire Council Delivery Plan
- Inverell Shire Council Management Plan.

Destinations	Icon	Code
<p>1. A recognised leader in a broader context.</p> <p>Giving priority to the recognition of the Shire as a vital component of the New England North West Region through Regional Leadership.</p>		R
<p>2. A community that is healthy, educated and sustained.</p> <p>Giving priority to the Shire as a sustainable and equitable place that promotes health, well being, life long learning and lifestyle diversity.</p>		C
<p>3. An environment that is protected and sustained.</p> <p>Giving priority to sustainable agriculture, the protection and conservation of rivers, waterways bio diversity and the built environment.</p>		E
<p>4. A strong local economy.</p> <p>Giving priority to economic and employment growth and the attraction of visitors.</p>		B
<p>5. The Communities are served by sustainable services and infrastructure.</p> <p>Giving priority to the provision of community focused services and the maintenance, enhancement and upgrade of infrastructure.</p>		S

CIVIL & ENVIRONMENTAL SERVICES COMMITTEE MEETING

Wednesday, 12 April, 2017

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MINUTES OF THE CIVIL & ENVIRONMENTAL SERVICES COMMITTEE MEETING
HELD IN THE COMMITTEE ROOM, 144 OTHO STREET, INVERELL ON
WEDNESDAY, 8 MARCH, 2017, COMMENCING AT 8.30 AM.

PRESENT: Cr D F Baker (Chairperson), Crs P J Harmon, S J Berryman, M J Peters and J N McCosker

Also in attendance: Crs J A Watts, C M Dight, P A King and A A Michael.

Paul Henry (General Manager), Brett McInnes (Director Civil and Environmental Services), Ken Beddie (Director Corporate and Economic Services), Justin Pay (Manager Civil Engineering), Anthony Alliston (Manager Development Services) and Stephen Golding (Executive Manager Corporate and Community Services).

SECTION A

APOLOGIES:

There were no apologies received.

1. CONFIRMATION OF MINUTES

RESOLVED (Harmon/Berryman) that the Minutes of the Civil and Environmental Services Committee Meeting held on 8 February 2017, as circulated to members, be confirmed as a true and correct record of that meeting.

At this juncture, the time being 8.35am, Cr J N McCosker arrived at the meeting.

2. DISCLOSURE OF CONFLICT OF INTERESTS/PECUNIARY AND NON-PECUNIARY INTERESTS

The following interests were declared:

- Cr Dight declared a non-pecuniary interest in Section E Information Reports, Item 4, 'Heavy Vehicle Access – Yetman Area'. The nature of the interest relates to being a partner in a Yetman business that utilises Heavy Vehicle Access routes.

SECTION B
ADVOCACY REPORTS

The consideration of Cr Peters' Advocacy Reports was deferred pending his arrival at the meeting.

Cr Harmon Centenary Test Tickets

Cr Harmon reminded Councillors of the 40 Year Anniversary of the Centenary Test Cricket Match celebrations and dinner being hosted at Inverell RSM Club on Saturday, 11 March, 2017 in honour of Richard (Rick) McCosker. Tickets are still available for purchase.

Cr Harmon Opening Elsmore Fire Station

Cr Harmon noted the recent opening of Elsmore Fire Station and Service Medals presentations to Rural Fire Service volunteers.

At this juncture, the time being 8.40am, Cr M J Peters arrived at the meeting.

SECTION D
DESTINATION REPORTS

AMC-A 1. RURAL ROAD CLASSIFICATION AND MAINTENANCE REVIEW
S16.7.19/05

RESOLVED (Berryman/Harmon) that the Committee recommend to Council that:

- i) The Management Policy – Road Hierarchy as presented be endorsed;*
- ii) The Maintenance intervention of the unsealed road network be made consistent with the level of service provisions outlined in Council's adopted Road Asset Management Plan 2017-2026 and the superseded Management Policy – Road Maintenance be repealed; and*
- iii) A request be made to Crown Lands to dedicate to Council those portions of the following roads where Council is not currently the 'Road Authority':*
 - o MR135 - Guyra Road*
 - o MR137 - Inverell-Bonshaw Road*
 - o MR462 - Bruxner Way*
 - o SR009 - North Star Road*
 - o SR010 - Tarwoona Road*
 - o SR012 - Blue Nobby Road*
 - o SR013 - Apple Tree Flat Road*
 - o SR019 - Yetman West Road*
 - o SR023 - Bedwell Downs Road*
 - o SR026 - Camp Creek Road*
 - o SR027 - Atholwood Road*
 - o SR028 - Goat Rock Road*
 - o SR031 - Hillview Road*
 - o SR033 - Limestone Road*
 - o SR035 - Coolatai Road*
 - o SR038 - Craddock Road*
 - o SR039 - Girraween Road*
 - o SR046 - The Pocket Road*
 - o SR049 - Upper Severn River Road*
 - o SR050 - Bukkulla Road*
 - o SR051 - Wells Crossing Road*
 - o SR055 - South Valley Road*
 - o SR059 - Graman Road*
 - o SR060 - Nullamanna Road*
 - o SR062 - Bonshaw Weir Road*
 - o SR065 - Tucka Tucka Road*
 - o SR072 - Coopers Road*

- SR074 - Goberts Road
- SR080 - Sawmill Road
- SR092 - Old Texas Road
- SR102 - Mastermans Road
- SR105 - Glenesk Road
- SR109 - Cherry Tree Hill Road
- SR110 - Rob Roy Road
- SR142 - Loxton Road
- SR156 - Anderson Lane
- SR159 - Turners Lane
- SR166 - Reserve Creek Road
- SR180 - Pollocks Lane
- SR192 - Copeton Dam Road
- SR200 - Mcilveen Park Road
- SR207 - Browns Lane
- SR213 - Pine Ridge Road
- SR214 - Old Bundarra Road
- SR224 - Airlie Brake Lane
- SR227 - Wandera Lane
- SR231 - Pineleigh Lane
- SR232 - Poolbrook Road
- SR242 - Tamboura Close
- SR263 - Rifle Range Road
- SR264 - Fisher Road
- SR267 - Spring Mountain Road
- SR268 - Sturmans Road
- SR272 - Ditzells Drive
- SR286 - Monterey Road
- SR299 - Querra Creek Road
- SR357 – McNeils Road

WE-A 2. APPLICATION FOR RESTRICTED ACCESS VEHICLE ROUTES – GRANTS ROAD, WILTSHIRE ROAD, ELSMORE ROAD AND YETMAN ROAD S30.9.11

RESOLVED (Harmon/Berryman) that the Committee recommend to Council that:

- i) Council not approve Grants Road for B-Double access and the applicant be advised of the outcome of the assessment and be provided the opportunity to fund the required upgrade works;*
- ii) Council not approve Yetman Road (Between Saleyard and Stewarts Grain Trading, Oakwood) for Road Train access;*
- iii) Council not approve Wiltshire Road for B-Double access and the applicant be*

advised of the outcome of the assessment and be provided the opportunity to fund the required upgrade works; and

- iv) *Council approve B-Double access for Elsmore Road (Between Gwydir Hwy and Dodds Lane) and the section of road be gazetted as a B-Double route.*

DP-A 3. ENVIRONMENTAL PLANNING AND ASSESSMENT AMENDMENT (EPLANNING) REGULATION 2017 S4.2.1

RESOLVED (Harmon/Peters) that the Committee recommend to Council that the draft submission, in response to the Environmental Planning and Assessment Amendment (ePlanning) Regulation 2017, be endorsed.

DP-A 4. DA-186/2016 – DWELLING – 81-85 KING STREET, INVERELL
CSOT-A DA-186/2016

RESOLVED (Harmon/Berryman) that Committee recommend to Council that Development Application 186/2016 be approved subject to the following conditions of consent:

Preliminary

1. *Inverell Shire Council issues its consent, subject to conditions stated hereunder, in accordance with Section 80A of the Environmental Planning and Assessment Act 1979.*

Consent is granted for the construction of a dwelling on Lot 5 Section 8 DP 448428 (Proposed Lot 1 of subdivision approved under DA-70/2015).

To confirm and clarify the terms of consent, the development must be carried out in accordance with the stamped and approved plans and accompanying documentation, unless modified by any following condition. Any deviation will require the consent of Council.

2. *The applicant must comply with all relevant prescribed conditions as contained in Division 8A of the Environmental Planning & Assessment Regulation 2000 (as detailed at the end of this consent).*

Prior to Commencement of Any Works

3. *Prior to the commencement of any works (including earthworks) on the site a Construction Certificate must be issued in accordance with Section 109C (1)(b) and 81A (2) of the Environmental Planning and Assessment Act 1979. The application for a Construction Certificate shall include plans and specifications demonstrating full compliance with the Building Code of Australia and associated standards.*

4. *Prior to issue of a Construction Certificate, a detailed Stormwater & Erosion Control Plan is to be submitted to and approved by Council. This plan is to show:*

- The remediation of erosion and earthworks within the development site and Queens Terrace, including the proposed method and timing of stabilisation (i.e. seeding, planting, etc.);*
- A catch drain along the lower side of Queens Terrace;*
- A 'stilling basin' in the eastern corner of the site, which is to be sized and designed by a suitably qualified engineer;*
- A concrete kerb under the fence along Queens Terrace directing all water to the 'stilling basin';*

- A permanent sediment control measure (i.e. rock gabion) incorporated into the stilling basin; and
 - Other erosion control measures to be installed during construction.
5. Prior to issue of a Construction Certificate, approval under Section 68 of the Local Government Act 1993 is to be obtained for sewerage work, water supply work and stormwater drainage work.

Prior to Commencement of Dwelling Foundations

6. Prior to works commencing on the dwelling foundations (i.e. slab, footings, etc.), all erosion and unstable soil within the site and the unformed Queens Terrace, are to be remediated, graded and stabilised.
7. Prior to works commencing on the dwelling foundations (i.e. slab, footings, etc.), all stormwater control measures for the site, including kerb under the fence, stilling basin, etc. are to be installed in accordance with the approved engineering details.
8. Prior to works commencing on the dwelling foundations (i.e. slab, footings, etc.), all temporary and permanent sediment and erosion control measures are to be installed.

During Construction

9. For the duration of works, all sediment and erosion controls measures are to be maintained and temporary measures are to be repaired/replaced as necessary. All exposed soil within the site and Queens Terrace is to be managed to prevent erosion.
10. To safeguard the local amenity, reduce noise nuisance and to prevent environmental pollution during the construction period:
- Works on site are to be carried out in accordance with the Protection of the Environment Operations Act 1997 in relation to noise, dust and associated nuisances from the site. The carrying out of works shall not interfere with the quiet enjoyment of the surrounding neighbourhood;
 - Construction may only be carried out between 7.00am and 5.00pm, Monday to Saturday, and no construction is to be carried out at any time on a Sunday or Public Holiday. Council may consent to vary these hours in particular circumstances where it can be demonstrated that it is unavoidable;
 - Stockpiles of topsoil, sand, aggregate, spoil or other material shall be stored clear of any drainage path of easement, natural watercourse, footpath, kerb or road surface and shall implement measures to prevent the movement of such material off site;
 - Building operations such as brick cutting, washing tools, concreting and bricklaying shall be undertaken on the building block. The pollutants from these building operations shall be contained on site;
 - Builders waste must not be burnt or buried on site. All waste (including felled trees) must be contained and removed to a waste disposal depot;
 - Sediment and erosion control measures are to be implemented onsite and maintained until the site is fully stabilised, in accordance with Council's Erosion and Sedimentation Control Policy 2004; and
 - Where the proposed development involves the disturbance of any existing survey monuments, those monuments affected will need to be relocated by a registered surveyor under the Surveying and Spatial Information Act 2002. A plan showing the relocated

monuments will then be required to be lodged as a matter of public record at the Lands Titles Office.

Prior to Occupation

11. *Prior to occupation of the premises, an Occupation Certificate must be issued in accordance with Section 109M of the Environmental Planning and Assessment Act 1979.*

Note: Prior to issue of the Occupation Certificate, the Principal Certifying Authority is required to be satisfied, amongst other things, that:

- *all required inspections (including each applicable mandatory critical stage inspection) have been carried out; and*
 - *any preconditions to the issue of the certificate required by a development consent have been met.*
12. *Prior to issue of an Occupation Certificate, where applicable, the following works are to be completed:*
 - *All adjacent public and private land must be cleared of obstructions such as stockpiles of topsoil, building material, waste and other material associated with construction; and*
 - *The applicant will repair/restore, or pay the full costs associated with repairing/restoring, any footpath, public reserve and infrastructure that is damaged by the development.*
 13. *Prior to issue of an Occupation Certificate, all roof water is to be discharged to the kerb and gutter in King Street.*
 14. *Prior to issue of an Occupation Certificate, all surface water is to be discharged through the constructed stilling basin in the eastern corner of the site.*
 15. *Prior to issue of an Occupation Certificate, all earthworks within the site and Queens Terrace are to be fully stabilised.*
 16. *Prior to issue of an Occupation Certificate, the boundary adjustment as approved under DA-70/2015 is to be registered with the Lands Titles Office.*
 17. *Any other condition deemed appropriate by the Director Civil and Environmental Services.*

S375A Record of Voting	Councillors For:	Councillors Against:
Cr D F Baker	✓	
Cr P J Harmon	✓	
Cr S J Berryman	✓	
Cr M J Peters	✓	
Cr J N McCosker	✓	

**SECTION E
INFORMATION REPORTS**

1. GREY HEADED FLYING FOX CAMP AT YETMAN S11.9.1/06
2. WORKS UPDATE S28.21.1

3. 2016-2017 BITUMEN RESURFACING PROGRAM S28.21.1

RESOLVED (Harmon/Berryman) that the items contained in the Information Reports to the Civil & Environmental Services Committee Meeting held on Wednesday, 8 March, 2017, be received and noted with the exclusion of Item 4 'Heavy Vehicle Access – Yetman Area' and Item 5 'Road Condition Information Report'.

HEAVY VEHICLE ACCESS - YETMAN AREA S30.9.11

Having previously declared a non-pecuniary interest in this matter, Cr Dight did not participate in the vote in respect of this matter.

Cr Dight tabled a letter from Mr Dan Oswald, that he requested her to lodge with Council.

RESOLVED (Harmon/Berryman) that additional information be received and noted.

ROAD CONDITION INFORMATION REPORT S16.7.19/05

RESOLVED (Harmon/McCosker) that the report be received and noted.

SECTION F
GENERAL BUSINESS

Cr McCosker Yetman Hall

Cr McCosker asked who owns Yetman Hall and why there is money allocated to the upgrade of this Building.

The Director Corporate and Economic Services, advised that ownership of the Hall is vested in Council and that money was allocated in previous Budgets (then revoked to 2016/2017). The works were to address Asbestos, Work Health and Safety, Disabled Access and Building Code Compliance issues.

The Hall received an overall IP&R Condition Rating of 4 (Poor - renewal required) in the independent assessment of Council's Buildings and Other Structures by CT Asset Management. The Hall is the most regularly used Hall in the Shire, being used at least twice per week. Council's contribution to the project is funded from the Buildings Internally Restricted Asset with the remainder to come from grants. The grants have now been received and quotations have been called for the outstanding works. The works are to be completed by 30 June, 2017.

Equity issues against a number of proposed Ashford based projects including the Ashford Showground Entrance Road (Crown Reserve – not Council owned) was also raised. The Director Corporate and Economic Services advised that \$6.71M of major projects had been undertaken in Ashford in the last three (3) years being the Ashford Water Treatment Plant, Ashford SES Headquarters, Ashford Medical Centre, and Ashford Sports Grounds Amenities Block (Council funding of \$6.23M) and that Council had also facilitated the full \$1M upgrade of the Ashford Community Hall with the Department of Education.

DCES-A Cr Berryman RV Dump Points S5.11.43

Cr Berryman enquired regarding the sustainability of providing RV Dump Points in smaller villages where there is no sewer connected.

Any facility would involve a pump out facility with the Director of Civil and Environmental Services noting the problems with these types of facility and the earlier investigations that had been completed. The DCES will undertake further investigations and report back to the Committee.

Manager Civil Engineering Plant Incident

Manager Civil Engineering, Mr Justin Pay advised the Committee that a Council Water Tanker was recently involved in a single motor vehicle incident. The plant item rolled when entering a corner. An investigation is continuing.

Cr Michael Staff Efficiency

Cr Michael noted that he had recently raised a number of issues with Council Staff on behalf of community members. He wished to acknowledge staff for dealing with these matters quickly and in an efficient manner.

DCES-A Cr Baker Bird Droppings in CBD S33.11.4

Cr Baker noted the ongoing public health issues being caused in the CBD from birds roosting in the Plane Trees. Cr Baker noted that while Council is taking action on a continuing basis to clean the footpath areas under the trees, this is a significant ongoing issue becomes serious after rain. Can further action be taken in this matter.

SECTION B ADVOCACY REPORTS

GM-A 1. NOTICE OF MOTION – ASHFORD MULTI-SERVICE CENTRE (ACCESS)
 S13.5.3

Moved (Peters/McCosker) that Inverell Shire Council concrete the curb to step area at the Ashford Multi-Service Centre.

AMENDMENT (Berryman/Harmon) that the Committee recommend to Council that:

- i) An investigation be undertaken into the specific needs of the Centre's users, noting that disabled access is already provided at two locations, and*
- ii) A further report be presented to the next meeting of the Committee in this matter.*

The amendment on being put to the meeting was CARRIED. It then became the motion.

The motion on being put to the meeting was CARRIED.

MIPR-A 2. NOTICE OF MOTION – ASHFORD SHOWGROUND ROAD
 S13.5.3

Moved (Peters/McCosker) that Inverell Shire Council gravel 500 metres of the Ashford Showground entrance road.

AMENDMENT (Harmon/Berryman) that the Committee recommend to Council that Council staff assist Ashford Showground trust in seeking Public Reserves

Management Funding for the gravelling of the Ashford Showground entrance road, noting the Showground is a Crown Reserve.

The amendment on being put to the meeting was CARRIED. It then became the motion.

The motion on being put to the meeting was CARRIED.

MCE-A	3.	<u>NOTICE OF MOTION – ASHFORD MULTI-SERVICE CENTRE</u> <u>(BREASTSCREEN BUS) S13.5.3</u>
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Moved (Peters/McCosker) that Inverell Shire Council constructs a concrete pad at Ashford Multi-Service Centre.

AMENDMENT (Harmon/Peters) that the Committee recommend to Council that:

- i) *An investigation be undertaken into the specific needs of the Breast Cancer Screening Bus, noting discussions conducted to date that the Bus can be accommodated on the existing southern driveway and that the only need may be for a three-phase power outlet, and*
- ii) *A further report be presented to the next meeting of the Committee in this matter.*

There being no further business, the meeting closed at 10.03am.

CR D F BAKER

CHAIRPERSON

TO CIVIL & ENVIRONMENTAL SERVICES COMMITTEE MEETING 12/4/2017

ITEM NO:	1.	FILE NO: S13.5.3
SUBJECT:	BUKKULLA RECREATION GROUND	
PREPARED BY:	Cr Mal Peters	

NOTICE OF MOTION

I hereby give notice of my intention to move at the next meeting of the Committee the following motion:

'ISC investigate the drainage problems at Bukkulla shed and if the cost is minimal proceed or within allocated funding proceed with the work'.

REASON:

I have been approached by the Bukkulla hall group asking for assistance to fix the drainage issues around the hall and provide some gravel to improve access.

'There are major drainage problems at the Bukkulla hall/shed. There had been drainage problems in the area between the fire shed and the hall for a long time, but last week the whole hall flooded, with at least a couple of inches of water throughout. This meant the carpets and lounge used by IDFS for the mobile preschool were ruined, and there was mould growing everywhere including in the kitchen and on the kids tables and chairs. Kylie and Debbie who run the preschool had to cancel preschool, and spent all day cleaning. We also had to repeatedly open and close the hall to air it out.

Access for the IDFS van is also difficult. We would like Council to tend to the drainage issues, and provide some gravel to improve access not only for the IDFS van, but also families dropping their children off to use the service. Our worry is that if this problem continues, IDFS will make the decision to no longer provide the service for the families of Bukkulla.

Most maintenance is carried out by local families, but this job is too big for us to tackle. If you could please take this to Council on our behalf, we would be very grateful'.

COUNCILLOR: M J PETERS

DATE: 30 March 2017

GENERAL MANAGER'S COMMENT:

- Extent of damage to be determined and consideration to be given to possibility of insurance claim being lodged.
- Manager Civil Engineering to inspect and will provide Committee with advice at today's meeting.

Local Government (General) Regulation 2005**241 Giving notice of business**

- (1) A council must not transact business at a meeting of the council:
 - (a) unless a councillor has given notice of the business in writing within such time before the meeting as is fixed by the council's code of meeting practice or (if the council does not have a code of meeting practice or its code of meeting practice does not fix that time) as is fixed by resolution of the council, and
 - (b) unless notice of the business has been sent to the councillors in accordance with section 367 of the Act.
- (2) Subclause (1) does not apply to the consideration of business at a meeting if the business:
 - (a) is already before, or directly relates to a matter that is already before, the council, or
 - (b) is the election of a chairperson to preside at the meeting as provided by clause 236 (1), or
 - (c) is a matter or topic put to the meeting by the chairperson in accordance with clause 243, or
 - (d) is a motion for the adoption of recommendations of a committee of the council.
- (3) Despite subclause (1), business may be transacted at a meeting of a council even though due notice of the business has not been given to the councillors. However, this can happen only if:
 - (a) a motion is passed to have the business transacted at the meeting, and
 - (b) the business proposed to be brought forward is ruled by the chairperson to be of great urgency.

Such a motion can be moved without notice.

- (4) Despite clause 250, only the mover of a motion referred to in subclause (3) can speak to the motion before it is put.

TO CIVIL & ENVIRONMENTAL SERVICES COMMITTEE MEETING 12/4/2017

ITEM NO:	1.	FILE NO: S4.19.16
DESTINATION 5:	The communities are served by sustainable services and infrastructure.	S
SUBJECT:	CONTRACT FOR THE MANAGEMENT AND OPERATION OF THE INVERELL SWIMMING POOL AND THE ASHFORD SWIMMING POOL – EVALUATION OF TENDERS (T3/2017)	
PREPARED BY:	Anthony Alliston, Manager Development Services	

SUMMARY:

Tenders for the management and operation of the Inverell Swimming Pool and the Ashford Swimming Pool closed on 31 March, 2017. The purpose of this report is to request the Committee to consider a Supplementary Report in relation to the matter. The Committee is also being asked to refer the matter to Closed Committee for consideration.

COMMENTARY:Swimming Pools Management Contract – Evaluation of Tenders

Tenders for the management and operation of the Inverell Swimming Pool and the Ashford Swimming Pool closed on 31 March, 2017. At the close of Tenders, three (3) Tenders had been submitted. The Tender Review Panel is in the process of reviewing the three (3) Tenders against a predetermined set of evaluation criteria.

It is proposed that a confidential Supplementary Report evaluating the Tenders will be prepared and distributed to the Committee members prior to the Civil & Environmental Services Committee to be held on the 12 April, 2017.

Closed Committee

Local Government Act 1993 (the Act), and the *Local Government (General) Regulation 2005* makes provision for the closure of meetings to the public and media in specified circumstances. In particular s.10A of the Act provides that Council may close to the public and media so much of a meeting as relates to the discussion and consideration of information identified in s.10A(2). The matters which may be closed to the public and media, as stated in the Act, must involve:

- (a) *Personnel matters concerning particular individuals (other than councillors);*
- (b) *The personal hardship of any resident or ratepayer;*
- (c) *Information that would, if disclosed, confer a commercial advantage on a person with whom the council is conducting (or proposes to conduct) business;*
- (d) *Commercial information of a confidential nature that would, if disclosed:*
 - (i) *prejudice the commercial position of the person who supplied it, or*
 - (ii) *confer a commercial advantage on a competitor of the council, or*
 - (iii) *reveal a trade secret.*
- (e) *Information that would, if disclosed, prejudice the maintenance of law;*
- (f) *Matters affecting the security of the council, councillors, council staff or council property;*
- (g) *Advice concerning litigation, or advice that would otherwise be privileged from production in legal proceedings on the grounds of legal professional privilege;*

(h) Information concerning the nature and location of a place or an item of Aboriginal significance on community land.

In considering whether to close a part of a meeting to the public and media, Councillors are also reminded of further provisions of s.10D of the Act which states:

Grounds for closing part of meeting to be specified

- (1) The grounds on which part of a meeting is closed must be stated in the decision to close that part of the meeting and must be recorded in the minutes of the meeting.*
- (2) The grounds must specify the following:*
 - (a) the relevant provision of section 10A(2);*
 - (b) the matter that is to be discussed during the closed part of the meeting;*
 - (c) the reasons why the part of the meeting is being closed, including (if the matter concerned is a matter other than a personnel matter concerning particular individuals, the personal hardship of a resident or ratepayer or a trade secret) an explanation of the way in which discussion of the matter in an open meeting would be, on balance, contrary to the public interest.*

Having regard for the requirements stated in s.10D of the Act Councillors should note that the matter listed for discussion in Closed Committee includes information provided by the applicants which is considered to be commercially sensitive.

The recommendation that this item of business be considered in Closed Committee is specifically relied on section 10A(2)(d)(i) of the Act as consideration of the matter involves:

- a) Commercial information of a confidential nature that would, if disclosed prejudice the commercial position of the person who supplied it; and
- b) On balance, the public interest in preserving the confidentiality of the matter outweighs the public interest in openness and transparency in Council decision-making by discussing the matter in open meeting.

RELATIONSHIP TO STRATEGIC PLAN, DELIVERY PLAN AND MANAGEMENT PLAN:

Strategy: S.07 Provide accessible and usable recreation facilities and services to meet the needs of the Community.

Term Achievement: S.07.01 Recreational and leisure facilities and services meet community needs and are maintained to promote optimal utilisation.

Operational Objective: S.07.01.01 Facilitate joint use of the Shire's recreation and leisure facilities, sporting and open space facilities, including co-location of programs.

POLICY IMPLICATIONS:

Nil.

CHIEF FINANCIAL OFFICERS COMMENT:

Nil.

LEGAL IMPLICATIONS:

Nil.

RECOMMENDATION:

That the Supplementary Report in relation to the evaluation of Tenders for the

management and operation of the Inverell Swimming Pool and the Ashford Swimming Pool be considered at a Closed Committee as:

- i) the matters and information are 'commercial information of a confidential nature that would, if disclosed, prejudice the commercial position of the person who supplied it.' (Section 10A(2)(d)(i) of the Local Government Act, 1993);*
- ii) on balance the public interest in preserving the confidentiality of the information outweighs the public interest in openness and transparency in Council decision-making by discussing the matter in open meeting; and*
- iii) all reports and correspondence relevant to the subject business be withheld from access to the media and public as required by section 11(2) of the Local Government Act, 1993.*

ITEM NO:	2.	FILE NO: S15.8.48
DESTINATION 5:	The communities are served by sustainable services and infrastructure	S
SUBJECT:	HIGHER MASS LIMIT ASSESSMENT - BRUXNER WAY	
PREPARED BY:	Justin Pay, Manager Civil Engineering	

SUMMARY:

As part of the State Government's Fixing Country Roads Program, Council has received funding for assessment of the Bruxner Way for Higher Mass Limit access. The project to assess the route is now complete and the committee is requested to make a determination on the findings.

COMMENTARY:

As part of the State Government's Fixing Country Roads Program, Council has received funding for assessment of the Bruxner Way for vehicles to operate at Higher Mass Limit (HML). The project to assess the route involved engaging experienced bridge engineers to assess the fourteen (14) major bridge structures and Council staff assessed the 149 minor culvert structures on the Bruxner Way.

The project to assess the route is now completed and all structures on the route have been assessed as suitable for load rating for Higher Mass Vehicles. A copy of the assessment summary is presented in Appendix 1 (D15-D18).

HML access provides a significant increase in the productivity of road freight transport vehicles. Approving this route for HML access allows operators who qualify to carry a greater payload, with higher allowable mass per axle, provided that;

- They are accredited under the Mass Management Module of the National Heavy Vehicle Accreditation Scheme (NHVAS);
- Vehicles are fitted with certified road friendly suspension;

Approving the route for HML does not change the type of vehicle class that can access the route. The Bruxner Way in Inverell Shire is currently approved for B-Double access, approving the route for HML does not change this.

In order for vehicles to legally access the route at HML, Council needs to include the route on the appropriate Roads and Maritime Services (RMS) Mapping system. It is recommended that Council resolve that the route be approved for HML access and that the route be included on the RMS mapping system.

RELATIONSHIP TO STRATEGIC PLAN, DELIVERY PLAN AND OPERATIONAL PLAN:

Strategy: S.08 Civil infrastructure is secured, maintained and used to optimum benefit.

Term Achievement: S.08.01 An asset management strategy is in operation for civil infrastructure that optimises its use and maintains it to agreed standards fit for its contemporary purpose.

Operational Objective: S.08.01.01 An Asset Management Strategy for Civil assets is developed, maintained and implemented.

POLICY IMPLICATIONS:

Nil.

CHIEF FINANCIAL OFFICERS COMMENT:

Nil.

LEGAL IMPLICATIONS:

Nil.

RECOMMENDATION:

That the Committee recommend to Council that the entire length of Bruxner Way in the Inverell Shire be approved for Higher Mass Limit vehicle access and that this route be included in the Roads and Maritime Services HML maps.

ITEM NO:	3.	FILE NO: S28.21.1/09
DESTINATION 5:	The communities are served by sustainable services and infrastructure	S
SUBJECT:	URBAN WORKS PROGRAM	
PREPARED BY:	Brett McInnes, Director Civil & Environmental Services	

SUMMARY:

This report is intended to provide the Committee with an update in relation to the 2016/17 Urban Works Program. The Committee is being asked to determine if there are any actions it wishes to take in response to completed works or those programmed for future completion.

COMMENTARY:

In March 2016, Council considered a detailed report regarding a range of future urban works priorities. A copy of that report has been included in Appendix 2 (D19-D24) for the reference of

Committee members. The report assisted Council in formulating the 2016/17 Urban Works Program as reflected in the following resolution from the Council Meeting on the 23 March, 2016:

URBAN WORKS PROGRAM S28.21.1/09

That:

- i) *the urban works order of priorities for 2016/17 be:*
 - a) *Chisholm Street (Brae St to Brown St),*
 - b) *Old Bundarra Road Pavement Rehab (Macintyre St to Lions Park),*
 - c) *PAMP/Cycleway Program,*
 - d) *Captain Cook Drive / Wood St intersection pavement and asphalt,*
 - e) *Gilchrist Street Shoulders, Kerb and Gutter replacement (Bannockburn Rd to Jack St),*
 - f) *Town Centre Renewal Plan Works.*
- ii) *funding for the priority works listed in point i) be provided in the 2016/17 Urban Works Program;*
- iii) *funding include an amount of \$300K allocated from the Urban Program to continue the implementation of TCRP initiatives;*
- iv) *the TCRP works include stage 1 drainage in Byron Street, centre median design works in Otho Street, continued staged removal of Plane Trees and further development of CBD tree planting options; and*
- v) *the designs as presented for the future upgrade of Byron Street between Lawrence and Woods Streets be endorsed.*

Commentary has been provided below regarding the status of the various projects making up the 2016/17 Urban Works Program.

a) Chisholm Street (Brae to Brown Street) Reconstruction

This project was undertaken in two stages with the second stage nearing practical completion.

b) Old Bundarra Road Pavement Rehabilitation (Macintyre Street to Lions Park)

This project has been completed.

c) PAMP/Cycleway Program

Council's contribution was advanced to take advantage of RMS funding and construct a shared path along Rivers Street from Lawrence to Mansfield Street during June 2016.

d) Captain Cook Drive / Wood Street Intersection and Asphalt Surfacing

It is programmed to complete the pavement rehabilitation works during May. This will include the provision of a single prime coat bitumen seal. Asphalt surfacing will be delayed to later in the year (October) when weather conditions are more conducive.

e) Gilchrist Street Shoulders, Kerb and Gutter Replacement (Bannockburn Rd to Jack St)

These works need to be undertaken during a school holiday period. Accordingly, the works are programmed to be commenced during the Easter School break.

f) Town Centre Renewal Plan Works

As detailed in the resolution, the TCRP works included a number of components:

- i) **Stage 1 Drainage in Byron Street** – These works were recently completed to resolve a long term drainage issue adjacent to the KFC restaurant in Byron Street. The design for the works was completed as part of the previously endorsed Byron Street upgrade (between Lawrence & Wood Streets).
- ii) **Continued staged removal of Plane Trees** – There have been 6 Plane Trees in various locations in the CBD identified due to ill health, infrastructure damage and root pruning that are scheduled for removal in May 2017. This is consistent with Council's resolution from August 2015. It is considered the removal of these particular trees will not have a significant impact on the existing urban canopy.
- iii) **Centre Median Design Works in Otho Street** – This design has now been completed and will be tabled at the meeting for the information of committee members. A construction estimate for the centre median treatment in Otho Street, between Evans and Byron Street has also been completed. The estimate comes to \$450K, excluding tree planting. The design provides for a total of nine specimen trees in the centre median. If work was to commence in the next 12 months, it is estimated each tree would cost approximately \$3,000.

It should be noted that consistent with a previous resolution, Council purchased 40 early defoliant form Pin Oaks in 2014 which are currently on a grow-out contract. The estimate also does not include the remediation of damaged civil infrastructure once existing Plane Trees are removed. As previously indicated to Council, this figure can be up to \$15,000 for each tree. There are currently 9 Plane Trees in the section of Otho Street where the centre median has been designed. Depending on any future Council decision regarding implementation and funding this would need to be taken into consideration at the time as it would contribute to overall project cost.

- iv) **Further Development of CBD Tree Planting Options** – Investigations are continuing into a range of tree planting options for both Evans and Vivian Streets. Additional information will be made available at a later date.

As indicated, in the March 2016 report to Council, there are a number of other urban based projects funded in addition to the Urban Works Program that commenced during 2016/17. A status update on each of these projects is provided below:

- i) **Wood Street, Gilgai Drainage Upgrade** (funded from urban drainage reserve) – The design for this project has been completed and construction is likely to commence during August 2017.
- ii) **Swanbrook Rd/Runnymede Dr Drainage Upgrade and Road Rehabilitation** (funded from urban drainage reserve and working capital) – Project Complete.
- iii) **Rifle Range Road Industrial Subdivision Next Stage** (funded from industry development fund) – Design work currently being undertaken.
- iv) **Sports Complex Upgrade** (grant funding and special projects allocation) – major components of this project have now been completed or are well underway. The final stage of the project will be the provision of lighting which is timed to occur at the conclusion of the winter sport season.

The unprecedented expenditure and level of work on Council's rural road network this and last financial year has placed considerable overall strain on Council's resources. This, combined with significant above average rainfall over the last 8 months, has made delivering the urban works program a challenge. Council has always given highest priority to externally funded works such as the Roads to Recovery and the Regional Roads Repair Programs. Nevertheless, significant urban works have been completed thus far this financial year and resources in place to complete a number of other urban projects prior to the end of the year.

RELATIONSHIP TO STRATEGIC PLAN, DELIVERY PLAN AND OPERATIONAL PLAN:

Strategy: S.05 Attractive and vibrant town centres, local centres and community meeting places are provided.

Term Achievement: S.05.01 Local centres, community facilities and prominent meeting places are increasingly valued and recognised by the community as a focus of their village and feature of the Shire.

Operational Objective: S.05.01.01 Engage the Shire's communities in identifying and creating community places that are valued and used.

POLICY IMPLICATIONS:

Nil.

CHIEF FINANCIAL OFFICERS COMMENT:

Adequate funds remain in the Urban Works Budget to complete the nominated 2016/17 program.

LEGAL IMPLICATIONS:

Nil.

RECOMMENDATION:

That the Committee consider what actions it may wish to take in response to the update provided regarding the urban works completed to date this financial year.

ITEM NO:	4.	FILE NO: S30.9.11/01
DESTINATION 5:	The communities are served by sustainable services and infrastructure	S
SUBJECT:	RESTRICTED ACCESS VEHICLE REQUEST – YETMAN AREA	
PREPARED BY:	Manager Civil Engineering, Justin Pay	

SUMMARY:

Council is in receipt of a formal application, from multiple applicants for approval of Restricted Access Vehicle (RAV) routes on multiple roads in the north of the Shire. Roads included in the application are Tarwoona Road, Keetah Road, and Holdfast Road. The findings of the assessment are submitted to the Committee for consideration and determination.

COMMENTARY:

An information report was presented to the March 2017 meeting of the Committee that outlined issues relating to heavy vehicle access in the Yetman area of the shire. The report noted that an application for Restricted Access Vehicle routes had been received and was under assessment. This report details the outcome of the assessment.

A formal application was received by Council, from numerous applicants on 28 February 2017. The roads included in the application are:

- SR 10 Tarwoona Road
- SR Keetah Road &
- SR 17 Holdfast Road

An assessment of each requested route has been undertaken based on Council's Restricted Access Vehicle and Higher Mass Limits policy and the NSW Roads and Maritime Services (RMS) Route Assessment Guide for Restricted Access Vehicle (RAV).

The process outlined in the current RMS guide is multi faceted. The first stage of each assessment is to assess each route against the prescribed freight route investigation levels, a comprehensive list of technical specifications relating to matters such as legal/regulatory, road safety issues (road width, alignment assessment of past crash data, intersections etc), work health and safety, infrastructure loading etc. If the route meets each of the prescribed specifications then the recommendation would be that the route is approved. In the case that certain specifications are not met, the second stage of the process is to undertake a risk assessment regarding the issues. The purpose of the risk assessment is to compare the impacts of the requested vehicle configuration to that currently experienced on the route. The outcome of the risk assessment could yield many outcomes, the three main variations are:

- The risks associated with the proposed vehicle are acceptable and the route be approved;
- The risks associated with the proposed vehicle are unacceptable and mitigation measures need to be implemented in order for approval, or;
- The risks associated with the proposed vehicle are unacceptable and no measures are available to mitigate the risk, therefore the route not be approved.

A copy of each route assessment, associated risk assessments and a map including each road are attached as Appendix 3 (D25-26).

A summary of each assessment is provided below:

- Tarwoona Road is not suitable for B-Double access in its current condition. The risk assessment shows the route has insufficient road width on the bitumen sealed section and insufficient floodway width at numerous locations. These factors lead to considerable safety risk to the public as well as risk to Council's road network if B-Double access was to be approved. In order to mitigate against these risks, significant upgrade works would be required, in excess of 25km of bitumen road would need to be widened and a number of concrete and bitumen sealed causeways would need to be upgraded. Council does not currently have a budget allocation for these works. The 1.38km section of Tarwoona Road between Holdfast and Keetah Roads is assessed as being suitable for B-Double access and it is recommended that this section of road be approved as B-Double route in order to enable access between Keetah and Holdfast Roads.
- Keetah Road is not suitable for B-Double access in its current condition. The risk assessment shows the route has insufficient road width and insufficient bridge width at two locations. The most cost effective measure to mitigate these risks would be to install advisory signage. The risk assessment yields that if signage was erected, the risk for the route would be no greater for B-Doubles than for semi-trailers; therefore the route would be suitable for B-Double access.
- Holdfast Road is not suitable for B-Double access in its current condition. The risk assessment shows the route has insufficient road width and insufficient causeway width at multiple locations. The most cost effective measure to mitigate a majority of these risks would be to install advisory signage at multiple locations. The risk assessment yields that if signage was erected, the risk for the majority of the route would be no greater for B-Doubles than for semi-trailers; therefore the route would be suitable for B-Double access. However, one 3km section starting at 12.1km from Bruxner Way would require significant upgrade works in order to mitigate against the risk. The location has a combination of poor road alignment, narrow road width and insufficient causeway width. Council does not currently have a budget allocation for these works. In order to provide B-Double access for

local producers, it is recommended that if advisory signage was erected on several locations of Holdfast Road that B-Double access could be approved for the entire length, with the exception of the 3km section starting at 12.1km from Bruxner Way.

The cost of signage installation in order to mitigate against the risk on Holdfast and Keetah roads, to enable B-Double access, is estimated at \$18,000. Council does not have a funding allocation for these works and under Council's current policy the applicant would be responsible for these costs. Council's policy does state that where there is a benefit to the wider community that Council will apply for grant funding on the applicants' behalf. Significant agricultural production occurs in this area and the potential exists for use by traffic into south-east Queensland and for access to numerous feedlots in the area. These factors suggest that approving the route for B-Double access would benefit the wider community, it is therefore recommended that Council apply for grant funding for the cost of these works. The most likely funding program for these works would be the State Government's Fixing Country Roads Program, which is currently not open to applications. The next round of applications is likely to provide funding in the 2017/2018 financial year.

RELATIONSHIP TO STRATEGIC PLAN, DELIVERY PLAN AND OPERATIONAL PLAN:

Strategy: S.08 Civil infrastructure is secured, maintained and used to optimum benefit.

Term Achievement: S.08.01 An asset management strategy is in operation for civil infrastructure that optimises its use and maintains it to agreed standards fit for its contemporary purpose.

Operational Objective: S.08.01.01 An Asset Management Strategy for Civil assets is developed, maintained and implemented.

POLICY IMPLICATIONS:

The applications have been considered and assessed in accordance with Council's Restricted Access Vehicle and Higher Mass Limits policy and RMS guidelines followed by risk assessment.

CHIEF FINANCIAL OFFICERS COMMENT:

Nil.

LEGAL IMPLICATIONS:

Council has a responsibility as a road manager under the Heavy Vehicle National Law (HVNL) to make determinations of Restricted Vehicle Access on its road network. Should any applicant not be satisfied with the outcome of an assessment, they can apply through the National Heavy Vehicle Regulator (NHVR) to have the assessment reviewed.

RECOMMENDATION:

That the Committee recommend to Council that;

- *Tarwoona Road not be approved for B-Double access;*
- *Keetah Road be approved for B-Double access and be gazetted as a B-Double route, subject to risk mitigation measures being completed;*
- *Holdfast Road be approved for B-Double access and be gazetted as a B-Double route, subject to risk mitigation measures being completed, with the exception of the 3km section starting at 12.1km from Bruxner Way;*
- *Council apply for grant funding for the cost of the signage works required to complete the risk mitigation measures;*
- *Council notify the applicants of the outcome of their application and proposed course of action.*

ITEM NO:	5.	FILE NO: S5.11.39
DESTINATION 5:	The communities are served by sustainable services and infrastructure	S
SUBJECT:	AQUATIC CENTRE FORWARD PLANNING	
PREPARED BY:	Brett McInnes, Director Civil & Environmental Services.	

SUMMARY:

This report has been prepared in response to scoping future asset renewal associated with Council's Aquatic Centres. The Committee is being asked to consider convening a Sunset Committee to undertake the necessary planning and develop a strategy to guide any future redevelopment.

COMMENTARY:

Council has been long aware that the time is approaching where significant renewal works will be required at both the Inverell and Ashford Swimming Pools. In response, Council has been accumulating reserve funds and undertaking formal assessments to scope the nature of future renewal works. Given the age of the facilities (Inverell approaching 60 years and Ashford approaching 50 years) it is also expected that the maintenance burden will increase as various pool elements reach the end of their design life.

Council most recently engaged the services of specialist consultant Leisure Engineering Pty Ltd to identify renewal priorities and options at both the Ashford and Inverell Pools. The work undertaken by Leisure Engineering included a review of previous asset condition assessments. The investigation work was undertaken in the lead up to the preparation of tender documentation for the new Swimming Pools Management Contract to ensure any necessary contingencies were incorporated.

At the time of writing, editing of the final draft reports was taking place by the consultant and a copy of the reports will be forwarded to Councillors under separate cover. The reports are comprehensive and provide a range of options and a solid platform to assist in the formulation of any future renewal strategy. There are several key messages that can be taken from the reports:

- Major elements of both pools have reached or exceeded their design service life;
- Whilst this does not render the pools unserviceable, major reconstruction or replacement can be anticipated in the next five to ten years;
- Given the age of the pools the ongoing cost of maintenance will guide intervention with some elements now being considered as "run-to-failure" items;
- Whilst remaining service life of certain elements is difficult to assess it is important that detailed planning and design is completed to enable renewal works to proceed at the appropriate time with minimal impact. This is particularly the case with the Inverell Pools water treatment plant;
- Current day water quality guidelines need to be taken into consideration with any upgrade works; and
- An assessment of pool usage patterns, community needs and a business case should also be undertaken when assessing renewal options.

Understanding current asset condition, remaining useful life and priorities for renewal is a good starting position. However, significant work needs to be completed to develop a renewal strategy and formulate the necessary design documentation. This is a multi faceted task that will require

significant investigations and will likely take many months to complete. This would include an assessment of industry trends to determine the most sustainable redevelopment model for the future. Given the nature of this undertaking it is suggested that:

- a) An Aquatic Centre Planning Sunset Committee be convened;
- b) The Committee comprise three (3) members; being the Mayor and two (2) other Councillors; and
- c) The task of the Sunset Committee be:
 - i) To consider the contents of the relevant consultant reports and work with staff to develop a Swimming Pools Renewal Strategy, and
 - ii) Upon completion of the Swimming Pools Renewal Strategy assist in the formulation of a design brief to achieve the outcomes contained in the strategy.

Having an awareness of asset condition and the likelihood of major renewal required in the next 5 to 10 years, it is important that Council proceeds to a shovel ready position. This will have the advantage of being able to capitalise on any opportunities as they arise (new technologies, grant funding etc.) and place Council in a position to respond in a timely manner when intervention is ultimately required.

RELATIONSHIP TO STRATEGIC PLAN, DELIVERY PLAN AND OPERATIONAL PLAN:

Strategy: S.07 Provide accessible and usable recreation facilities and services meet the needs of the community.

Term Achievement: S.07.01 Recreational and leisure facilities and services that meet community needs and are maintained to promote optimal utilisation.

Operational Objective: S.07.01.01 Facilitate joint use of the Shire's recreation and leisure facilities, sporting and open space facilities including co-location of programs.

POLICY IMPLICATIONS:

The formulation of a strategy is considered an important task to determine what renewal works should occur and when in response to Council's aging swimming pool assets.

CHIEF FINANCIAL OFFICERS COMMENT:

At this point in time Council has an internally restricted reserve in the amount of \$2.2M identified for Swimming Pool renewal works.

LEGAL IMPLICATIONS:

Nil.

RECOMMENDATION:

That the Committee recommend to Council that:

- i) The information be received and noted;*
- ii) An Aquatic Centre Planning Sunset Committee be convened;*
- iii) The Committee comprise three (3) members; being the Mayor and two (2) other Councillors; and*
- iv) The task of the Sunset Committee be:*
 - a) To consider the contents of the relevant consultant reports and work with staff to develop a Swimming Pools Renewal Strategy, and*
 - b) Upon completion of the Swimming Pools Renewal Strategy assist in the formulation of a design brief to achieve the outcomes contained in the strategy.*

ITEM NO:	6.	FILE NO: S28.10.SR235
DESTINATION 5:	The communities are served by sustainable services and infrastructure	S
SUBJECT:	ORCHARD PLACE	
PREPARED BY:	Justin Pay, Manager Civil Engineering	

SUMMARY:

The desired and actual levels of service on Orchard Place have been reviewed by Council on many occasions. Previous resolutions have resulted in an upgrade of the roads classification and commensurate increase in ongoing maintenance. Nevertheless, representations from residents would indicate the road is not currently meeting their expectations. This report is intended to update the Committee on the matter.

COMMENTARY:

Orchard Place is a 1.77km long through road that links the Gwydir Highway (SH12) and Swanbrook Road. In accordance with Council's Shire Road Classification system it is classified as a 'Rural Collector' road.

Council has received representations from residents, both historically and recently, raising concerns about the condition of Orchard Place and requesting that Council upgrade the road. The common theme in these representations is the request that Council realign, reconstruct and bitumen seal the road.

Council has considered upgrade options for Orchard Place on many occasions over the past two decades. The most recent resolution (RES-216/10) from Council in this regard was at its November 2010 meeting, where it was resolved that:

- i) *Orchard Place is reclassified from a 'local' to a 'collector' road in accordance with Council's road classification system,*
- ii) *\$40,000 be provided from this years Urban Works Program for the purpose of improvements on Orchard Place; and*
- iii) *Council continue to monitor the level of service provided to road users on Orchard Place particularly in relation to future development.*

A copy of the detailed report that lead to this resolution is supplied in Appendix 4 (D27-D33). It outlines the relevant history, issues and proposed solutions that Council has considered in the past.

As a result of the resolution the road was reclassified to rural collector and maintained accordingly since then. This classification was consolidated at last month's Council meeting with the adoption of the current Council Road Hierarchy Policy. The works listed in the resolution were also subsequently completed and have improved drainage and surface condition of the southern section of the road.

In accordance with the resolution, Council engineering and road maintenance staff have since monitored the condition of the road and the level of service provided.

Traffic movements have been reviewed and no change is evident. In 2010, the recorded vehicle count was 118 vehicles per day and results from 2016 indicate 113 movements per day. The average vehicle speed recorded in 2016 was less than 50km/h.

Since 2010, one additional dwelling gains access from the road as a result of a subdivision. There is DA approval for a staged development in the Runnymede Precinct that would result in three lots having frontage to Orchard Place. There is however, an 88b instrument attached to the subdivision restricting access to emergency egress only. There have been no other significant land use changes since the 2010 report was presented.

Subsequent to the 2010 resolution, Orchard Place has been maintained in accordance with its classification as a Rural Collector road and the level of service provided has been consistent with this classification. Several complaints have been received during this period, the main issues raised in the complaints are:

- Dust nuisance to nearby residences;
- Road safety issues associated with the northern section of the road; and
- Unsealed road surface condition (potholing and corrugation).

It is clear that the desired outcome from the residents raising these concerns is to have Orchard Place upgraded to a bitumen sealed road standard. The 2010 report noted that given the function of the road and the relatively low vehicle loading, it would be difficult to justify the level of expenditure to provide this level of service. In review, there has been no significant changes to land use or vehicle movement patterns that would lead to a change in this rationale.

Dust creation and road surface defects (potholing and corrugation) are issues that are experienced throughout Council's unsealed road network. Inspections and assessments undertaken by Council's engineering staff over the review period have not indicated that these issues are any more significant on Orchard Place than other roads of the same classification.

Concerns regarding road safety in the northern section of the road are acknowledged. The alignment and narrow road width combined with the proximity of mature vegetation creates a potential hazard. Given the low recorded average vehicle speed of 50km/h, the lack of any recorded vehicle crashes over the previous five year period and the road usage pattern (predominantly local traffic) the risk associated with this hazard is low. Advisory signage is located at the site which is sufficient to make road users aware of the potential hazard.

Options to remove any hazard would be relatively expensive given the site constraints, such as existence of native vegetation community and poor alignment at the Swanbrook Road intersection. Any proposed works in the area would require the completion of a Review of Environmental Factors and potentially an Environmental Impact Statement. It is estimated that the cost for such environmental assessment would be in excess of \$20K. Given that the Benefit/Cost analysis of the project would likely see it as a low priority when compared to other projects on Council's works program, it is difficult to justify significant expenditure on environmental assessment.

Council has previously resolved to change the configuration of Orchard Place by way of splitting it into two segments, achieved by constructing two cul-de-sacs. This option may reduce the impacts of the issues raised by the residents and could be a viable and cost effective solution, without the need for significant environmental assessment cost. It should be noted that when this solution was last raised, significant concerns were raised by residents and Council elected not to pursue this option. If Council were to reconsider this proposal, public consultation would be prudent to gauge the level of support.

Conclusion

Review of the level of service associated with Orchard Place has indicated no significant change in surrounding land use or any increase in traffic movements over the last 7 years. Over this period Orchard Place has received maintenance at a level that is commensurate with its classification. Given that there has been no significant change to the usage of Orchard Place over recent years it would be difficult based on technical assessment to justify significant expenditure to upgrade the road at this point in time.

RELATIONSHIP TO STRATEGIC PLAN, DELIVERY PLAN AND OPERATIONAL PLAN:

Strategy: S.08 Civil infrastructure is secured, maintained and used to optimum benefit.

Term Achievement: S.08.01 An asset management strategy is in operation for civil infrastructure that optimises its use and maintains it to agreed standards fit for its contemporary purpose.

Operational Objective: S.08.01.01 An Asset Management Strategy for Civil assets is developed, maintained and implemented.

POLICY IMPLICATIONS:

Nil.

CHIEF FINANCIAL OFFICERS COMMENT:

Nil.

LEGAL IMPLICATIONS:

Nil.

RECOMMENDATION:

That the Committee recommend to Council that;

- i) Orchard Place continue to be maintained in accordance with its classification as a 'Rural Collector' road;*
- ii) Council continue to monitor the level of service provided to road users on Orchard Place; and*
- iii) Council formally advise residents who have made previous representations of their decision.*

APPENDIX 1

Fixing Country Roads							
Assessment of Bridges and Culverts							
#	Name of bridge/culvert	Latitude	Longitude	Bridge type (Timber Beam, Truss, Concrete Beam, Slab etc)	Year built (design loading)	Bridge span length	Load Rating
1	Bruxner Highway - Spring Ck.	-29.08660357	151.2702749	Concrete Beam	2004	42.00	HML
2	Bruxner Highway - Myall Ck No. 2	-29.02738701	151.2616939	Concrete Beam	1969	64.00	HML
3	Bruxner Highway - Myall Ck No. 1	-29.03016016	151.2610252	Concrete Beam	1969	18.30	HML
4	Bruxner Highway - Browns Ck	-28.90021785	150.9748269	Concrete Beam	1971	29.30	HML
5	Bruxner Highway - Lickinghole Ck E.	-28.93761053	151.2232311	Concrete Beam	1970	27.70	HML
6	Bruxner Highway - Oaky Ck	-28.91905973	151.1882039	Concrete Beam	1971	27.70	HML
7	Bruxner Highway - Dinner Corner Ck	-28.89487247	151.1487878	Concrete Beam	1971	21.60	HML
8	Bruxner Highway - Middle Ck	-28.91219333	150.9146155	Concrete Beam	1971	21.70	HML
9	Bruxner Highway - Macintyre B'bong	-28.89997877	150.7835758	Concrete Beam	1981	54.90	HML
10	Bruxner Highway - Macintyre River	-28.90146586	150.7816553	Concrete Beam	1981	201.30	HML
11	Bruxner Highway - Beardy River	-29.178356	151.365724	Concrete Beam	1984	60.40	HML
12	Bruxner Highway - Lickinghole Ck W.	-28.93321398	151.2161924	Concrete Beam	1970	18.70	HML
13	Bruxner Highway - Seerey's Ck	-28.81773526	150.6721457	Concrete Beam	1976	73.20	HML
14	Bruxner Highway - Ottley's Ck	-28.807979	150.652428	Concrete Beam	1977	61.20	HML

Fixing Country Roads 2014-15			
Appendix to the Full Application Form for the Assessment of Bridges and Culverts			
Asset ID	Description	Assessed By	Load Rating
RD001369	Culvert-Pipe Concrete -MR462-20-CU4004	J. Pay	HML
RD001370	Culvert-Pipe Concrete -MR462-20-CU4005	J. Pay	HML
RD001371	Culvert-Pipe Concrete -MR462-20-CU4006	J. Pay	HML
RD001372	Culvert-Pipe Concrete -MR462-20-CU4007	J. Pay	HML
RD001373	Culvert-Pipe Concrete -MR462-30-CU4008	J. Pay	HML
RD001374	Culvert-Box Concrete -MR462-30-CU4009	J. Pay	HML
RD001375	Culvert-Box Concrete -MR462-30-CU4010	J. Pay	HML
RD001376	Culvert-Pipe Concrete -MR462-30-CU4011	J. Pay	HML
RD001377	Culvert-Pipe Concrete -MR462-40-CU4012	J. Pay	HML
RD001378	Culvert-Box Concrete -MR462-40-CU4013	J. Pay	HML
RD001379	Culvert-Box Concrete -MR462-40-CU4014	J. Pay	HML
RD001380	Culvert-Box Concrete -MR462-60-CU4015	J. Pay	HML
RD001381	Culvert-Pipe Concrete -MR462-60-CU4016	J. Pay	HML
RD001382	Culvert-Pipe Concrete -MR462-60-CU4017	J. Pay	HML
RD001383	Culvert-Box Concrete -MR462-70-CU2241	J. Pay	HML
RD001384	Culvert-Box Concrete -MR462-70-CU2242	J. Pay	HML
RD001385	Culvert-Pipe Concrete -MR462-70-CU4018	J. Pay	HML
RD001386	Culvert-Box Concrete -MR462-70-CU4019	J. Pay	HML

Fixing Country Roads 2014-15

Appendix to the Full Application Form for the Assessment of Bridges and Culverts

Asset ID	Description	Assessed By	Load Rating
RD001387	Culvert-Pipe Concrete -MR462-70-CU4020	J. Pay	HML
RD001388	Culvert-Box Concrete -MR462-80-CU2243	J. Pay	HML
RD001392	Culvert-Box Concrete -MR462-80-CU2247	J. Pay	HML
RD001393	Culvert-Pipe Concrete -MR462-80-CU2248	J. Pay	HML
RD001394	Culvert-Pipe Concrete -MR462-80-CU2249	J. Pay	HML
RD001395	Culvert-Box Concrete -MR462-90-CU2250	J. Pay	HML
RD001396	Culvert-Box Concrete -MR462-90-CU2251	J. Pay	HML
RD001397	Culvert-Box Concrete -MR462-90-CU2252	J. Pay	HML
RD001398	Culvert-Box Concrete -MR462-90-CU2253	J. Pay	HML
RD001399	Culvert-Box Concrete -MR462-90-CU2254	J. Pay	HML
RD001407	Culvert-Box Concrete -MR462-110-CU2262	J. Pay	HML
RD001408	Culvert-Box Concrete -MR462-110-CU2263	J. Pay	HML
RD001409	Culvert-Box Concrete -MR462-110-CU2264	J. Pay	HML
RD001422	Culvert-Pipe Concrete -MR462-130-CU2277	J. Pay	HML
RD001423	Culvert-Pipe Concrete -MR462-140-CU2278	J. Pay	HML
RD001424	Culvert-Pipe Concrete -MR462-140-CU2279	J. Pay	HML
RD001425	Culvert-Pipe Concrete -MR462-140-CU2280	J. Pay	HML
RD001426	Culvert-Pipe Concrete -MR462-140-CU2281	J. Pay	HML
RD001427	Culvert-Pipe Concrete -MR462-140-CU2282	J. Pay	HML
RD001428	Culvert-Pipe Concrete -MR462-140-CU2283	J. Pay	HML
RD001429	Culvert-Pipe Concrete -MR462-140-CU2284	J. Pay	HML
RD001430	Culvert-Box Concrete -MR462-150-CU2285	J. Pay	HML
RD001431	Culvert-Box Concrete -MR462-150-CU2286	J. Pay	HML
RD001432	Culvert-Box Concrete -MR462-150-CU2287	J. Pay	HML
RD001433	Culvert-Box Concrete -MR462-150-CU2288	J. Pay	HML
RD001434	Culvert-Box Concrete -MR462-160-CU2289	J. Pay	HML
RD001435	Culvert-Box Concrete -MR462-160-CU2290	J. Pay	HML
RD001436	Culvert-Box Concrete -MR462-160-CU2291	J. Pay	HML
RD001437	Culvert-Box Concrete -MR462-160-CU2292	J. Pay	HML
RD001438	Culvert-Box Concrete -MR462-160-CU2293	J. Pay	HML
RD001439	Culvert-Box Concrete -MR462-160-CU2294	J. Pay	HML
RD001440	Culvert-Box Concrete -MR462-170-CU2295	J. Pay	HML
RD001441	Culvert-Box Concrete -MR462-170-CU2296	J. Pay	HML
RD001442	Culvert-Box Concrete -MR462-180-CU2297	J. Pay	HML
RD001443	Culvert-Pipe Concrete -MR462-190-CU2304	J. Pay	HML
RD001444	Culvert-Pipe Concrete -MR462-210-CU2305	J. Pay	HML
RD001445	Culvert-Pipe Concrete -MR462-210-CU2306	J. Pay	HML
RD001446	Culvert-Pipe Concrete -MR462-210-CU2307	J. Pay	HML
RD001447	Culvert-Pipe Concrete -MR462-210-CU2308	J. Pay	HML
RD001448	Culvert-Box Concrete -MR462-210-CU2309	J. Pay	HML
RD001449	Culvert-Pipe Concrete -MR462-220-CU2310	J. Pay	HML
RD001450	Culvert-Pipe Concrete -MR462-220-CU2311	J. Pay	HML
RD001451	Culvert-Pipe Concrete -MR462-220-CU2312	J. Pay	HML
RD001452	Culvert-Pipe Steel-MR462-220-CU2313	J. Pay	HML
RD001453	Culvert-Pipe Concrete -MR462-230-CU2314	J. Pay	HML
RD001454	Culvert-Pipe Concrete -MR462-230-CU2315	J. Pay	HML
RD001455	Culvert-Pipe Concrete -MR462-230-CU2316	J. Pay	HML
RD001456	Culvert-Pipe Concrete -MR462-230-CU2317	J. Pay	HML

Fixing Country Roads 2014-15

Appendix to the Full Application Form for the Assessment of Bridges and Culverts

Asset ID	Description	Assessed By	Load Rating
RD001457	Culvert-Pipe Concrete -MR462-230-CU2318	J. Pay	HML
RD001458	Culvert-Pipe Concrete -MR462-230-CU2319	J. Pay	HML
RD001468	Culvert-Pipe Concrete -MR462-240-CU2329	J. Pay	HML
RD001469	Culvert-Box Concrete -MR462-250-CU2330	J. Pay	HML
RD001470	Culvert-Box Concrete -MR462-250-CU2331	J. Pay	HML
RD001471	Culvert-Box Concrete -MR462-250-CU2332	J. Pay	HML
RD001472	Culvert-Pipe Concrete -MR462-250-CU2333	J. Pay	HML
RD001473	Culvert-Pipe Concrete -MR462-260-CU2334	J. Pay	HML
RD001474	Culvert-Pipe Concrete -MR462-260-CU2335	J. Pay	HML
RD001475	Culvert-Pipe Concrete -MR462-260-CU2336	J. Pay	HML
RD001476	Culvert-Pipe Concrete -MR462-270-CU2337	J. Pay	HML
RD001477	Culvert-Pipe Concrete -MR462-280-CU2338	J. Pay	HML
RD001478	Culvert-Pipe Concrete -MR462-280-CU2339	J. Pay	HML
RD001479	Culvert-Pipe Concrete -MR462-280-CU2340	J. Pay	HML
RD001480	Culvert-Pipe Concrete -MR462-290-CU2341	J. Pay	HML
RD001481	Culvert-Pipe Concrete -MR462-290-CU2342	J. Pay	HML
RD001482	Culvert-Pipe Concrete -MR462-290-CU2343	J. Pay	HML
RD001483	Culvert-Pipe Concrete -MR462-300-CU2344	J. Pay	HML
RD001484	Culvert-Pipe Concrete -MR462-300-CU2345	J. Pay	HML
RD001485	Culvert-Pipe Concrete -MR462-310-CU2346	J. Pay	HML
RD001486	Culvert-Pipe Concrete -MR462-310-CU2347	J. Pay	HML
RD001487	Culvert-Pipe Concrete -MR462-320-CU2348	J. Pay	HML
RD001488	Culvert-Pipe Concrete -MR462-320-CU2349	J. Pay	HML
RD001489	Culvert-Pipe Concrete -MR462-320-CU2350	J. Pay	HML
RD001490	Culvert-Pipe Concrete -MR462-320-CU2351	J. Pay	HML
RD001491	Culvert-Pipe Concrete -MR462-320-CU2352	J. Pay	HML
RD001492	Culvert-Box Concrete -MR462-320-CU2353	J. Pay	HML
RD001493	Culvert-Pipe Concrete -MR462-330-CU2354	J. Pay	HML
RD001494	Culvert-Pipe Concrete -MR462-330-CU2355	J. Pay	HML
RD001497	Culvert-Pipe Concrete -MR462-340-CU2358	J. Pay	HML
RD001498	Culvert-Pipe Concrete -MR462-340-CU2359	J. Pay	HML
RD001499	Culvert-Box Concrete -MR462-340-CU2360	J. Pay	HML
RD001500	Culvert-Pipe Concrete -MR462-350-CU2361	J. Pay	HML
RD001501	Culvert-Box Concrete -MR462-350-CU2362	J. Pay	HML
RD001502	Culvert-Box Concrete -MR462-370-CU2363	J. Pay	HML
RD001503	Culvert-Box Concrete -MR462-370-CU2364	J. Pay	HML
RD001504	Culvert-Box Concrete -MR462-370-CU2365	J. Pay	HML
RD001505	Culvert-Pipe Concrete -MR462-370-CU2366	J. Pay	HML
RD001506	Culvert-Box Concrete -MR462-370-CU2367	J. Pay	HML
RD001507	Culvert-Box Concrete -MR462-370-CU2368	J. Pay	HML
RD001508	Culvert-Box Concrete -MR462-370-CU2369	J. Pay	HML
RD001509	Culvert-Box Concrete -MR462-380-CU2370	J. Pay	HML
RD001510	Culvert-Box Concrete -MR462-380-CU2371	J. Pay	HML
RD001511	Culvert-Box Concrete -MR462-380-CU2372	J. Pay	HML
RD001512	Culvert-Box Concrete -MR462-380-CU2373	J. Pay	HML
RD001513	Culvert-Box Concrete -MR462-380-CU2374	J. Pay	HML
RD001514	Culvert-Box Concrete -MR462-380-CU2375	J. Pay	HML
RD001515	Culvert-Box Concrete -MR462-380-CU2376	J. Pay	HML

Fixing Country Roads 2014-15

Appendix to the Full Application Form for the Assessment of Bridges and Culverts

Asset ID	Description	Assessed By	Load Rating
RD001547	Culvert-Pipe Concrete -MR462-470-CU2408	J. Pay	HML
RD001548	Culvert-Pipe Concrete -MR462-470-CU2409	J. Pay	HML
RD001549	Culvert-Pipe Concrete -MR462-470-CU2410	J. Pay	HML
RD001550	Culvert-Pipe Concrete -MR462-480-CU2411	J. Pay	HML
RD001551	Culvert-Box Concrete -MR462-480-CU2412	J. Pay	HML
RD001552	Culvert-Pipe Concrete -MR462-480-CU2413	J. Pay	HML
RD001566	Culvert-Pipe Concrete -MR462-530-CU2427	J. Pay	HML
RD001567	Culvert-Pipe Concrete -MR462-530-CU2428	J. Pay	HML
RD001576	Culvert-Box Concrete -MR462-540-CU2437	J. Pay	HML
RD001577	Culvert-Pipe Concrete -MR462-550-CU2438	J. Pay	HML
RD001578	Culvert-Pipe Concrete -MR462-550-CU2439	J. Pay	HML
RD001579	Culvert-Box Concrete -MR462-550-CU2440	J. Pay	HML
RD001595	Culvert-Pipe Concrete -MR462-580-CU2456	J. Pay	HML
RD001596	Culvert-Pipe Concrete -MR462-590-CU2457	J. Pay	HML
RD001597	Culvert-Pipe Concrete -MR462-590-CU2458	J. Pay	HML
RD001611	Culvert-Box Concrete -MR462-640-CU2472	J. Pay	HML
RD001612	Culvert-Box Concrete -MR462-650-CU2473	J. Pay	HML
RD001613	Culvert-Box Concrete -MR462-650-CU2474	J. Pay	HML
RD001614	Culvert-Box Concrete -MR462-650-CU2475	J. Pay	HML
RD001615	Culvert-Box Concrete -MR462-650-CU2476	J. Pay	HML
RD001616	Culvert-Pipe Concrete -MR462-650-CU2477	J. Pay	HML
RD001617	Culvert-Box Concrete -MR462-660-CU2478	J. Pay	HML
RD001633	Culvert-Box Concrete -MR462-690-CU2494	J. Pay	HML
RD001634	Culvert-Box Concrete -MR462-690-CU2495	J. Pay	HML
RD001635	Culvert-Box Concrete -MR462-690-CU2496	J. Pay	HML
RD001636	Culvert-Box Concrete -MR462-700-CU2497	J. Pay	HML
RD001637	Culvert-Box Concrete -MR462-700-CU2498	J. Pay	HML
RD001638	Culvert-Box Concrete -MR462-700-CU2499	J. Pay	HML
RD001639	Culvert-Box Concrete -MR462-700-CU2500	J. Pay	HML
RD001640	Culvert-Box Concrete -MR462-700-CU2501	J. Pay	HML
RD001641	Culvert-Box Concrete -MR462-710-CU2502	J. Pay	HML
RD001642	Culvert-Box Concrete -MR462-710-CU2503	J. Pay	HML
RD001643	Culvert-Box Concrete -MR462-710-CU2504	J. Pay	HML
RD001644	Culvert-Box Concrete -MR462-710-CU2505	J. Pay	HML
RD001645	Culvert-Box Concrete -MR462-710-CU2506	J. Pay	HML

APPENDIX 2

MINUTES OF THE ORDINARY MEETING OF INVERELL SHIRE COUNCIL HELD IN THE COUNCIL CHAMBERS, ADMINISTRATIVE CENTRE, 144 OTHO STREET, INVERELL ON WEDNESDAY, 23 MARCH, 2016, COMMENCING AT 3 PM.

SECTION C
COMMITTEE REPORTS

2. CIVIL & ENVIRONMENTAL SERVICES COMMITTEE MEETING
MINUTES – 9 MARCH 2016 S4.11.16/08

15/16 RESOLVED (Castledine/Michael) that:

- i) *the Minutes of the Civil & Environmental Services Committee Meeting held on Wednesday, 9 March, 2016, be received and noted; and*
- ii) *the following recommendations of the Civil & Environmental Services Committee be adopted by Council:*

3. URBAN WORKS PROGRAM S28.21.1/09

That:

- vi) *the urban works order of priorities for 2016/17 be:*
 - g) *Chisholm Street (Brae St to Brown St),*
 - h) *Old Bundarra Road Pavement Rehab (Macintyre St to Lions Park),*
 - i) *PAMP/Cycleway Program,*
 - j) *Captain Cook Drive / Wood St intersection pavement and asphalt,*
 - k) *Gilchrist Street Shoulders, Kerb and Gutter replacement (Bannockburn Rd to Jack St),*
 - l) *Town Centre Renewal Plan Works.*
- vii) *funding for the priority works listed in point i) be provided in the 2016/17 Urban Works Program;*
- viii) *funding include an amount of \$300K allocated from the Urban Program to continue the implementation of TCRP initiatives;*
- ix) *the TCRP works include stage 1 drainage in Byron Street, centre median design works in Otho Street, continued staged removal of Plane Trees and further development of CBD tree planting options; and*
- x) *the designs as presented for the future upgrade of Byron Street between Lawrence and Woods Streets be endorsed.*

MINUTES OF THE CIVIL & ENVIRONMENTAL SERVICES COMMITTEE MEETING HELD IN THE COMMITTEE ROOM, 144 OTHO STREET, INVERELL ON WEDNESDAY, 9 MARCH, 2016, COMMENCING AT 8.30 AM.

SECTION D
DESTINATION REPORTS

2. URBAN WORKS PROGRAM S28.21.1/09

DCES-A *RESOLVED (Johnston/Michael) that the Committee recommend to Council that:*

- i) the urban works order of priorities for 2016/17 be:

 - a. Chisholm Street (Brae St to Brown St),*
 - b. Old Bundarra Road Pavement Rehab (Macintyre St to Lions Park),*
 - c. PAMP/Cycleway Program,*
 - d. Captain Cook Drive / Wood St intersection pavement and asphalt,*
 - e. Gilchrist Street Shoulders, Kerb and Gutter replacement (Bannockburn Rd to Jack St),*
 - f. Town Centre Renewal Plan Works.**
- ii) funding for the priority works listed in point i) be provided in the 2016/17 Urban Works Program;*
- iii) funding include an amount of \$300K allocated from the Urban Program to continue the implementation of TCRP initiatives;*
- iv) the TCRP works include stage 1 drainage in Byron Street, centre median design works in Otho Street, continued staged removal of Plane Trees and further development of CBD tree planting options; and*
- v) the designs as presented for the future upgrade of Byron Street between Lawrence and Woods Streets be endorsed.*

Note: Cr Jones requested that his vote against the planting of trees in the centre median be recorded.

ITEM NO:	2.	FILE NO: S28.21.1/09
DESTINATION 5:	The communities are served by sustainable services and infrastructure	S
SUBJECT:	URBAN WORKS PROGRAM	
PREPARED BY:	Brett McInnes, Director Civil & Environmental Services	

SUMMARY:

The Committee is being asked to consider a range of projects and make a recommendation to Council regarding priorities for the 2016/17 Urban Works Program.

COMMENTARY:

Urban Work Proposals

To enable future planning, the Committee is being asked to consider a range of projects for the 2016/17 Urban Works Program. These projects include Councillor identified priorities and renewal projects from Council's asset management system. The table below provides an overview of these projects in order of apparent priority based on a range of technical assessment criteria.

No.	Project	Issue	Desktop Estimate
1	Chisholm Street (Brae St to Brown St)	Minimal gravel in road shoulder and under existing kerb and gutter, pavement and kerb and gutter extremely deformed due to garbage truck access. Causing significant drainage issues and effecting access to properties	\$630K
2	Old Bundarra Road Pavement Rehab (Macintyre St to Lions Park)	The sealed pavement has reached the end of its useful life and has significant defects, rutting, roughness, edge breaks and potholing. Currently significant maintenance burden to maintain safe and trafficable surface.	\$245K
3	PAMP/Cycleway Program	Grant Applications made to complete further missing links in 16/17. Council needs to have capacity to fund their contribution should a grant be received from the RMS to construct additional footpaths and/or cycleways.	\$70K (Council Contribution)
4	Captain Cook Drive / Wood St intersection pavement and asphalt.	Section of pavement on the corner behind Royal Hotel Motel deformed due to water ingress and high heavy vehicle use. Section to have pavement rehabilitated and Asphalt surface applied.	\$85K
5	Gilchrist Street Shoulders, Kerb and Gutter replacement (Bannockburn Rd to Jack St)	Kerb and Gutter has reached end of useful life. Pavement is thin and weak and deformed due to garbage truck. Project would complete rehab of Gilchrist St	\$50K
6	Town Centre Renewal Plan Works	Council has adopted the design concepts contained in the TCRP to guide the future development of the town centre.	See separate commentary below.
7	Mansfield Street - New Kerb and Gutter including pavement upgrade (Bennett St to SH12)	Final block of Mansfield St upgrade. Pavement in this block at end of useful life, significant maintenance required to keep surface safe and trafficable. Contingent upon SH12 upgrades at intersection.	\$270K. Note this figure is Mansfield St works only. It does not include intersection treatment and turning lanes on SH12. These works are estimated at approx. \$750K.
8	Intersection black spots Mansfield Street	Various intersecting streets with Mansfield have significant crash history. Oliver and Ross Streets are now meeting black spot funding criteria for crashes and funding has been applied for on the basis of a roundabout treatment. Full investigation and safety audit required in order to develop master plan for intersection treatments for all streets along Mansfield.	Unknown at this stage and further investigation required regarding treatments and costings.

9	Cloonan Tce - New Kerb and Gutter including pavement upgrade	Current pavement is failing and lack of completed Kerb and Gutter is causing drainage and access problems for residents.	\$210K
10	Chester Street	Pavement and Kerb and Gutter severely deformed and in need of rehab. Drainage issues, ponding of water and extremely rough surface.	\$450K per block (3 blocks priority further 2 lower priority) doesn't include SH12 intersection upgrade
11	Granville St	Pavement and Kerb and Gutter severely deformed and in need of rehab. Drainage issues, ponding of water and extremely rough surface.	\$450K per block (2 blocks priority further 2 lower priority)
12	Lawrence Street - New Kerb and Gutter	Missing links of kerb and gutter including pavement rehab from Henderson Street to end of street.	\$600K

Obviously, the table above includes a quantum of projects in excess of one (1) year's Urban Works Program. There is currently approximately \$1M unallocated and available for revote in the 15/16 Urban Works Program. This includes a special one-off allocation of \$295K from the strategic capital infrastructure fund. It is intended approximately \$500K (excluding funding for other urban projects detailed below) will be available to allocate to the Urban Works Program in 2016/17. Therefore a total quantum of approximately \$1.5M is available to fund the above or other urban works.

Town Centre Renewal Plan

Council adopted the enhancement concepts contained in the TCRP to guide the future development of the town centre in May, 2014. Since that time implementation works have been undertaken as part of the 2014/15 and 2015/16 Urban Works Program. Council again has the opportunity to identify works from the TCRP it wishes to implement.

Detailed design works have been undertaken and estimates completed for the upgrade of Byron Street between Lawrence and Wood Streets. Council had previously identified this precinct as a priority for completing design work. The design plans will be tabled at the meeting. The project can be broken into two (2) major components being the street edge (footpath, kerb & gutter, drainage etc) renewal and the at grade centre median. Estimates for individual blocks and components are provided below:

- Lawrence to Mansfield Street: Edge Renewal \$ 1,715,000
 Centre \$ 345,000
- Mansfield to Wood Street: Edge Renewal \$ 1,510,000
 Centre \$ 293,000

Whilst the design includes a complete drainage solution for the two (2) blocks, the opportunity exists to complete one (1) element of the drainage upgrade in isolation and with minimal disruption. This would involve the installation of a new drainage line and infrastructure adjacent to KFC (corner of Byron and Mansfield). This could be completed for approximately \$30K and would provide a significant improvement to the nuisance ponding experienced by a number of businesses in that area.

Council at its August, 2015 meeting, resolved to commence the staged removal and replacement of inappropriately planted London Plane Trees in the CBD. These works have subsequently commenced and will involve two (2) stages (Spring & Autumn) during 2015/16. Should Council wish to continue with the staged removal in 2016/17 suitable provision needs to be made in the Urban Works Program. This would include a tree purchase and planting cost (approximately \$2,500 per tree), tree felling cost (approx. \$950 per tree) and undertaking repairs to the damaged

civil infrastructure as caused by the Plane Trees. Depending on the tree location and extent of damage, this figure could be \$15,000 for each tree replaced.

Council has undertaken a large number of new tree plantings in and around the CBD since adopting the TCRP. A range of planting opportunities exists if further plantings were to be included in the 2016/17 Urban Works Program. Where limited opportunities are available for tree plantings in street verges, the TCRP (page 26) did identify an option of isolated centre median plantings if Council was interested. Further investigations and recommendations could be made regarding these planting opportunities.

Noting the significant planning and lead up required for any major project in the CBD, Council may also wish to consider making provision to complete further detailed design works based on the adopted TCRP concepts.

Additional Projects

There are a number of other urban based projects identified for 2016/17. These projects are proposed to be funded in addition to Council's dedicated urban works budget and include:

- Wood Street, Gilgai drainage upgrade (funded from urban drainage reserve),
- Swanbrook Rd/Runnymede Dr drainage upgrade and road rehabilitation (funded from urban drainage reserve and working capital),
- Rifle Range Road next stage of Industrial Subdivision (industry development fund),
- Sports Complex Upgrade (Grant Funding and Special Projects allocation).

Resources

The unprecedented expenditure and level of work on Council's rural road network this and next financial year places considerable strain on Council resources. Priority is given to ensuring all externally funded works such as the Roads to Recovery and Regional Roads Repair Program are completed in accordance with funding obligations. Whilst Council will still have the capacity to complete a significant Urban Works Program it would be very difficult to adequately resource any large scale projects during this period.

Conclusion

A range of projects have been identified for consideration for Council's 2016/17 Urban Works Program. Prioritising these projects will enable staff to complete necessary planning works and suitable provision included in the draft 2016/17 budget.

RELATIONSHIP TO STRATEGIC PLAN, DELIVERY PLAN AND OPERATIONAL PLAN:

Strategy: S.05 Attractive and vibrant town centres, local centres and community meeting places are provided.

Term Achievement: S.05.01 Local centres, community facilities and prominent meeting places are increasingly valued and recognised by the community as a focus of their village and feature of the Shire.

Operational Objective: S.05.01.01 Engage the Shire's communities in identifying and creating community places that are valued and used.

POLICY IMPLICATIONS:

Nil.

CHIEF FINANCIAL OFFICERS COMMENT:

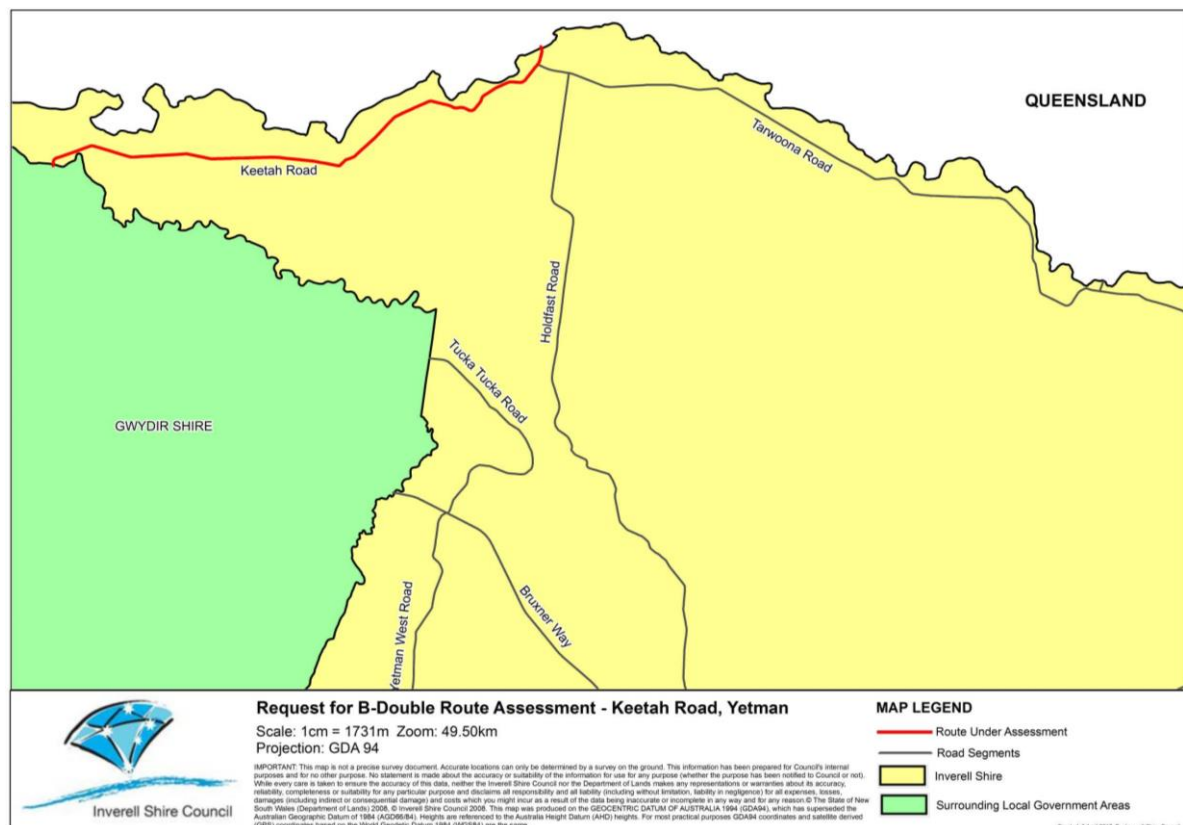
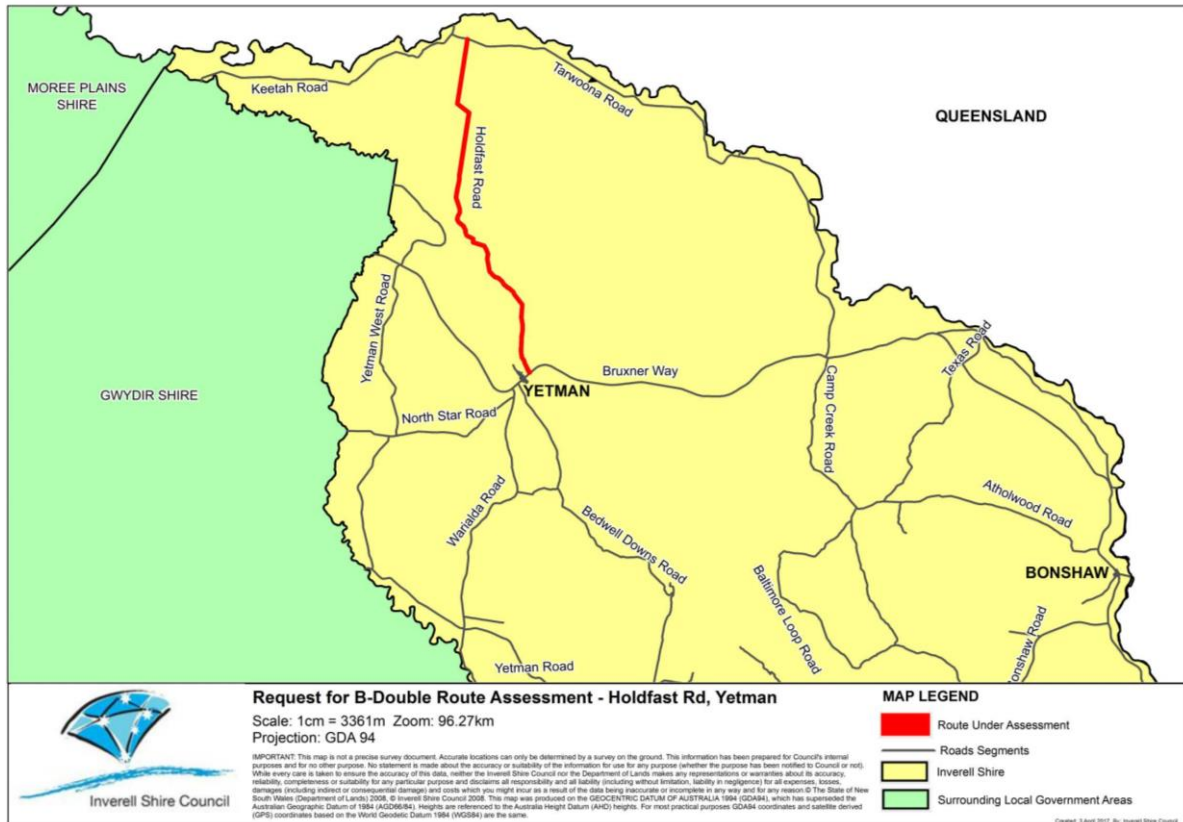
The prioritisation of the urban work projects will enable a funding proposal to be included in the draft budget report to be presented to the April Economic and Community Committee meeting.

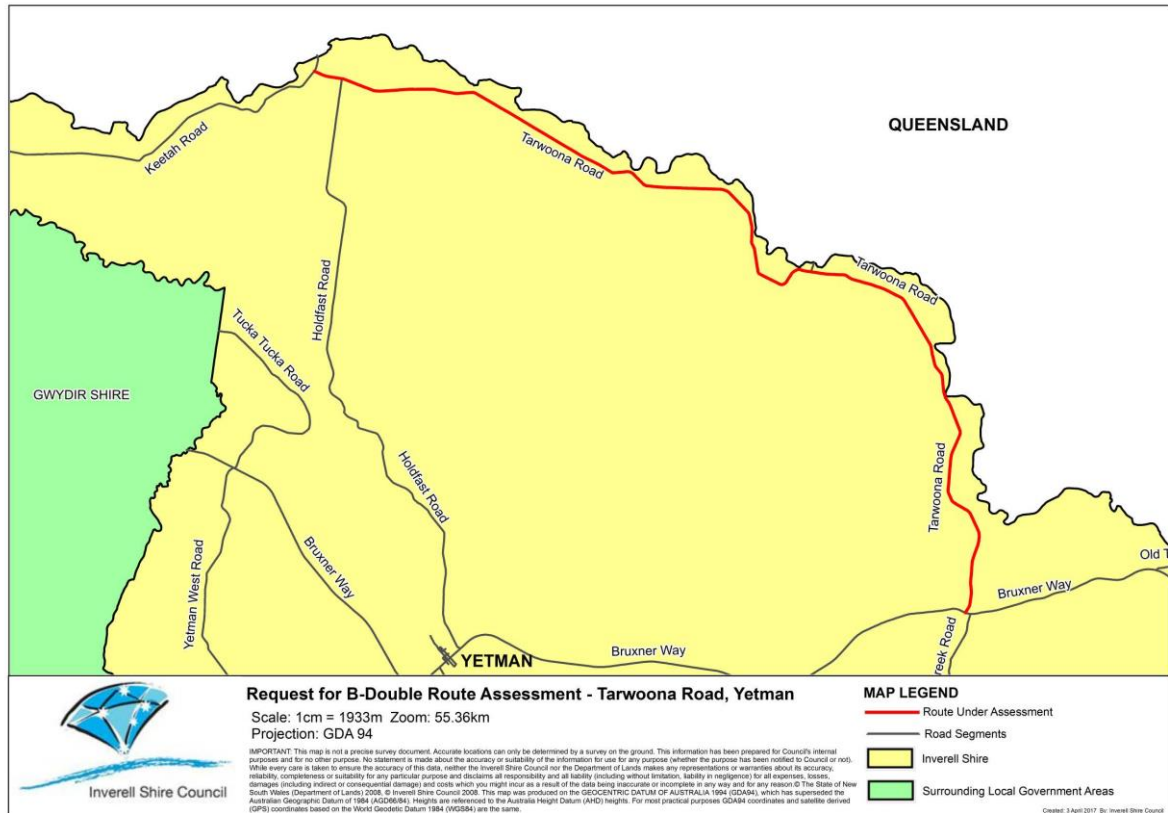
LEGAL IMPLICATIONS:

Nil.

RECOMMENDATION:

That the Committee make recommendation to Council regarding priorities for the 2016/17 Urban Works Program.

APPENDIX 3



APPENDIX 4

ITEM NO:	1.	FILE NO: 28.10.SR 235
DESTINATION 5:	The communities are served by sustainable services and infrastructure	S
SUBJECT:	ORCHARD PLACE	
PREPARED BY:	Brett McInnes, Director Civil & Environmental Services	

SUMMARY:

This report has been prepared in response to a question without notice at the June, 2010, Civil and Environmental Services Committee meeting regarding upgrade options for Orchard Place. Council is being asked to determine a future course of action in relation to this matter.

COMMENTARY:**Background:**

In 2000, Council accepted the residual section of Orchard Place (south of the airstrip) as a dedicated public road. Prior to dedication, the road was a crown road, with responsibility for maintenance and improvement with the land owners served by the road. Council's policy position at the time in relation to the dedication of crown roads was as follows: *"with respect to non-dedicated roads in the Inverell Urban Area, Council will dedicate and upgrade the roads to Council's standards, at full cost to the property owners and after being upgraded that future maintenance of these roads be the responsibility of Council."* Since that time numerous reports have been considered by Council in relation to upgrade options of this Road.

At its December meeting in 2000, Council resolved to upgrade (tree clearing, realignment and gravel resheeting) Orchard Place and the intersections of Orchard Place with the Gwydir Highway (SH12) and Swanbrook Road. At the time these upgrade options were listed for consideration in future budgets.

Council revisited the matter again in September, 2004, after ongoing representations from residents along this road. It was resolved inter alia that Council reconstruct and realign the sections of the road and the intersections at either end of Orchard Place to "current road standards". On the basis of restricting through traffic and reducing conflict with the adjacent airstrip, the 2004, resolution also included splitting Orchard Place into two (2) cul-de-sacs either side of the airstrip approach. Again the upgrade works proposed in 2004, were on the basis of estimates being presented to Council and allocation of funds at a future date. It would appear in the later part of 2005, the idea of 'splitting' Orchard Place was abandoned for various reasons including resident feedback and reduced use of the airstrip.

During 2006, design work for the upgrade was undertaken focusing on the intersection at the southern end with SH12 and the section of Orchard Place between SH12 and the airstrip. During the design phase it became apparent that it was not possible to upgrade the intersection with SH12 in its current location and comply with the RTA standards for intersection site distance. A design was developed that involved relocating the current intersection 120 metres to the east and constructing approximately 200 metres of new road through a green field section of the road reserve to link with the existing carriageway. A copy of the design plans have been provided for your information. (Refer to Appendix 1, D8-D9).

Council must seek approval from the RTA under Section 138 of the *Roads Act 1993* for any work within the Gwydir Highway road reserve which includes any intersections with or new access points onto the highway. At the time the view was formed that because the relocation of the intersection was necessary to comply with the RTA standards, then the RTA should be responsible for funding the construction of the intersection. During 2006 and 2007, Council made direct approaches to the RTA, lobbied the local member and the NSW Minister for Roads for funding without success. The RTA as recently as this year has formally reconfirmed the intersection upgrade is not a funding priority in their current program.

In April, 2007, an information report was presented to the Works/Services Committee advising of the RTA's refusal to fund the intersection upgrade with SH12. The report also highlighted two (2) other matters:

- i) That due to a number of physical constraints there were no feasible options to improve the site distance at the intersection at the northern end of Orchard Place with Swanbrook Road; and
- ii) Upgrading of the northern section of Orchard Place from the airstrip to Swanbrook Road presented a number of challenges due to the existing alignment and the presence of a significant vegetation community.

It should be noted in response to point i) above, that sealing and placement of advisory signage was nominated to improve the intersection and subsequently completed.

As a result of the information report it was resolved by Council at their April, 2007, meeting that:

- i) *the information be received and noted,*
- ii) *further that the 1st stage (southern end) of the additional upgrade works be undertaken to bitumen seal and realign the section of road starting at the tangent point of the new road and proceeding in a northerly direction; and*
- iii) *the new greenfield works and intersection with SH 12 be delayed until RTA funding has been secured following discussions with the RTA and local member.*

An Orchard Place Project Control Group Meeting was held on the 21 May, 2007, where a total quantum of funds of \$111,483 was released for initial improvement works (including \$24,483 of Section 94 contributions). These funds were subsequently expended on drainage, realignment and upgrading the pavement at the Southern end of Orchard Place as well as removal of mature vegetation where the new section of road was proposed.

In response to a "question without notice" regarding the status of Orchard Place upgrading, the Committee will recall a report was prepared for the November, 2009, Civil and Environmental Services Committee Meeting. The report identified the importance of completing a Review of Environmental Factors (REF) prior to proceeding with any work in undisturbed areas and that there was no funding in a forward works program to continue any upgrading. As a result, Council at its November, 2009, meeting resolved that "*subject to available funding, environmental investigations on Orchard Place be carried out*".

In February, 2010, the Manager Engineering Services provided an information report to the Committee that indicated the RTA did not consider the intersection upgrade a funding priority. It was also identified that should the RTA fund proposed shoulder widening in the area, then the opportunity may exist to provide extra shoulder width at the intersection point.

Given Councils resolution of April, 2007, and the fact that no specific funding has been provided in any forward works program, upgrade works have not continued.

Road Status & Function:

Orchard Place is a 1.77km long through road that links the Gwydir Highway (SH12) and Swanbrook Road. In accordance with Council's Shire Road Classification system it is classified as a 'Local' road. As such it is provided with a service level of "*limited maintenance activities restricted to one (1) grade per year (additional grading required if excessive wet weather/flooding) and gravel resheeting on a less frequent basis*" (eight (8) year cycle for arterial and collector roads).

Orchard Place can be divided into two (2) distinct sections. The southern section from SH12 to the northern side of the airstrip has relatively good alignment, road width and pavement formation. There is an area of this section from the smash repair workshop to the north of the airstrip where the current gravel type has proved unsuitable during wet weather and it is planned to resheet this area in conjunction with carting material for the base layer of the Elsmore Road rehabilitation job. This is likely to occur within the next week. As previously discussed the northern section of Orchard Place runs through a significant vegetation community and is a narrow winding road. Whilst there are some drainage problems in this section the road base wearing course has stood up reasonably well over time. Any upgrading of a significant nature would present a major challenge given the environmental constraints in this area.

There are currently a total of 17 dwellings that take access direct from Orchard Place. A plan showing the location of these dwellings and surrounding properties has been provided for your information. (Refer to Appendix 2, D10). There is also one (1) business (a smash repairs workshop) that relies on Orchard Place for access. A Development Application in 2004, for extensions to the smash repairs workshop calculated the traffic generation from the business to be 20 vehicle movements per day. It is considered this figure is likely to be closer to 30 vehicle movements. Using accepted standards, calculation of the theoretical traffic generation would be as follows:

17 Rural Res Dwellings x 8 vehicle movements per day	= 136
Smash Repair Business vehicle movements per day	= <u>30</u>
Total vehicle movements per day	= <u>166</u>

In August of this year Council placed traffic counters on Orchard Place. This resulted in an average daily vehicle count of 118 (when measured 50 metres from the southern end of the road) and 40 (when measured 50 metres from the northern end of the road). When looking at actual traffic count data in relation to traffic generating capacity it would be fair to say that with the exception of people accessing the smash repairs business almost the entire vehicle movements on the road would be limited to local traffic.

An exercise was undertaken to determine the likely lot yield should the area that would rely on Orchard Place for access ultimately be developed. Taking into consideration the minimum lot size identified in Council's *Living Lands Strategy*, likely environmental constraints and suitable access arrangements it estimated that 30 lots would result at full development. This calculation is based on the assumption that all the landholders would wish to further subdivide their holdings which is unlikely to be the case. Given the release of the lots would be market sensitive it would likely be many years before the full lot yield was obtained. The likely traffic generation associated with the full lot yield would be approximately an additional 240 vehicle movements per day. An additional 30 lots on Orchard Place would yield a total of approximately \$210K in section 94 contributions.

Issues and Options:

To complete the necessary environmental work, construct the intersection with SH12 and the new section of road (200 metres) to link with Orchard Place is estimated at a total cost of \$250K. To complete the preparation of the pavement and seal the section 700 metres north of the tangent point with the new road is estimated at a cost of \$200K. This is based upon a 6.2 metre seal on an 8.5 metre formation and would take this construction from SH 12 to just north of the airstrip.

Given the function (predominantly servicing local traffic) and current vehicle load on Orchard Place, it is difficult to justify the expenditure to provide the level of service described above. When considering suitable funding sources and not wanting to impact on other upgrade programs for rural roads, this really only leaves Council's Urban Works Program and Section 94 Contributions. Committee members will recall an extensive process was undertaken to develop priorities over the next 10 plus years for the Urban Works Program. This process was based on detailed objective criteria with the redevelopment of the Evans Street precinct and the intersection of Roslyn Street and Warialda Road identified as projects for this year. Many of the projects in the Urban Works Program were highlighted from the Traffic Study Council recently undertook. In recognition of the strategic importance of many of these works the \$600K Urban Works Program is currently being supplemented by \$400K from the strategic capital infrastructure fund. In relation to Section 94 funds, based on the work that was undertaken in 2007, the Section 94 fund for Orchard Place is currently \$57K in deficit.

There have been various suggestions put forward on the basis of reducing the cost of providing an improved level of service on Orchard Place. A reduced width seal was considered. Apart from being inconsistent with the geometric standards previously adopted by Council, there is also some concern from Council's Engineering staff regarding likely shoulder damage and the safety issues posed by such. Given much of the cost is in the pavement preparation, the likely savings from reducing the seal width from the nominal 6.2 metres to 4 metres over the 700 metre section (new road tangent point to north of airstrip) would be approximately \$8,000. Investigations were also conducted into using a manufactured road base as a wearing course over the existing pavement. The cost of manufactured material is generally up to 10 times that of the gravel Council can win from its registered pits. Accordingly, this would limit the amount of any resheeting that could be reasonably undertaken with this material.

Further survey work was also completed to determine if the level of the existing intersection with SH12 could be raised to improve the safe intersection site distance. Due to the vertical alignment of SH 12 it would be necessary to increase the level of the current intersection by 1.3 metres to provide the necessary site distance. Obviously this is not a practical solution.

Whilst acknowledging the previous commitments of Council to 'upgrade' Orchard Place any solutions must be capable of being reasonably funded. Based on advice from Council's Technical Staff, it is considered that \$40,000 would enable some drainage, gravel resheeting and other improvement works to be undertaken. This would result in a gravel road capable of adequately servicing the current vehicle load. Discussions were recently held with the regional Asset Manager for the RTA who raised no objection to sealing the current point of intersection of Orchard Place with SH 12 to improve safety. It was also indicated that the RTA would consider the placement of advance warning signage on the highway either side of the intersection.

Given Orchard Place provides a link between the Gwydir Highway and Swanbrook Road (Arterial Shire Road) and services a business (non local traffic) a reasonable argument could also be made to upgrade it's classification from a 'local' to a 'collector' road. In accordance with Council's Shire road classification system a collector road is defined as follows: "*Minor service link road between centres or route used for non local access, transport for through traffic and providing a link for Category L & M roads*". The change in status to a 'collector' road would see Orchard Place graded at least two times a year which combined with improvements to the gravel pavement will reduce the dust nuisance for adjacent residents.

Conclusion:

Council has long considered the upgrade of Orchard Place. When placed in the context of other road network priorities it has not been possible to fully fund to date. Whilst considering the current function this road performs and likely future demand a new intersection and sealing at this point in time. It is necessary to consider more cost effective alternatives to improve the level of service and safety for road users.

RELATIONSHIP TO STRATEGIC PLAN, DELIVERY PLAN AND MANAGEMENT PLAN:

Strategy: S.10 Maintain and enhance a safe, efficient and effective local road network.

Term Achievement: (S.10.1) Road network capacity, safety and efficiency are improved and traffic congestion is reduced.

Operational Objective:

Management Plan - TS.10 Survey and Design Services, "To provide high quality technical advice to Council and to ensure that works are surveyed and designed well in advance of requirements and all necessary information for development control is available."

POLICY IMPLICATIONS:

Nil.

CHIEF FINANCIAL OFFICERS COMMENT:

The provision of \$40,000 from this year's Urban Works Program to facilitate improvement works on Orchard Place is possible without impacting on the long term integrity of that program.

LEGAL IMPLICATIONS:

Nil.

RECOMMENDATION:

The Committee recommend to Council that:

- i) Orchard Place is reclassified from a 'local' to a 'collector' road in accordance with Council's road classification system,*
- ii) \$40,000 be provided from this years Urban Works Program for the purpose of improvements on Orchard Place; and*
- iii) Council continue to monitor the level of service provided to road users on Orchard Place particularly in relation to future development.*



LONGITUDINAL SECTION

BOARD HONORARY 11/09/01 WORK 40 EXCLUDED SIGNED: 11/09/01 BY:	DESIGN DETAILS				ISSUED  VALUER SERVICES A. J. J. J. DATE 15/10/01	APPROVED  DIRECTOR TECHNICAL (OFFICIAL) DATE 15/10/01	INVERELL SHIRE COUNCIL S.R. 235 ORCHARD PLACE REALIGNMENT AND RECONSTRUCTION CHAINAGE 000 TO 800			CHANGE NUMBER 0.4/22.000	SHEETS 6	NUMBER 2
	DATE: 11/09/01			PLAN No. R/LR 1/29								



TO CIVIL & ENVIRONMENTAL SERVICES COMMITTEE MEETING 12/4/2017

ITEM NO:	1.	FILE NO: S28.21.1/10
DESTINATION 5:	The communities are served by sustainable services and infrastructure.	S
SUBJECT:	WORKS UPDATE	
PREPARED BY:	Justin Pay, Manager Civil Engineering	

SUMMARY:

This report is intended to keep Council updated on the capital works and maintenance programs.

COMMENTARY:**MR 137 Ashford Road Rehabilitation and Widening – Near the property “St Hilary”**

The project consists of approximately 1.4km of pavement widening and road reconstruction starting at 37km north of Inverell near the property called “St Hilary”. This project has commenced on Monday 27 March 2017 with drainage work that consists of replacing and widening a number of concrete culverts and headwalls that has been completed. There is a minor delay in the provision of gravel for road reconstruction due to the wet weather recently experienced. Road reconstruction will commence as soon as possible once the designated gravel pit is sufficiently dry and suitable for access. In the interim, the section of road will be returned to normal operation with removal of traffic control and reinstatement of the 100km/h speed limit.

Chisholm Street, Inverell Road Rehabilitation – Brae Street to Brown Street

This project has entered its final construction phase. Bitumen surfacing work is scheduled to be undertaken on 7 April 2017. This section of Chisholm Street between Rose Street and Brown Street is approximately 150m in length by 10m in width. Drainage and water-main construction were completed at the end of February and kerb and gutter works were completed in mid-March. A minor delay in the subsequent pavement reconstruction was experienced due to the recent wet weather therefore road work was completed in late March.

The remaining work includes landscaping with the planting of 60 Indian Summer Deep Coral Pink Crepe Myrtle trees on both sides of Chisholm Street and a number of pram ramps to be constructed at the intersection of Rose Street and Chisholm Street. The project completion date is expected to be before the Easter holidays.

MR 137 Ashford Road Widening and Rehabilitation – Roadside Memorial Stage 2

Works have recommenced on stage two of this project and is a continuation of the previous works completed late last year.

This stage involves the widening and pavement rehabilitation of an 840 metre section and will complete this section of Ashford Road. Earthworks were completed last week with the sub-base due for completion prior to the Easter break. The base layer will commence after Easter break with a primer seal programmed for the end of April.

Tin Tot Bridge Replacement

Council has received funding under the State Government's Fixing Country Roads program for the replacement of the timber bridge over the Macintyre River on Graman Road, known locally as Tin Tot Bridge. The demolition of the existing bridge and reconstruction of a new concrete structure will be carried out under contract. Council staff have completed works to construct a side track that will be utilised during construction.

The contractors are working on finalising the design for the new structure and plan to commence construction in May 2017. Construction of the bridge is scheduled for June 2017, with approaches to be completed in the weeks following.

Tree Planting Program

As previously indicated to Council the tree replacement program in Mansfield Street is scheduled to continue during Autumn 2017.

Accordingly, approximately 50 advanced *Callistemon salignus* trees have been secured with planting to commence in the coming weeks.

Resources are also being programmed to commence the staged removal and replacement of the failing Claret Ash roadside plantings on Bundarra Road to the south of the township. Given site constraints and previous Arborist recommendations it is intended to use *Acer rubrum* "Bowhall" (Red Maples) as a replacement avenue planting. Given the time frame associated with sourcing suitable tree stock replacement planting will likely commence during Spring of this year.

Maintenance Grading

Maintenance grading works were undertaken on the following roads during March 2017:

SR 12 Blue Nobby Road	9.8km
SR 18 Milkomi Road	12.0km
SR 26 Camp Creek Road	14.7km
SR 28 Goat Rock Road	15.0km
SR 128 Delungra Road	17.0km
SR 173 Delungra Bypass Road	4.0km

Total 72.5km

Reactive /Spot Grading

No reactive /spot grading works were undertaken during March 2017.

Heavy Patching

No Heavy patching works were undertaken during March 2017.

2016/2017 Gravel Resheeting Program

The 2016/2017 Gravel Resheeting program continues in the southern section of the Shire. Segments of the following roads were completed in March 2017:

SR 110 Rob Roy Road,
SR 173 Delungra Bypass Road,
SR 266 Duftys Lane,
SR 352 Quiomong Road.

The gravel resheeting in the northern section of the Shire has been postponed. The work will resume in mid April after the resheeting program in the southern section is complete.

Other Maintenance Activities

Council's State, Regional and Local Roads, Urban and Village Street maintenance activities, such as bitumen patching, drainage and shoulder repairs as well as vegetation control, are continuing as required. Town maintenance will continue as programmed.

ITEM NO:	2.	FILE NO: S32.13.3
DESTINATION 5:	The communities are served by sustainable services and infrastructure	S
SUBJECT:	WATER PRESSURE AT DELUNGRA	
PREPARED BY:	Brett McInnes, Director Civil & Environmental Services	

SUMMARY:

This report is intended to provide the committee with additional information in regards to representations made concerning water pressure issues at Delungra.

COMMENTARY:

The committee will recall the issue of water pressure was raised when Council recently met with representatives of the Delungra and District Development Committee.

The Committee through their Chairman was seeking that Council undertake investigations to scope the problem, consider various solutions and prioritise any subsequent upgrade works.

Council has considered this issue on numerous occasions in the past including most recently as the 16 December 2015. A copy of the report considered and subsequent Council resolution from that date has been included in Appendix 1 (E4-E6) for the information of Committee members.

A review of the 16 December 2015 report and associated resolution would indicate Council has completed the actions requested by the Delungra and District Development Committee. It is intended that the relevant information be formally conveyed to the current Committee Chairman.

Council reviews its Water and Sewer Capital Works Program on an annual basis. This provides the opportunity to review priorities and fund projects accordingly. Where grant funding opportunities exist Council will also actively pursue those for any identified future projects that are consistent with the grant guidelines.

RECOMMENDATION:

That the items contained in the Information Reports to the Civil & Environmental Services Committee Meeting held on Wednesday, 12 April, 2017, be received and noted.

APPENDIX 1

MINUTES OF THE ORDINARY MEETING OF INVERELL SHIRE COUNCIL HELD IN THE COUNCIL CHAMBERS, ADMINISTRATIVE CENTRE, 144 OTHO STREET, INVERELL ON WEDNESDAY, 16 DECEMBER, 2015, COMMENCING AT 3 PM.

SUPPLEMENTARY SECTION C**COMMITTEE REPORTS**

124/15 RESOLVED (Jones/Girle) that the Supplementary Section C Committee Reports be considered by Council.

1. WATER & SEWER ADVISORY COMMITTEE MEETING MINUTES – 16 DECEMBER 2015 S4.11.19

125/15 RESOLVED (Girle/Jones) that:

- i) the Minutes of the Water & Sewer Advisory Committee Meeting held on Wednesday, 16 December, 2015, be received and noted; and
- ii) the following recommendations of the Water & Sewer Advisory Committee be adopted by Council:

1. WATER PRESSURE AT DELUNGRA S32.13.3

That Council place the works to increase the water pressures at Delungra on the priority list according to the value determined by the application of the cost/benefit matrix.

SECTION D
DESTINATION REPORTS

1. WATER PRESSURE AT DELUNGRA S32.13.3

The Committee discussed the application of the cost/benefit matrix for the various options suggested to address the water pressure issue.

RESOLVED (Girle/Jones) that the Water and Sewer Working Advisory Committee place the works to increase the water pressures at Delungra on the priority list according to the value determined by the application of the cost/benefit matrix.

ITEM NO:	1.	FILE NO: S32.13.3
DESTINATION 5:	The communities are served by sustainable services and infrastructure	S
SUBJECT:	WATER PRESSURE AT DELUNGRA	
PREPARED BY:	Graham Bendeich, Manager Environmental Engineering	

SUMMARY:

The Committee is being asked to consider it if wishes to take any action regarding water pressures at Delungra. This report summarises the current situation and what alternatives are available to make changes.

COMMENTARY:

Following the Delungra and District Development Committee Meeting on the 1 February, 2012, where this matter was raised, there was a report prepared for the Civil and Environmental Services Committee Meeting on the 6 June, 2012 which was subsequently referred to the Council Meeting on 19 June, 2012.

The report stated:

Delungra village is serviced by a 0.3 ML concrete reservoir 10m high which is located on a hill on the northern side of Delungra. This reservoir is fed directly from the Redpath reservoir near Mt Russell and water is then reticulated throughout the village.

The pressures in the reticulation mains exceed Public Works minimum design criteria (12m head) and peak instantaneous flow rates at the properties exceed the Public Works design standard of 0.15 litres/second.

However, the average pressure in the village is only approximately 19m head, due to the reservoir being only slightly higher than the village houses.

Council has renewed a number of services in various locations throughout the village over the past few years in response to reports of low flows. There is general evidence of calcification within some of the mains, services and internal pipework throughout the village, which originated from the pre-Copeton water supply when Delungra was serviced by local bore water which was high in calcium salts. The restrictions caused by the calcium build-up obviously affect flows when there is only marginal pressure available.

One way to increase the pressure and flows throughout the village is to install a bank of "Smart Pumps" at the reservoir, similar to what was recently done at West Inverell.

An alternative would be to feed Delungra directly from Redpath reservoir through pressure reducing valves, by passing the Delungra reservoir. There is a risk with this proposal that, if there is a break in the line from Redpath, the water in the Delungra reservoir would be 'stale' and unsuitable for immediate use as a backup supply until the feed from Redpath is restored. While an increase in pressures throughout the village would provide an improved level of service to most properties, it may result in an increase in failures of old pipework, especially within some of the older houses.

It would be appropriate if Council wished to address the water pressure issue at Delungra that a more detailed technical assessment of available options be prepared for the Water and Sewer Working Group Sunset Committee. The committee could also prioritise any proposed works on the basis of the assessment criteria applied to other capital works projects. The recommendation of the committee would ultimately return to Council for determination.

As reported previously, there are a number of ways to increase the flows and pressure throughout the village. These include:

1. Install a bank of "Smart Pumps" at the reservoir where it feeds into the reticulation system. These are electric variable speed pumps which maintain a constant set pressure into the reticulation irrespective of demand. The cost to set these up in a new pump shed would be of the order of \$100,000 and annual running costs would be around \$5000. If there was a blackout, the system would function as it does now.

2. Feed Delungra directly from Redpath reservoir through pressure reducing valves. Redpath reservoir is too high relative to Delungra to feed directly into the reticulation as the pressures created would be too high. As stated in the previous report, this option would have a lower level of security due to the distance of the storage from town and the redundancy of the town reservoir. The cost to install the appropriate valves in a new shed would be of the order of \$40,000 with no ongoing running costs.
3. Increase the height of Delungra reservoir. This would basically require the construction of a new reservoir adjacent to the existing reservoir or possibly on top of the existing structure, using it as a base for an elevated tank. Tall, small diameter reservoirs are not an economical design for the volume of water held and an extra 10 metres in height is not going to make a significant difference to the pressures and flows in Delungra. Reservoirs are very expensive and an expenditure of \$200K - \$300K would result in very little improvement.

Using the criteria that has been adopted for determining priorities for the Water Capital Works Plan, this project has a score of 2.0 points as it will result in an improved level of service to existing users (1 point), and it is considered a political or social imperative (1 point).

The current Water Capital Works Plan is:

WATER & SEWER CAPITAL WORKS PLAN														
	2 Points				1.5 Points				1 Point					
	Is this project required to eliminate a hazard or safety issue?	Is this project critical to the continuing operation of the existing plant/infrastructure?	Is the project required to comply with regulatory provisions?	Will the project provide a public health benefit?	Will the project result in improved environmental outcomes?	Will the project reduce the existing maintenance burden?	Will the project result in operation efficiencies?	Does the project have the capacity to reduce current energy consumption?	Will the project result in an improved level of service to existing users?	Is the project a renewal of an existing asset?	Is the project considered a political or social imperative?	Is there a financial risk associated with not completing this project?	Is there a likelihood of external funding for this project?	Total
WATER														
Replace Ashford Water Treatment Plant	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	19.5
Upgrade Abattoir Electrical Pump	N	Y	N	N	Y	Y	Y	Y	Y	Y	N	N	N	10.5
Backflow Prevention Program	Y	N	Y	Y	N	N	N	N	Y	N	Y	Y	N	9.0
Major Repairs Inverell Water Treatment Plant	N	Y	N	N	N	Y	Y	N	N	Y	N	Y	N	7.0
Network extensions/Water Main	N	N	N	Y	N	Y	Y	N	Y	N	Y	N	N	7.0
Replacement/Ringing Dead Ends Main	Y	N	Y	N	N	N	N	N	N	N	Y	Y	N	6.0
Lake Inverell Dam Safety Works														
Chlorine Injection Systems for Old Bundarra Rd, Swanbrook Rd & Fernhill Rd	N	N	Y	Y	N	N	N	N	Y	N	N	N	N	5.0
Enhanced Reticulation of 10ML Clinton Reservoir	N	N	N	N	N	N	Y	N	Y	N	Y	N	N	3.5
Flow Modelling Program	N	N	N	N	N	N	Y	N	Y	N	N	Y	N	3.5
Major Repairs 1.2 Megalitre Standpipe Inverell West	Y	N	N	N	N	Y	N	N	N	N	N	N	N	3.5
Augmentation of Inverell Water Supply	N	N	N	N	N	N	N	N	N	N	N	N	N	0.0

While some of the Priority items in the Water Capital Works Plan are virtually completed, there are still on-going or future works which have been assessed as a higher priority than this project. The Committee needs to consider if it wishes to maintain the current priorities based on the rankings or undertake the Delungra work as a higher priority.

RECOMMENDATION:

That the Water and Sewer Working Advisory Committee determine if it wishes to undertake works to increase the water pressures at Delungra as a high priority.

TO CIVIL & ENVIRONMENTAL SERVICES COMMITTEE MEETING 12/4/2017

ITEM NO:	3.	FILE NO: S15.8.58/03
DESTINATION 5:	The communities are served by sustainable services and infrastructure	S
SUBJECT:	LANDFILL REHABILITATION PROGRAM	
PREPARED BY:	Brett McInnes, Director Civil & Environmental Services.	

SUMMARY:

This report provides an update in relation to Council's landfill rehabilitation program.

COMMENTARY:

This report has been provided in response to questions circulated by Cr Peters on the 7 April 2017 regarding Council's landfill rehabilitation program.

From previous information provided, the Committee would be aware the closure and rehabilitation of landfills generally follows a two stage process. Firstly, a site is secured and interim capping and environmental controls put in place. Secondly, final rehabilitation of the site occurs in accordance with EPA approval which includes site capping. The second stage is a comprehensive larger scale process. By way of context it is assumed Cr Peter's reference to "filled in" relates to final rehabilitation and answers to questions have been provided on this basis.

1. *What tips have been filled in?*

The Elsmore Landfill is the only site where final rehabilitation has been completed. Bulk earthworks were undertaken in April & May 2016.

2. *What tips are to be filled in?*

The following landfills will require final rehabilitation: Yetman, Bonshaw, Wallangra, Ashford (partly complete – bulk earthworks undertaken by Council), Graman, Bukkulla, Cherry Tree Hill, Oakwood, Nullamanna, Delungra and Gum Flat.

3. *Which contract company did the work?*

The following companies assisted with the Elsmore Rehabilitation Project: Jim Noad & Co., Country Improvements Pty Ltd, Inverell Aggregate Supplies Pty Ltd and Blue Gem Contractors Pty Ltd. It should be noted that design, project management and bulk earth works for the Elsmore Landfill rehabilitation was completed by Council.

4. *Reason for delay in tips not filled in?*

The term "delay" would suggest postponing or not completing within a nominated period. This is not considered to be an accurate reflection of the situation.

As indicated, the final rehabilitation of a landfill is a comprehensive process. Detailed design work must be completed and approval obtained from the EPA prior to works commencing. As previously reported, Council has received Environmental Trust funding to facilitate the rehabilitation of the Elsmore, Oakwood, Ashford, Wallangra and Yetman landfills. Accordingly, priority has been given

to these projects and future rehabilitation of other landfills will be subject to availability of resources and funding.

5. *Were contracts to fill tips in sent to 3 tenders (sic)?*

Council has not entered into any contracts or called for tenders for any landfill rehabilitation projects.

Blue Gem Contractors Pty Ltd held the management contract for the Inverell, Elsmore, Oakwood, Nullamanna, Bukkulla, Cherry Tree Hill and Gum Flat Landfills up to the 30 June 2016.

Engagement of any contractors to assist with rehabilitation projects has been consistent with Council's adopted procurement procedures.

6. *What is the cost of filling Wallangra tip in?*

A preliminary estimate of \$272K was provided as part of a grant application process. Council has subsequently received \$188K grant funding. Detailed site work construction estimates are currently being completed.

7. *Did one tip cost \$250,000 to fill in?*

The total project cost for the Elsmore Landfill rehabilitation was \$254,815. The project cost included survey, design, materials, earthworks, environmental controls, site security, project management and revegetation works.

RELATIONSHIP TO STRATEGIC PLAN, DELIVERY PLAN AND OPERATIONAL PLAN:

Strategy: S.15 Promote the effective integration of waste management and recycling services.

Term Achievement: S.15.01 Council has an integrated waste management plan that not only meets statutory recycling levels but also meets environmental and community demands.

Operational Objective: S.15.01.01 To establish and maintain effective partnerships that deliver an innovative approach that takes advantage of the most practical and sustainable waste management solutions available.

POLICY IMPLICATIONS:

Nil.

CHIEF FINANCIAL OFFICERS COMMENT:

As indicated the rehabilitation of the Elsmore, Oakwood, Ashford, Wallangra and Yetman Landfills is funded by the NSW Governments Environmental Trust, which is funded from the NSW Waste Levy.

LEGAL IMPLICATIONS:

Nil.

RECOMMENDATION:

That the items contained in the Information Reports to the Civil & Environmental Services Committee Meeting held on Wednesday, 12 April, 2017, be received and noted.