

INVERELL SHIRE COUNCIL
NOTICE OF MEETING
CIVIL & ENVIRONMENTAL SERVICES COMMITTEE

3 March, 2017

A Civil & Environmental Services Committee Meeting will be held in the Committee Room, Administrative Centre, 144 Otho Street, Inverell on Wednesday, 8 March, 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
SECTION B	ADVOCACY REPORTS
SECTION C	COMMITTEE REPORTS
SECTION D	DESTINATION REPORTS
SECTION E	INFORMATION REPORTS
SECTION F	GENERAL BUSINESS
SECTION G	CONFIDENTIAL MATTERS (COMMITTEE-OF-THE-WHOLE)

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, 8 March, 2017

Table of Contents

SECTION/PAGE

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

PRESENT: Cr D F Baker (Chairperson), Crs P J Harmon, M J Peters, S J Berryman 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), Stephen Golding (Executive Manager Corporate and Community Services), Justin Pay (Manager Civil Engineering) and Anthony Alliston (Manager Development Services).

Suspension of Standing Orders

At this juncture, the time being 8.30am, the Chairperson sought agreement to suspend standing orders to conduct an inspection of the Recycling Centre Amenities.

Resumption of Standing Orders

At this juncture, the time being 9.05am, standing orders resumed and the Committee considered the balance of the Agenda.

SECTION A

APOLOGIES:

There were no apologies received.

1. CONFIRMATION OF MINUTES

RESOLVED (Berryman/Harmon) that the Minutes of the Civil and Environmental Services Committee Meeting held on 9 November, 2016, as circulated to members, be confirmed as a true and correct record of that meeting.

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

There were no interests declared.

3. PUBLIC FORUM S13.5.6/10

There were no members of the public present to speak.

4. BUSINESS ARISING FROM PREVIOUS MINUTES

Nil.

SECTION D
DESTINATION REPORTS

1. RV FRIENDLY TOWN APPLICATION – ASHFORD S28.27.10

MIPR-A *RESOLVED (Harmon/McCosker) that the Committee recommend to Council that an application for RV Friendly accreditation be submitted to the Campervan and Motorhome Club of Australia.*

2. REGIONAL ROADS REHABILITATION PROGRAM – REPAIR PROGRAM
FUNDING ALLOCATION 2016/2017 & 2017/2018 S15.8.22

MCE-A *RESOLVED (Harmon/Berryman) that the Committee recommend to Council that:*

- i) *the projects for the 2016/2017 REPAIR program be the realignment and reconstruction of Segments 290 of the Inverell-Bonshaw Road and the section of Inverell-Bonshaw Road from 10.5 km from Inverell to the north for 1.3km; and*
- ii) *the projects for the 2017/2018 REPAIR program be the pavement reconstruction and widening of Segment 110 of Warialda Road and Segment 160 of the Inverell-Bonshaw Road.*

3. WHITE ROCK WIND FARM (MP10_160) MODIFICATION APPLICATION NO.
4 S18.6.52/02

DP-A *RESOLVED (Berryman/Harmon) that the Committee recommend to Council that the draft submission to the Department of Planning and Environment in response to the White Rock Wind Farm Modification No. 4 be endorsed.*

4. ENVIRONMENTAL PLANNING AND ASSESSMENT AMENDMENT BILL
2017 S4.2.1

DP-A *RESOLVED (Harmon/Berryman) that the Committee recommend to Council that a more detailed report and draft submission in relation to the Environmental Planning & Assessment Amendment Bill 2017 be considered at the February, 2017 Ordinary Meeting of Council.*

5. DRAFT NEW ENGLAND NORTH WEST REGIONAL PLAN S18.6.22

DCES-A *RESOLVED (Harmon/McCosker) that the Committee recommend to Council that the release of the Draft New England North West Regional Plan be acknowledged and the content of any submission be an item for consideration at the Ordinary Council meeting on the 22 February, 2017.*

SECTION E
INFORMATION REPORTS

1. ASHFORD WATER TREATMENT PLANT PCG MEETING MINUTES –
9 NOVEMBER 2016 S5.9.12

2. EXTREME WEATHER EVENTS - FLOODING/STORMS S18.6.19

3. WORKS UPDATE S28.21.1/10

RESOLVED (Harmon/Berryman) that the items contained in the Information Reports to the Civil & Environmental Services Committee Meeting held on Wednesday, 8 February, 2017, be received and noted.

SECTION F
GENERAL BUSINESS

Cr Harmon Inverell Cricket Association

Cr Harmon advised that Inverell Cricket Association is presenting an event on Saturday, 11 March, 2017 titled “An Evening with Rick McCosker”. The evening is being held to proudly acknowledge Inverell’s only Australian Test Cricketer. This coincides with the 40th Anniversary of the MCG Centenary Test Match between Australia and England. Rick was a member of the Australian team in this historic match.

Cr Peters Roads Expenditure Report S13.1.2

RESOLVED (Peters/McCosker) that a report be prepared for the Committee that provides;

- i) an accumulative table of funds spent on roads from 2012 – 2016;*
- ii) the proposed amount of the Special Rate Variations contribution to be expended on the Roads backlog; and*
- iii) identifies the segments of roads and the condition rating that make up the backlog.*

Director Civil & Environmental Services Delungra Village Inspection Update

The Director Civil & Environmental Services, Mr Brett McInnes provided an update in relation to the Village of Delungra;

- Cracking in the reservoir (not a structural issue),
- New fence has been erected at the Sewer Treatment Plant,
- Water pressure issues under investigation.

Manager Civil Engineering Sapphire Wind Farm S16.7.31/03

Manager Civil Engineering, Mr Justin Pay advised the Committee that the Sapphire Wind Farm Contractors will be providing additional sacrificial bitumen seal in the vicinity of 1347 Waterloo Road, Inverell.

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

- i) Council concur with the construction of a 150 metre sacrificial 'dust seal' adjacent to 1347 Waterloo Road, to facilitate compliance with the Sapphire Wind Farm Development Consent; and*
- ii) the construction, maintenance and decommissioning of the dust seal be at the full cost of the contractor and to the minimum requirements of Council.*

General Manager Fleet Helicopters Armidale – Request to Council

The General Manager, Mr Paul Henry advised of a request from Fleet Helicopters Armidale to conduct helicopter joy flights from the Inverell Sporting Complex during the 2017 Inverell Show.

Fleet Helicopters has over 20 years' experience in providing high quality helicopter solutions to a diverse range of industries. They have provided Council with the necessary insurances and Risk assessment documentation.

Council's Insurer have assessed the insurance policies provided by Fleet Helicopters and have advised that in terms of Council's liability to the public, Statewide Mutual Liability Scheme would not be prejudiced by this event.

Council has performed an internal review of the risk and will perform an onsite risk assessment prior the event. Fleet Helicopters Armidale have been informed that it is their responsibility to make good any damage to Council property caused by the operations of helicopter joy flights.

Flights will be conducted as per fleet helicopters operating manual

and civil aviation regulation. Police and emergency services have been advised of the activity.

As Council has been satisfied with the necessary paperwork, documentation, and internal risk review, Council will accede to the request.

There being no further business, the meeting closed at 9.50am.

CR D F BAKER

CHAIRPERSON

TO CIVIL & ENVIRONMENTAL SERVICES COMMITTEE MEETING 8/3/2017

ITEM NO:	1.	FILE NO: S13.5.3
SUBJECT:	NOTICE OF MOTION - ASHFORD MULTI-SERVICE CENTRE (ACCESS)	
PREPARED BY:	Cr M J Peters	

NOTICE OF MOTION

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

'That Inverell Shire Council concrete the curb to step area at the Ashford Multi-Service outlet'.

REASON:

The multi service centre is an important and widely used facility for Ashford residents particularly the elderly.

The rear car park has a step up to get to the concrete path then a set of steps into the building.

They have requested a small piece of concrete to fill in between the top of the curb and the first step.

COUNCILLOR: M J PETERS

DATE: 16 February 2017

GENERAL MANAGER'S COMMENT:

- There is a gutter crossing at the northern end of the car park that provides an access that avoids the 'step over' scenario,
- HACC use the room at the rear of the centre one half day per week,
- HACC have been provided with costing for three (3) options to provide an upgraded entrance,
- Funding Sources – Ashford Village Grant (\$6K).

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.

ITEM NO:	2.	FILE NO: S13.5.3
SUBJECT:	NOTICE OF MOTION - ASHFORD SHOWGROUND ROAD	
PREPARED BY:	Cr M J Peters	

NOTICE OF MOTION

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

'That Inverell Shire Council gravel the 500 metres of Ashford showground entrance road'.

REASON:

The entrance road to Ashford showground is in an appalling state with corrugations and when rain occurs very muddy and in poor condition.

The trust requests the Council re-gravel the 500metres of road which council has quoted at \$7,000.

The trust is a small group of volunteers with not enough money to cover that cost.

As Ashford has limited opportunity for new entertainment opportunities the show is a major part of the towns entertainment.

There are 3 options for Council:

- a) Do nothing
- b) Gravel road
- c) Provide gravel & loader for local farmers to cart gravel

COUNCILLOR: M J PETERS

DATE: 16 February 2017

GENERAL MANAGER'S COMMENT:

- This area is a Crown Reserve vested in the Showground Trust,
- The State Government's Public Reserve Management Fund is available to fund maintenance and improvement activities on those reserves. The Trust is eligible to apply. Applications are currently open and close on 24 March, 2017.

Local Government (General) Regulation 2005

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ITEM NO:	3.	FILE NO: S13.5.3
SUBJECT:	NOTICE OF MOTION - ASHFORD MULTI-SERVICE CENTRE (BREASTSCREEN BUS)	
PREPARED BY:	Cr M J Peters	

NOTICE OF MOTION

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

'That Inverell Shire Council constructs a concrete pad at Ashford Multi-Service Centre'.

REASON:

Every two years Ashford is fortunate to have the breast screen bus attend Ashford. As it requires three phase power it needs to park close to the building. As there is no level ground the bus has to park some distance away making access difficult for older people. They are requesting Council construct a concrete pad beside the building.

COUNCILLOR: M J PETERS

DATE: 16 February 2017

GENERAL MANAGER'S COMMENT:

- The location chosen by HNEHS for the Breast Screen bus is problematical in terms of access and no impervious surface for the bus to stand during the week long visit,
- An alternative would be to place a power point on the southern side of the building and utilise the existing concrete driveway. This option would overcome any ingress and egress issues.

Local Government (General) Regulation 2005

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TO CIVIL & ENVIRONMENTAL SERVICES COMMITTEE MEETING 8/3/2017

ITEM NO:	1.	FILE NO: S16.7.19/05
DESTINATION 5:	The communities are served by sustainable services and infrastructure	S
SUBJECT:	RURAL ROAD CLASSIFICATION AND MAINTENANCE REVIEW	
PREPARED BY:	David Strugnell, Asset Management Coordinator	

SUMMARY:

Council's asset management and engineering staff have undertaken a comprehensive review of the existing rural road network classification system. The review takes into consideration changing circumstances to accurately reflect current on ground outcomes. The Committee is being asked to endorse the proposed changes in classification and associated policy amendments.

COMMENTARY:**Introduction:**

At present, Council has not formally adopted a classification for each of its individual roads. A classification scheme was adopted by Council in its Management Policy – Road Maintenance and confirmed by the adoption of the Road Asset Management Plan 2017-2026 in June 2016; but the application of this scheme to specific road segments has relied on historical information held in Council's asset register. Council's Management Policy – Road Hierarchy (last updated in 2009) includes a number of classification decisions that were relevant at the time of adoption, but does not classify each road individually.

Since adoption of that policy, Council has updated individual road classifications to reflect minor changes; however the recent adoption of the Long Term Financial Plan and Asset Management Plans has identified a need to review the classification and maintenance requirements of the rural network as a whole. This will allow Council to define its priorities for road maintenance and renewal and help to ensure that available funding is providing the best value service; which will provide a network that meets Councils' strategic objectives and the Community's needs into the future.

Road Classification Background:

In New South Wales road management arrangements are shared between three groups: Roads and Maritime Services (RMS), who operate the state road network and provide funding and oversight on classified roads; Crown Lands, who are responsible for Crown Roads; and Councils, who own and operate all other local public roads within their boundaries. In practice Council accepts responsibility for maintenance of many roads vested in others. Over 400kms of road not vested in the Council are currently maintained and operated by Council, including a number of crown roads and roads on private freehold land. This is a legacy of historical land and road development and a common issue faced by Councils in New South Wales. Many of these roads are important thoroughfares such as Bruxner Way and the Guyra Road where it is appropriate that Council continue to maintain them and approach Crown Lands to have control formally transferred to Council. Classified roads (Regional Roads, Main Roads etc.) within the shire have been included in the review for reference but will not be subject to reclassification as that process is the responsibility of RMS.

All road segments are classified according to a hierarchy that takes into account their specific function, types of users and user numbers. The hierarchical classification is used to assist in

prioritising works programs and to develop intervention levels and response times to remedy defects. The rural road classifications adopted by Inverell Shire Council are:

- **State Highway:** Roads classified under section 47 of the *Roads Act 1993* that have a Legal Class of Highway as legally described by Declaration Order in the Government Gazette. Whilst these roads are technically owned by Council, they are in practice maintained, controlled, funded and accounted for by Roads and Maritime Services (RMS).
- **Main Road:** Roads classified under section 46 of the *Roads Act 1993* that have a Legal Class of Main Road as legally described by Declaration Order in the Government Gazette. These roads are owned and operated by Council but are subject to funding from Roads and Maritime Services. The classification process is the responsibility of RMS in consultation with Council. These roads are included in the group of classified roads that are referred to as Regional Roads.
- **Rural Arterial:** Rural roads carrying high to moderate volumes of traffic and connecting local areas to regional roads or providing access from neighbouring shires into Council's rural areas. Roads identified by the community as being important for economic, environmental or social reasons.
- **Rural Collector:** Rural roads carrying moderate volumes of local and commercial traffic and connecting local areas to arterial roads in Council's rural areas.
- **Rural Access:** Rural roads carrying low to moderate volumes of local traffic. Their primary function is to provide access to agricultural properties within Council's rural area (These roads were previously known as "Local" roads but were changed to "Access" as part of the adoption of the asset management plan to avoid confusion with RMS terminology of Local vs. Classified).
- **Rural Minor:** Rural roads carrying low to very low volumes of local traffic. These roads generally provide limited access to a handful of rural homesteads.
- **No Scheduled Maintenance:** These are the formed and unformed tracks traversing the many council controlled road reserves throughout the Shire (often called paper roads), which are not included on the Shire's asset register and do not receive any maintenance intervention.

The above system accurately represents the different types of roads for which Council is responsible, however in many cases the specific classifications of individual roads (and in turn the level of service expected of them) needs to be updated to better reflect how they are being used. As currently classified there are approximately 3600 individual road segments comprising:

- 86km Sealed State Highway – fully funded by RMS
- 391km Sealed Regional Main Roads – Partially funded by RMS
- 236km Sealed Local Arterial Roads
- 69km Sealed Local Collector Roads
- 31km Sealed Local Access Roads
- 5km Sealed Local Minor Roads
- 136km Unsealed Local Arterial Roads
- 205km Unsealed Local Collector Roads
- 677km Unsealed Local Access Roads
- 230km Unsealed Local Minor Roads
- 198km Unsealed tracks that receive no scheduled maintenance or renewal

In addition to roads classified as one of the above, this review has also considered roads where Crown Lands are the road authority. The recent Crown Lands Management Review suggested that the Minister be removed as a road authority from the *Roads Act 1993*, an action that was supported in principle by the NSW Government and may be introduced into legislation in the near future. The probable effect of this would be to transfer responsibility for most Crown Roads to Council. This transfer of responsibility is unlikely to have much of an impact on the day to day management of Council's roads as the vast majority of crown controlled roads in the shire are "paper roads", that is roads that have not been formed or constructed. It is also important to note that Crown Lands does not provide regular maintenance or renewal on roads under its control and that Council currently maintains many of these roads as if they were the road authority.

Routine Maintenance Policies:

In the past, routine maintenance practices on unsealed rural roads have largely been informed by Council's Management Policy – Road Maintenance (included in Appendix 1, D39 - D52). This policy outlines a maintenance schedule that includes regular grading and re-sheeting activities for each class of road. The Policy's principal weakness is that it takes a prescriptive approach to detailing the number of times a road should be graded or re-sheeted, rather than identifying an acceptable standard to which the road should be maintained. In some cases a road will reach a standard that is unacceptable to the community despite having received the mandated routine maintenance prescribed in the Policy. This could be caused by higher traffic loading, inclement weather or even differences in the type and quality of material available for road construction.

Similarly, circumstances often arise where a road is "due" to be graded under this policy but is performing well and does not require maintenance intervention until a later date. Prior to the adoption of the Road Asset Management Plan 2017-2026, Council's sealed rural roads had not benefitted from a defined maintenance policy. Routine patrol maintenance was carried out to patch issues as they were found. This approach has provided an overall good standard of maintenance, but it did not ensure that all of Council's sealed roads were receiving maintenance intervention in a manner that was satisfactory to the public. The time between Council recognising a defect and repairing it was not captured and there was no systematic approach to ensuring those roads of highest priority were patrolled more frequently.

Current best practice asset management is to define a level of service that needs to be provided, and to measure Council's performance in providing that service. This approach has been implemented by using defect intervention levels and response times along with defined level of service statements and performance measures in Council's Road Asset Management Plan 2017-2026 as adopted in June 2016. This level of service based method is closely aligned with the reality faced by Council's road asset managers. It recognises that the performance of Council's roads is being carefully monitored by both our staff and the general public and allows a common sense approach to maintaining and repairing those assets that need it most. The maintenance plan included in the adopted Road Asset Management Plan supersedes the Management Policy – Road Maintenance and it is appropriate that the management policy be repealed to reflect this.

Whilst adopting a level of service approach allows Council to better define what it expects from its road assets, planning for routine maintenance will continue to provide for regular scheduled grading and other maintenance activities to be performed as they are required.

Review Process:

All of Council's rural roads were examined to determine what their classification should be in relation to the rest of the network. In order to determine the classification the use of the road was taken into account and a conclusion was made on how much benefit it provides to the community. A number of aspects of service delivery were considered, including:

- The purpose of the road in relation to the rest of the network. This is based on whether a road functions or should function as a route between major towns and centres or tourist, agricultural, commercial and industrial facilities; or as a link between these types of roads. Roads are otherwise considered to provide access to rural properties.











- The number of properties using the road to access the network, which was calculated using information from Council's rural addressing system to determine the number of direct property accesses in each road segment. Routes to the nearest town or village were then identified and the number of property entrances indirectly serviced by each segment was also calculated.
- The amount and type of traffic using each road segment including information on the number of light and heavy vehicles, school bus routes, and the value and frequency of movements for differing types of freight. This was identified from traffic surveys carried out by Council, along with information obtained from transport operators and major industrial and agricultural operations within the district.
- The road's accident history. This was determined using the crash statistics published by the NSW Centre for Road Safety.
- Areas of social, environmental or economic significance were identified by staff with local knowledge and by reference to cadastral and terrestrial database information published by the New South Wales State Government.

Also considered was the vesting of the road reserve (whether it was controlled by Council, the State or Crown Lands) and any predicted future impacts on the above factors. Roads were first ranked by their purpose, then by average daily traffic and number of property accesses. Finally, other information such as types and values of freight, school bus routes, accident history and areas of significance were used to conclude the recommended classification. This criteria based ranking was carried out by the asset management team, who then provided all of the information along with their recommendations to the Manager of Civil Engineering and road supervision staff for review.

Summary of Recommendations

Each road has been given a recommended classification that is supported by the traffic patterns and purpose of the road. A summary of these recommendations, including the reasons for recommending a classification change, are included in the table contained in Appendix 2 (D53 – D54). The change in kilometres for each class are shown Table 1.

Table 1: Change in classification by road length

ROAD LENGTHS				
Class	Current kms	Recommended kms		Difference
Sealed				
Main Road	391.0	391.0		0.0
Rural Arterial	235.6	215.1		20.5
Rural Collector	68.7	102.1		33.4
Rural Access	31.1	15.3		15.8
Rural Minor	5.3	8.2		2.8
Unsealed				
Rural Arterial	135.6	134.9		0.6
Rural Collector	205.4	206.9		1.5
Rural Access	676.8	585.3		91.5
Rural Minor	229.8	284.2		54.4
Not Maintained	87.2	122.3		35.1

The effect of these reclassifications is to better prioritise those roads within the shire that require the most frequent maintenance due to their traffic loads and importance to the community.

Council's Management Policy – Road Maintenance currently delivers differing regularities of scheduled maintenance activities across the four road classes, however the activities prescribed for Rural Arterial and Rural Collector roads are the same. The Road Asset Management Plan intervention levels and response times identify Rural Arterial roads as a higher priority than Rural Collector, and provides for a higher level of service accordingly. This means that those roads identified as having moved from Rural Arterial to Rural Collector status will receive a level of service comparable with what was provided for under the previous policy. Those roads that have remained at or been elevated to Rural Arterial can now receive a maintenance intervention sooner than what was provided for under the previous policy.

These classification changes, along with the current budget allocation including the special rate variation (yet to be approved by IPART) have allowed Council to budget for the following:

Unsealed Roads:

- Rural Arterial – \$2,580/km/year. Equivalent to one grade every four months.
- Rural Collector – \$1,720/km/year. Equivalent to one grade every six months.
- Rural Access – \$860/km/year. Equivalent to one grade every twelve months.
- Rural Minor – \$430/km/year. Equivalent to one grade every twenty-four months.

Sealed Roads:

- Main Road – \$3,600/km/year
- Rural Arterial – \$1,600/km/year
- Rural Collector – \$1,400/km/year
- Rural Access – \$1,000/km/year
- Rural Minor – \$500/km/year

Conclusion:

The result of the above investigation into the use and purpose of the rural roads in Council's network is represented in the attached Management Policy – Road Hierarchy (Appendix 3, D55 – D68). This policy has been adapted to meet the evolving needs of Council's rural roads and ensures that the community's priorities are reflected in Council's maintenance response. The updated policy will also ensure that Council can regularly review its road classifications and update them to suit changing priorities into the future. The policy can be amended at any time if a situation arises that warrants a change in level of service and will be presented to Council for formal review every two years. This will ensure that the community through Council has a regular opportunity to review its priorities for road maintenance.

The review has also taken the opportunity to correct an imbalance between the Management Policy – Road Maintenance and the Road Asset Management Plan 2017-2026. This ensures Council continues to follow a best practice approach to road asset management and provides a level of service to the community that meets their expectations.

The reviewed classifications along with the updated maintenance policies outlined in the Road Asset Management Plan will allow for increased maintenance on a net total of 222km of Council's rural roads. This will represent a significant improvement to the level of service provided to the community on those roads that are most important to them. This is subject to the full 14.25% Special Rate Variation being approved.

RELATIONSHIP TO STRATEGIC PLAN, DELIVERY PLAN AND OPERATIONAL PLAN:

Strategy: S.12 Provision of safe and efficient networks to ensure connectivity between populations

Term Achievement: S.12.02 A sustainable and strategic approach to the management of Council's Assets is undertaken.

Operational Objective: S.12.02.01 To effectively plan, organise, direct and control the Council's Works Program to ensure all works are carried out: In the most effective manner; To the highest possible standard; and within the vote provided by Council.

POLICY IMPLICATIONS:

Maintenance intervention of the unsealed road network to 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 to be repealed.

Management Policy – Road Hierarchy to be update to reflect changes to road classification.

CHIEF FINANCIAL OFFICERS COMMENT:

As noted above Council's ability to meet its asset maintenance and renewal needs on the road network is dependent on it receiving the full 14.25% Special Rate Variation.

LEGAL IMPLICATIONS:

This review has identified a number of roads or parts of roads where Crown Lands is the road authority but Council is carrying out maintenance and repair works on the roads. As Council is not the road authority it is not empowered by the *Roads Act 1993* to carry out these works. Council's insurer, Statewide Mutual, has provided advice that in its opinion Council will be held liable for any failures as a result of this maintenance regime in the same manner as it would for roads vested in Council and would be subject to cover, but that Council may not be afforded the protection of the *Civil Liability Act 2002*. It is suggested that a request be made to Crown Lands to dedicate these roads to Council, where they meet the criteria to be included in Council's road hierarchy.

RECOMMENDATION:

That the Committee recommend to Council that:

- 1. Management Policy – Road Hierarchy as presented be endorsed;*
- 2. 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;*
- 3. 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*

- SR019 - Yetman West Road
- SR023 - Bedwell Downs Road
- SR026 - Camp Creek Road
- SR027 - Atholwood Road
- SR028 - Goat Rock Road
- SR031 - Hillview Road
- SR033 - Limestone Road
- SR035 - Coolatai Road
- SR038 - Craddock Road
- SR039 - Girraween Road
- SR046 - The Pocket Road
- SR049 - Upper Severn River Road
- SR050 - Bukkulla Road
- SR051 - Wells Crossing Road
- SR055 - South Valley Road
- SR059 - Graman Road
- SR060 - Nullamanna Road
- SR062 - Bonshaw Weir Road
- SR065 - Tucka Tucka Road
- 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*

ITEM NO:	2.	FILE NO: S30.9.11
DESTINATION 5:	The communities are served by sustainable services and infrastructure.	S
SUBJECT:	APPLICATION FOR RESTRICTED ACCESS VEHICLE ROUTES – GRANTS ROAD, WILTSHIRE ROAD, ELSMORE ROAD AND YETMAN ROAD	
PREPARED BY:	Kevin Tseng, Works Engineer	

SUMMARY:

Council is in receipt of a number of applications, from multiple applicants for approval of Restricted Access Vehicle (RAV) routes on multiple roads in the shire. Roads included in the applications are Grants Road, Wiltshire Road, Elsmore Road and Yetman Road. The findings of the assessment are submitted to the Committee for consideration and determination.

COMMENTARY:

Council has received a number of applications that the following roads be designated as a B-Double Route.

- SR 256 Grants Road – request from Mr Robert Mephams;
- SR 193 Wiltshire Road – numerous requestors including Weegowrie Farming and DJ & AD Mason, RM & MJ Mason, Peter and Sandra Krause, Jono and Robyn Elphick; and
- SR 246 Elsmore Road (Between Gwydir Hwy and Dodds Lane) – requested by Mr Geoff Bucknell.

Additionally, a request by Mr David Stewart for MR 187 Yetman Road (Between Saleyard and Stewarts Grain Trading, Oakwood) is designated as route for Road Train operation.

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 of each route are attached as Appendix 4 (D69 – D98).

A summary of each assessment is provided below:

- **SR 256 Grants Road** is not suitable for B-Double access in its current condition. The risk assessment shows the route has insufficient road width; insufficient turning width at intersection and floodway; and existing stock grids incapable to cater B-Double loading as per RMS Guidelines. The above factors lead to considerable safety risk to the public as well as risk to Councils road network if B-Double access was to be approved. In order to mitigate against these risks, significant upgrade works would be required, Council does not currently have a budget allocation for these works. As per Councils current position, the applicant would be responsible for such cost. The cost for the upgrade works are estimated upward of \$80,000.
- **MR 187 Yetman Road** (Between Saleyards and Stewarts Grain Trading, Oakwood) is not suitable for Road Train operation. The risk assessment shows the route has insufficient road width between Palaroo Lane and Oakwood (approximately 8km in length) and

insufficient structural width for the concrete bridge at Rob Roy Creek and two major concrete culverts at Jessies Gully and Hunts Gully as per RMS Guidelines. The above factors lead to considerable safety risk to the public as well as risk to Council's road network if Road Train access was to be approved.

- **SR 193 Wiltshire Road** is not suitable for B-Double access in its current condition. The road has several locations that have a combination of narrow pavement and poor sight distance. The poor sight distance is due to extensive vegetation and poor horizontal road alignment. The above 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, Council does not currently have a budget allocation for these works. As per Council's current position, the applicant would be responsible for such cost. The cost for the upgrade works are estimated in excess of \$100,000.
- **SR 246 Elsmore Road** (between Gwydir Hwy and Dodds Lane) is suitable for B-Double access. The risk assessment shows that whilst there is limited pavement width, sufficient space is available in the road shoulders to give way for oncoming B-Doubles. The risk is no greater for B-Doubles than for semi-trailers in this instance; therefore the route is assessed as being suitable for B-Double access.

POLICY IMPLICATIONS:

Assessment was carried out in accordance with Council's Restricted Access Vehicle and Higher Mass Limits Policy and RMS Guidelines followed by risk assessment.

RELATIONSHIP TO STRATEGIC PLAN, DELIVERY PLAN AND OPERATIONAL PLAN:

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

Term Achievement: S.10.01 Road network capacity, safety and efficient are improved and traffic congestion is reduced.

Operational Objective: S10.01.01 A program is being implemented to address deficiencies and areas of congestion in the local road network.

POLICY IMPLICATIONS:

Nil.

CHIEF FINANCIAL OFFICERS COMMENT:

Nil.

LEGAL IMPLICATIONS:

Nil.

RECOMMENDATION:

That the Committee recommend to 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;*
- *not approve Yetman Road (Between Saleyard and Stewarts Grain Trading, Oakwood) for Road Train access;*

- *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;*
- *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.*

ITEM NO:	3.	FILE NO: S4.2.1
DESTINATION 3:	An environment that is protected and sustained	E
SUBJECT:	ENVIRONMENTAL PLANNING AND ASSESSMENT AMENDMENT (EPLANNING) REGULATION 2017	
PREPARED BY:	Chris Faley, Development Planner	

SUMMARY:

The NSW Department of Planning and Environment has exhibited the *Environmental Planning and Assessment Amendment (ePlanning) Regulation 2017*. Submissions are due by 15 March 2017.

The Committee is requested to endorse a draft submission.

COMMENTARY:

On 15 February 2017, the NSW Department of Planning and Environment (Department) placed on exhibition the *Environmental Planning and Assessment Amendment (ePlanning) Regulation 2017* (ePlanning Regulation). The exhibition period ends 15 March 2017.

The exhibition material for the Amendment Bill includes:

- Draft ePlanning Regulation;
- Discussion Paper;
- Secretary Requirements for Standard Forms and Submission Requirements – Exhibition Only; and
- A number of FAQs.

The exhibition material can be found at the Department's website (<https://www.planningportal.nsw.gov.au/title-exhibition>) and a copy of the Discussion Paper is included as Appendix 5.

The key changes proposed in the ePlanning Regulation are:

- Remove the need to provide owner's consent with an application. Rather the applicant will be required to submit a declaration that they have the permission of the owner. If an application is lodged by a person other than the owner, Council will be required to send an application lodgement letter to the owner;
- Standardise application forms and submission requirements (plans, documents, etc.) across NSW;
- Enable lodgement of Development Applications and Complying Development Certificates through the NSW Planning Portal;
- Introduce new requirements for making and exhibiting Development Control Plans and Contribution Plans.

The ePlanning Regulation will be subject to a transitional period, whereby both the ePlanning system (i.e. new forms, Planning Portal, etc.) and current Council systems will operate simultaneously. The length of the transitional period has not been determined; however, the likely intention is for ePlanning through the NSW Planning Portal to be the predominant system in use across NSW.

Based on a preliminary review of the ePlanning Regulation, the following comments are provided in relation to the key changes:

- Removal of Owner's Consent

The current planning system requires an owner or owners to sign an application form; however, there is a fundamental flaw in this approach. There is no mechanism for Council to verify the accuracy of the signature.

As Council cannot verify an owner signature, the proposed replacement of owners consent with an applicant's declaration does not fundamentally alter the doubt surrounding application lodgement. Although, the risk to Council will be lessened as the legality of owners consent is the applicant's responsibility.

It is recommended that Council raise no objections to the removal of owner's consent, subject to the following:

- Greater clarification is required on the status of an application, where after lodgement, the owner subsequently removes consent, i.e. application is refused, becomes invalid, etc.; and
- The Department should develop guidelines for the industry (builders, designers, etc.) on obtaining and recording owner's consent.

- Standardisation of Forms and Submission Requirements

The standardised forms and submission requirements outlined in the Secretary's Requirements are supported. The availability of forms and guidelines, which are managed and updated by the Department, will be a useful resource for Council.

- Lodgement of Development Applications and Complying Development Certificates through the NSW Planning Portal

The NSW Planning Portal is a website maintained by the Department which currently enables property searches, enquiries and the lodgement of Complying Development Certificates.

Inverell Shire Council currently provides an on-line Application Tracking tool, but has no option for on-line lodgement of applications. In principle, the use of the NSW Planning Portal for the on-line lodgement of applications is supported; however, the following issues are noted:

- Specific details have not been provided on how the Department intends to integrate the NSW Planning Portal with Council systems. Further clarification is required and any expense associated with the integration should be borne by the NSW Government.
- Whilst the future is ePlanning, there will always be a place for the personal approach of 'face to face' enquiries and lodgement of applications. This needs to

be considered in the transitional arrangements and/or the functionality of the NSW Planning Portal.

- In addition to a Development Application or Complying Development Certificate, other approvals are often required for developments, e.g. Construction Certificates, Local Government Act approvals (e.g. sewer, septic, stormwater, etc.) or *Roads Act* approvals (e.g. driveways, etc.).

In Inverell, it is common for an applicant to lodge all required applications simultaneously. This functionality does not appear to be proposed in the NSW Planning Portal, but may form part of a future update.

Until such time that all relevant applications can be lodged through the NSW Planning Portal, the usefulness of the system will be limited.

- Development Control Plans and Contribution Plans

Development Control Plans and Contribution Plans will be required to be exhibited though the NSW Planning Portal, which is not a significant issue.

The proposed ePlanning Regulation represents a fundamental shift away from a paper-based planning system to an electronic system, which is a growing trend across all levels of government. The key to successful implementation of the ePlanning Regulation and minimising impact on Council resources, is the transitional period, which is still to be determined.

A draft submission in response to the ePlanning Regulation is included as Appendix 6 (D99) for the endorsement of the Committee.

RELATIONSHIP TO STRATEGIC PLAN, DELIVERY PLAN AND OPERATIONAL PLAN:

Strategy: E.02 Council's strategies to achieve sustainable, productive use of rural lands and preservation of the rural qualities are implemented.

Term Achievement: E.02.01 Council's adopted strategic planning documents and development control plan are being implemented as the basis for future rural land use decisions.

Operational Objective: E.02.01.01 Develop and implement contemporary planning controls to encourage sustainable agricultural land uses and preserve the Shires rural qualities and landscapes.

POLICY IMPLICATIONS:

The *Environmental Planning & Assessment Amendment Bill 2017* represents significant reforms to planning legislation in NSW. It is recommended that Council await the outcome of these reforms, prior to undertaking any planning proposals.

CHIEF FINANCIAL OFFICERS COMMENT:

Nil

LEGAL IMPLICATIONS:

Nil

RECOMMENDATION:

That Committee recommend to Council that the draft submission, in response to the Environmental Planning and Assessment Amendment (ePlanning) Regulation 2017, be

endorsed.

ITEM NO:	4.	FILE NO: DA-186/2016
DESTINATION 3:	An environment that is protected and sustained	E
SUBJECT:	DA-186/2016 – DWELLING – 81-85 KING STREET, INVERELL	
PREPARED BY:	Chris Faley, Development Planner	

SUMMARY

An application (DA-186/2016) has been received for the construction of a dwelling at 81 King Street, Inverell.

The site is zoned 'R1 General Residential' pursuant to the *Inverell Local Environmental Plan 2012*. The development is characterised as a 'dwelling house', which is permissible with consent.

The proposed dwelling complies with the relevant State Environmental Planning Policies, the *Inverell Local Environmental Plan 2012* and the *Inverell Development Control Plan 2013*.

The application was notified to adjoining and adjacent neighbours from 21 December 2016 to 11 January 2017. As a result of notification:

- One (1) objection was received in relation to loss of views.

A detailed view assessment has been undertaken in the 'Submissions' section of the report. It has been determined that the proposed development will not result in significant or unreasonable impact on views.

- One (1) submission, not by way of objection, was received requesting Council undertake a detailed assessment of stormwater and erosion on the site.

81 King Street is vacant land. It was previously filled under DA-79/2010 to provide a suitable building envelope. Since completion of the filling, the site has remained undeveloped and unmanaged and as a result significant erosion has occurred in the south eastern corner of the site.

Whilst not a matter which would preclude granting development consent, the erosion that has occurred on the site should be addressed as part of this application. The issues of stormwater and erosion are discussed in detail throughout the report.

DA-186/2016 has been examined having regard to the matters for consideration in Section 79C of the *Environmental Planning and Assessment Act 1979*. For the purpose of this report, the detailed discussion is focused on the matters raised in the two submissions, i.e. views, erosion and stormwater.

APPLICATION DETAILS

Applicant: Mr Colin John Moore

Owner: Mr Colin John Moore & Mrs Kerry Anne Moore
Application No: DA-186/2016
Address: 81 King Street, Inverell
Title Particulars: Lot 5 Section 8 DP 448428 (Proposed Lot 1 of subdivision approved under DA-70/2015)
Proposed Development: Dwelling
BCA Classification Class 1a
Site Area: 1901m2
Zoning: R1 General Residential
Existing Use: Vacant

DA-186/2016 - APPLICATION HISTORY

<u>Date</u>	<u>Comment</u>
20 December 2016	DA-186/2016 lodged.
21 December 2016	Neighbour notification begins.
11 January 2017	Notification period ends. Two (2) submissions received, one by way of objection.
23 January 2017	Request for further information made to the applicant. The information requested related to: <ul style="list-style-type: none">• Clarification and verification of the proposed dwelling height;• Stormwater drainage plan; and• Erosion and sediment control plan.
8 February 2017	Additional information submitted.

SUBJECT SITE AND LOCALITY

The site is known as Lot 5 Section 8 DP 448428 (Proposed Lot 1 of subdivision approved under DA-70/2015), 81 King Street, Inverell. It is located in a residential area on the northern side of the Inverell.



Figure 1 – Locality Plan

81 King Street is vacant land with an area of 1901m², which fronts the unformed section of King Street between two cul-de-sacs (Figure 2). Access to the site is taken from the western cul-de-sac.

Under DA-70/2015, Council approved the construction of a dwelling on the adjoining 85 King Street (Lot 1 DP 161692). In conjunction with this dwelling, a boundary adjustment (subdivision) between 81 King Street and 85 King Street is being undertaken to create Lot 1 (81 King Street) and Lot 2 (85 King Street). Council endorsed the Subdivision Certificate for the boundary adjustment on 12 December 2016. The proposed dwelling, subject to this application, will be constructed on Lot 1. Refer Figure 3.



Figure 2 – Aerial Image

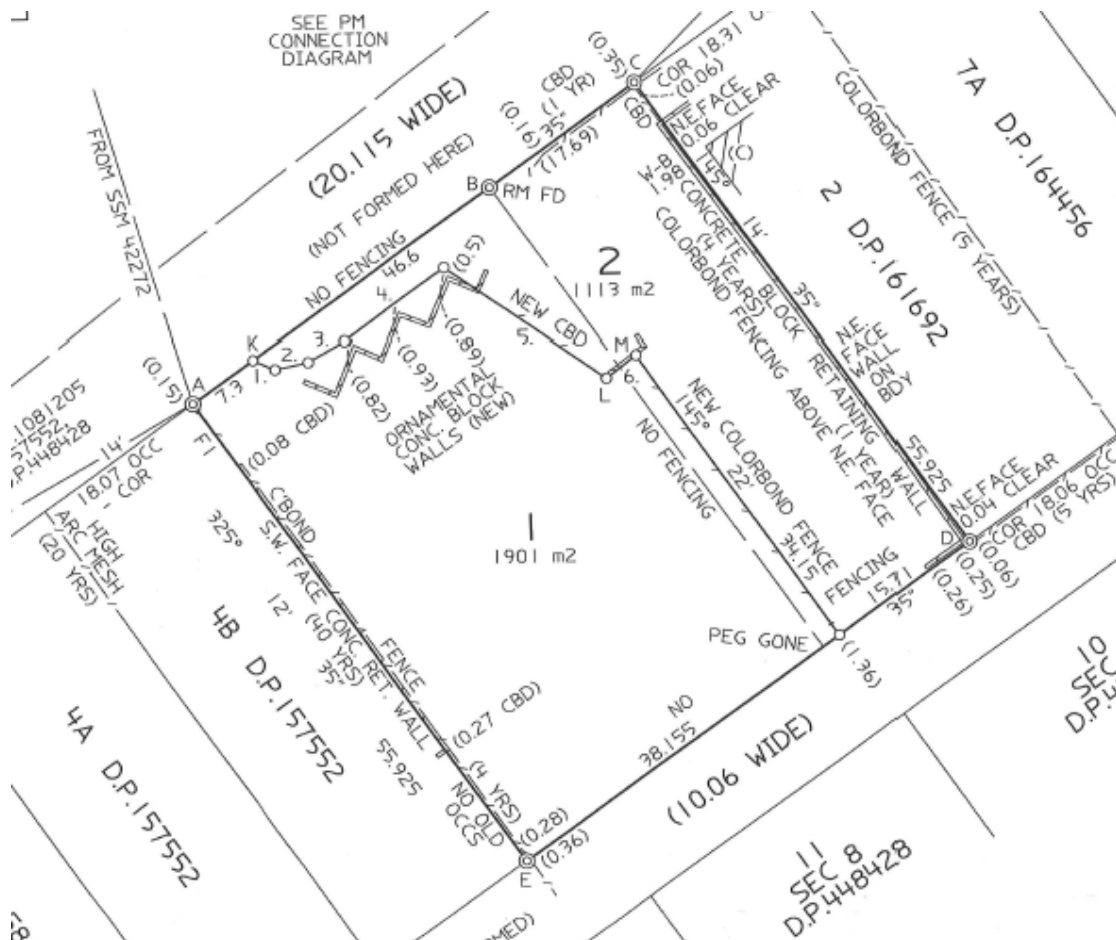


Figure 3 – Survey Plan – Subdivision (Boundary Adjustment) under DA-70/2015

Significant filling of 81 King Street has been carried out in accordance with development consent granted on 4 June 2010 under DA-79/2010. The owner also has a lease arrangement with Council over the unformed Queens Terrace at the rear, which will expire in June 2017. The filling of land has extended onto Queens Terrace.

As the site has remained undeveloped and unmanaged, significant erosion has occurred in the eastern corner of the site (Figure 6). Runoff from the site generally flows through the south eastern corner, through the unformed Queens Terrace and following natural drainage to the Macintyre River.



Figure 4 – King Street Access/Cul-de-sac – Looking in a South-West Direction



Figure 5 – Frontage of the Site – Looking in a Southern Direction



Figure 6 – Erosion – Looking at South-East Corner of the Site

PROPOSED DEVELOPMENT

It is proposed to construct a single storey dwelling at 81 King Street, Inverell.

The dwelling will have an overall floor area of 309.9m² consisting of:

- 4 bedrooms, main with en-suite and W.I.R.;
- Living;
- Dining;
- Kitchen;
- Lounge;
- Bathroom and separate W.C.;
- Alfresco;
- Entry patio and foyer; and
- 3 car garage.

It will be constructed on a reinforced concrete slab, having external brick walls and a pitched Colorbond roof.

The dwelling is setback:

- 21.565 metres from the front boundary (King Street);
- 9 metres from the rear (Queens Terrace) boundary; and
- 4 metres from the nearest (western) side boundary.

The site has previously been filled under DA-79/2010. Approximately 400mm of additional fill is proposed to enable underground services between floor level and shallow bedrock.

Roof water is to be discharged to the kerb and gutter in King Street and surface water has been designed to discharge through the south eastern corner of the site.

PLANS & DOCUMENTATION

The following information is included as Appendix 7 (D100 – D101):

- Site plan;
- Photomontage;
- Elevations; and
- Concept stormwater and erosion control plan.

REFERRALS UNDERTAKEN & OTHER APPROVALS REQUIRED

Internal Referrals

The application was referred to Council's **Health and Building Surveyor**. The following comments were received;

An assessment against the Building Code of Australia (BCA) 2016 has been undertaken for the proposed dwelling to be located at 81 King Street, Inverell.

Significant filling of the land has previously been undertaken, which requires special consideration for structural adequacy. Detailed plans and certification for the foundations has been submitted by David C. Jones Consulting Civil and Structural Engineers, which states:

"The site was leveled in recent years. Weathered bedrock was encountered at depths up to 700mm overlain by mainly red moderately expansive soil.

The foundation classification has been determined by my investigation as Class M in accordance with procedures outlined in AS 2870 – 2011, but mass concrete piers shall be required as detailed on the drawings."

The engineering certification submitted for the dwelling is satisfactory. Overall, the proposed dwelling complies with the Deemed-To-Satisfy provisions of the BCA; however, the following matters should be resolved prior to issue of a Construction Certificate.

- *All stormwater is to be discharged to King St or to an appropriately designed and certified onsite detention system. Levels are required to be shown on plan to support storm water design proposal.*
- *A landscaping and stabilisation plan is required to address the erosion on the eastern corner of the property.*

Following the preliminary development assessment of the application including BCA matters above, a stormwater drainage plan and erosion control plan were requested from the applicant. These plans were submitted and referred to Council's **Manager Environmental Engineering** for review. The following comments were received:

- *The applicant proposes all roof water to be discharged to King Street, which is satisfactory.*
- *Council requested that the applicant discharge hard stand (driveways, etc.) to King Street; however, further investigations have demonstrated that insufficient fall is available for this to be achieved. The applicant has proposed that all surface water be directed to the south eastern corner of the site and discharged through Queens Terrace.*

This solution is acceptable subject to the following measures:

- *A stilling basin structure should be installed at the eastern corner of the block where run-off is discharged to Queens Terrace.*

- *All run-off from the site must be discharged through the stilling basin. This will require a kerb/drain along fenced boundary with Queens Terrace to direct run-off to stilling basin.*

Note: A stilling basin is a device designed to reduce the velocity or turbulence of water at the point of discharge from the site.

- *Bulk earthworks have previously been undertaken on the site. These earthworks have resulted in unstable spoil being deposited in Queens Terrace and subsequent sediment deposited into the property below Queens Terrace.*

It is recommended that the following works be undertaken in Queens Terrace:

- *Require unstable soil in Queens Terrace to be removed and the area stabilised; and*
- *A catch drain to be constructed along the lower side of Queens Terrace to prevent run-off entering the property below Queens Terrace. The catch drain is to continue north along Queens Terrace until it reaches the natural watercourse clear of the house and buildings.*
- *Sediment fencing has been proposed to control sediment from the site. The proposed "Sediment Fencing" is only a temporary construction measure and is acceptable for use inside the site.*

A temporary sediment fence has been proposed in the eastern corner of the site; however, a permanent sediment control measure, e.g. rock gabion, should be installed at the stilling basin (refer above).

- *All permanent works to be within the property and not in Queens Terrace.*

Development Planner Comment: The recommendations of Council's Manager Environmental Engineering are supported.

Erosion control measures must be installed prior to commencement of building works. In this instance, stabilising Queens Terrace, the stilling basin, kerb/drain under the fence, etc. are all fundamental to satisfactory erosion control on the site; therefore, they must all be completed prior to commencement of work on the dwelling and this can be reflected in the conditions of consent.

Furthermore, completing this work first will also facilitate constant monitoring during construction and should lead to greater stabilisation of the site upon completion of construction.

External Referrals

No external referrals were required for this application.

Other Approvals

Subject to development consent, the following additional approvals are required for this development:

- Construction Certificate; and
- Approval under Section 68 of the Local Government Act 1993 for water supply work, sewerage work and stormwater drainage work.

Council Policies

It is considered that no Council policies apply to this development.

ASSESSMENT - STATUTORY REQUIREMENTS – S.79C

In determining a Development Application, a consent authority is to take into consideration the following matters that are of **relevance** to the development, the subject of the Development Application.

Relevant State Environmental Planning Policies

<u>Policy</u>	<u>Comment</u>
<i>State Environmental Planning Policy No. 55 – Remediation of Land</i>	The site has been filled under DA-79/2010. There is no evidence to suggest the fill contained contaminating material. The site is considered suitable for this development and a detailed contamination investigation is not warranted.
<i>State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004</i>	A BASIX certificate has been submitted and is considered satisfactory.

Local Environmental Plans

Inverell Local Environmental Plan 2012

CLAUSE	TITLE	COMMENT AND ASSESSMENT
1.2	Aims of Plan	<p><i>The particular aims of this Plan are as follows:</i></p> <ul style="list-style-type: none"> <i>a) To encourage sustainable economic growth and development,</i> <i>b) To protect and retain productive agricultural land,</i> <i>c) To protect, conserve and enhance natural assets,</i> <i>d) To protect built and cultural heritage assets,</i> <i>e) To provide opportunities for growth.</i> <p>The construction of the new dwelling will contribute to the residential growth of Inverell and is not considered to adversely impact natural or heritage assets.</p> <p>The development is not inconsistent with the aims of the LEP.</p>
2.1	Land use zones	<p>The site is zoned R1 General Residential. The development is characterised as a “dwelling house”, which is permissible with consent.</p> <p>The objectives of the R1 zone are:</p> <ul style="list-style-type: none"> ▪ <i>To provide for the housing needs of the community.</i> ▪ <i>To provide for a variety of housing types and densities.</i> ▪ <i>To enable other land uses that provide facilities or services to meet the day to day needs of residents.</i> <p>The development will provide an additional choice in housing without impacting on the housing needs of the community. The development is consistent with the R1 General Residential zone.</p>

6.1	Earthworks	<p>Earthworks have previously been undertaken on the site as approved under DA-79/2010.</p> <p>The earthworks have eroded in the south eastern corner and there has been movement of material onto the unformed Queens Terrace.</p> <p>These earthworks are to be remediated and the site stabilised prior to commencement of the dwelling, as discussed earlier in the 'Internal Referrals' section of the report.</p>
6.6	Essential Services	<p><u>Water Supply</u></p> <p>As part of the boundary adjustment under DA-70/2015, the site has been connected to Council's water supply.</p> <p><u>Sewer</u></p> <p>As part of the boundary adjustment under DA-70/2015, a sewer main extension in Queens Terrace, will provide sewer to the site.</p> <p><u>Stormwater</u></p> <p>All roofwater will be discharged to King Street.</p> <p>Surface water is to be discharged to Queens Terrace, which is acceptable subject to the measures identified by Council's Manager Environmental Engineering in the 'Internal Referrals' section of the report.</p> <p><u>Access</u></p> <p>An access crossing from King Street has already been constructed to the site.</p> <p><u>Electricity & Telephone</u></p> <p>Electricity and telephone infrastructure is available to the site, subject to the connection requirements of the utility agencies, which is acceptable.</p>

Development Control Plans

Inverell Development Control Plan 2013 – Chapter 1 Introduction

CLAUSE	TITLE	COMMENT AND ASSESSMENT
1.11	Notification of Applications	<p>The application was notified to adjoining neighbours from 21 December 2016 to 11 January 2017. As a result of notification:</p> <ul style="list-style-type: none"> • One (1) objection was received in relation to loss of views; and • One (1) submission, not by way of objection, was received requesting Council undertake a detailed assessment of stormwater and erosion on the site.

		These submissions are discussed in detail further in the report.
1.12	Advertising of Applications	The development did not meet the criteria to be advertised.

Inverell Development Control Plan 2013 – Chapter 3 Residential Accommodation

CLAUSE	TITLE	COMMENT AND ASSESSMENT
3.3	Site Analysis	A detailed site analysis plan is not considered necessary for this application. Earthworks have already been undertaken under DA-79/2010 to provide a level building envelope. The main design considerations with the site are stormwater and earthworks, both of which have been discussed throughout this report.
3.4	Neighbourhood Character	The neighbourhood is characterised by single dwellings, landscaping, outbuildings, etc. The proposed single dwelling is consistent with this character.
3.5	Streetscape	The site has frontage to the unformed section of King Street between two cul-de-sacs. Given the location, there is no defined streetscape; however, the design of the dwelling provides visual interest in the area. The dwelling is setback 21.5 metres from the King Street boundary which reduces the visual prominence of the dwelling. The proposed dwelling is not inconsistent with the streetscape.
3.6	Density	The single dwelling on a large residential allotment is consistent with the low density of the surrounding residential area.
3.7	Building Height	<p>The dwelling is single storey with a standard pitched roof. The height of the dwelling is compatible with the adjoining dwellings.</p> <p>An objection has been received in relation to views, which is a direct result of the height of the dwelling. A detailed assessment of views is undertaken further in the 'Submissions' section of the report.</p>
3.8	Setbacks	<p>The dwelling is setback 21.5 metres from the front boundary, 9 metres from the rear boundary and 4 metres from the nearest side boundary.</p> <p>The proposed setbacks are acceptable, exceeding the minimum requirements of this clause. The front setback also assists in reducing the visual prominence of the dwelling in the streetscape and when viewed from 76 King Street.</p>
3.9	Private Open Space	The proposed dwelling has suitable private open space. The eastern corner of the site is proposed to be battered, which will enable ongoing maintenance for future residents.

3.10	Privacy and Amenity	There is considered to be sufficient separation distance and change in elevation, between the proposed dwelling and adjoining land, to minimise any adverse privacy or amenity impacts.
3.11	Solar Access	The dwelling has sufficient separation and the height is not excessive to overshadow adjoining land.
3.12	Access and Parking	The access crossing from King Street was approved as part of the boundary adjustment under DA-70/2015. The dwelling has been designed to include a three space garage and turning area, which is acceptable.
3.13	Utilities	All utilities are available as discussed above under Clause 6.6 of the <i>Inverell Local Environmental Plan 2012</i> .
3.14	Stormwater Drainage	Subject to the recommendations of Council's Manager Environmental Engineering regarding the 'stilling basin' in the south eastern corner of the site, it is considered that the stormwater drainage proposed for the site is satisfactory.
3.15	Landscaping	The front of the site, adjacent to the King Street, has been landscaped with fencing and plantings. No specific additional landscaping is required for the development.
3.16	Site Facilities	The site has sufficient area to incorporate site facilities (i.e. clothes lines, etc.) for future residents.
3.17	Earthworks	Earthworks have been discussed in detail throughout this report.
3.18	Security	An additional dwelling in the area will provide further passive surveillance of pedestrians between the King Street cul-de-sacs.
3.19	Ancillary Development	A 4000L rainwater tank is proposed between the dwelling and side boundary, which is acceptable. No further ancillary development is proposed.

Inverell Development Control Plan 2013 – Chapter 5 Parking & Traffic

CLAUSE	TITLE	COMMENT AND ASSESSMENT
5.4	Provision of Car Parking	The proposed dwelling design incorporates a garage for three cars and an external concrete turning area, which is acceptable. The access crossing was approved as part of the boundary adjustment under DA-70/2015.

The likely impacts of that development

Matters	Consideration
Context & Setting	<p>The development site is located in a residential area characterised by single dwellings of varying design, size, materials and heights.</p> <p>The dwelling is single storey, has a standard pitched roof and is setback 21 metres from the front boundary. It is considered that the height, design and</p>

	<p>location of the dwelling does not significantly impact views or vistas.</p> <p>The development, whilst not the same, is compatible and will co-exist in harmony with the surrounding area.</p> <p>Furthermore, there is a reasonable expectation that a vacant lot in a residential area will eventually be developed. The proposal is consistent with these expectations and is not considered to be an over-development of the site.</p>
Access, Transport & Traffic	<p>An average single dwelling will result in approximately nine traffic movements per day on the road network. This is not significant in the context of the area.</p> <p>A garage and tuning area has been provided on site, which is satisfactory. There is also sufficient area on-site for visitor parking, which is not readily available in the King Street cul-de-sacs.</p> <p>The development is not considered to have an adverse impact on traffic or transport.</p>
Utilities	All utilities are available to the site and utility infrastructure is not considered to be adversely impacted.
Heritage	The site is not a heritage item or in a heritage conservation area. Due to past disturbance, it is highly unlikely to contain any Aboriginal or European artefacts.
Other Land Resources	The site is not suitable for production of resources.
Water	<p>The Macintyre River is located approximately 100 metres to the south-east and is not considered to be adversely affected by the development.</p> <p>Subject to the 'stilling basin', the site is not considered to have an adverse stormwater impact on adjoining land.</p>
Soils	Significant erosion has occurred in the south-eastern corner of the site. As previously discussed throughout this report, it is recommended that prior to commencement of the dwelling, the earthworks are remediated and stabilised, with erosion and stormwater measures installed.
Air & Microclimate	The dwelling is not considered to influence microclimate and will not result in significant odour or dust affecting air quality.
Flora & Fauna	The site contains no significant flora or fauna.
Waste	The dwelling will utilise Council's garbage and recycling collection services. All construction waste will need to be disposed at the Inverell landfill and this can be enforced as a condition of consent.
Energy	The dwelling is not considered to impact energy infrastructure and has achieved energy efficiency and thermal comfort targets under the BASIX scheme.
Noise & Vibration	Noise and vibration will occur during the construction of the dwelling. Suitable conditions can be placed on any subsequent consent to maintain the quiet enjoyment of the neighbourhood.

Natural Hazards	<p>The site is not subject to flooding, bush fire or other natural hazard.</p> <p>The site has eroded and this will need to be stabilised as part of the development. A suitably qualified engineer has certified the structural adequacy of the dwelling, including the previous fill material. This is satisfactory and specific geotechnical or landslip investigations are not required.</p>
Safety, Security & Crime Prevention	<p>The development does not adversely impact safety or security in the area. An additional dwelling provides further passive surveillance for pedestrians between the King Street cul-de-sacs.</p>
Social Impacts in the Locality	<p>The development is not considered to have an adverse social impact.</p>
Economic Impact in the Locality	<p>The dwelling contributes to the residential growth of Inverell and is not considered to have an adverse economic impact.</p>
Site Design & Internal Design	<p>The design of the dwelling responds to the characteristics of the site, in particular:</p> <ul style="list-style-type: none"> • The dwelling and driveways are contained to the area previously filled under DA-79/2010; • The dwelling is setback 21 metres and is single storey which reduces the visual prominence of the dwelling in the streetscape and assist in minimising impacts on views; and • The large front setback allows sufficient parking and manoeuvring areas at the front of the dwelling, which is important given the frontage to unformed King Street and the small cul-de-sac for access. <p>A single dwelling is not an over-development of the site and the proposed design is considered reasonable.</p>
Construction	<p>Construction impacts can be mitigated with appropriate conditions of consent.</p>
Cumulative Impacts	<p>Although subject to a boundary adjustment, the site is a historic residential land and there is a reasonable expectation that it would be developed. The previous earthworks approved under DA-79/2010 were to facilitate a suitable building envelope. The proposed dwelling is not considered to have a significant cumulative impact.</p>
Climate Change	<p>The development is not considered to significantly influence climate change factors.</p>

Suitability of the Site

In assessing the suitability of the site, two matters are considered:

Does the proposal fit in the locality?

The proposed dwelling will be located on proposed Lot 1, which has been created under the subdivision (boundary adjustment) approved under DA-70/2015 for the purpose of residential development. A single dwelling on the 1901m² Lot 1 is a reasonable and expected outcome.

The locality is residential, dominated by single dwellings of varying styles, height and material. The proposed dwelling is compatible with the surrounding dwellings and is considered to 'fit' in the residential locality.

Are the site attributes conducive to development?

Given the historic slope of the site, significant earthworks were required to construct a dwelling. These were already approved under DA-79/2010. Erosion has since occurred, but this can be remediated as part of this development application.

All essential services (water, sewer, electricity and telephone) are available to the site. There is sufficient fall for roof water to be conveyed to King Street and the discharge of stormwater to the rear is acceptable subject the recommendations of Council's Manager Environmental Engineering (e.g. 'stilling basin').

The site is not unduly constrained by natural hazards such as bush fire and flooding.

Legal and practical access is available from King Street and sufficient on-site parking is available for the dwelling.

Overall, it is considered that the site attributes are conducive to the proposed development.

Submissions

The application was notified to adjoining and adjacent neighbours from 21 December 2016 to 11 January 2017. As a result of notification:

- One (1) objection was received in relation to loss of views; and
- One (1) submission, not by way of objection, was received requesting Council undertake a detailed assessment of stormwater and erosion on the site.

The submissions have been circulated separately to Committee Members with the Business Paper.

The matters raised in the submissions have been considered below.

Loss of View

The submission maker has objected to the loss of view caused by the proposed dwelling.

81 King Street has historically been zoned residential, but has remained undeveloped. This has resulted in the neighbouring 76 King Street enjoying an obstructed view over the development site for a long period of time.

Given 81 King Street is an existing vacant residential lot there is a reasonable expectation that it would be developed. The eventual development of 81 King Street is also supported by approval by Council for earthworks (DA-79/2010) and a boundary adjustment (DA-70/2015), which were also subject to neighbour notification. It should be noted that 76 King Street did not object to these applications.

76 King Street does not own exclusive rights to the view it currently enjoys and there is an expectation that any development of 81 King Street would result in a partial loss of view.

To determine whether the reduction in view for 76 King Street is reasonable, the four-step assessment process established in a [*Tenacity Consulting v Warringah Council \[2004\] NSWLEC 140*](#), [known as the Planning Principle – Views – general principles, has been undertaken below.](#)

- *The first step is the assessment of views to be affected. Water views are valued more highly than land views. Iconic views (e.g. of the Opera House, the Harbour Bridge or North Head) are valued more highly than views without icons. Whole views are valued more*

highly than partial views, e.g. a water view in which the interface between land and water is visible is more valuable than one in which it is obscured.

Figure 7 below shows the existing view available from the principal viewing area (front porch) of 76 Street, Inverell. As can be seen, the view encompasses:

- The development site;
- Partial townscape (CBD, dwellings, etc.) screened by vegetation;
- Horizon; and
- Sky.

The important components of the view is considered to be the horizon and townscape, with the sky a lesser but still important component of the view.



Figure 8 – View from Front Porch of 76 King Street

The available views from the front porch of 76 King Street have been assigned an importance rating as follows:

<i>Type of View</i>	<i>Importance</i>	<i>Comment</i>
Horizon	High	A large view of the horizon is available.
Townscape	High	The townscape is partially obscured by existing trees. The townscape becomes more visible as it approaches the horizon.
Sky	Medium	A large view of the sky is available.

- *The second step is to consider from what part of the property the views are obtained. For example the protection of views across side boundaries is more difficult than the protection of views from front and rear boundaries. In addition, whether the view is enjoyed from a standing or sitting position may also be relevant. Sitting views are more difficult to protect than standing views. The expectation to retain side views and sitting views is often unrealistic.*

The location of views has been discussed above. For the purpose of this assessment, consideration of views has been taken from a standing position, as this provides the greatest amount of view available.

- *The third step is to assess the extent of the impact. This should be done for the whole of the property, not just for the view that is affected. The impact on views from living areas is more significant than from bedrooms or service areas (though views from kitchens are highly valued because people spend so much time in them). The impact may be assessed quantitatively, but in many cases this can be meaningless. For example, it is unhelpful to say that the view loss is 20% if it includes one of the sails of the Opera House. It is usually more useful to assess the view loss qualitatively as negligible, minor, moderate, severe or devastating.*

The applicant provided a photomontage, which is included within the Appendix and shown in Figure 9. Council verified the photomontage by requesting the applicant mark the four (4) specific heights of the dwelling on the site and completing a reinspection (see Figure 10).



Figure 9 – Photomontage (extracted from plans included as Appendix to this report)

Upon inspection it was determined that there was a minor discrepancy in the photomontage produced by the applicant; likely contributed to the 'panoramic' view used. For the purpose of this assessment, the heights as marked on the site have been used to assess the impact on view.

Figure 10 and 11 below is a photo taken from 76 King Street with the top height of the pole representing the roof line of the proposed dwelling.



Figure 10 – View with Dwelling Roof Line Marked



Figure 11 – View with Dwelling Heights Marked (Notations Removed for Clarity)

In consideration of the importance of the views (see previous assessment) and the heights of the dwelling shown in Figures 10 and 11, the extent of impact is assessed as:

<i>Type of View</i>	<i>Impact</i>	<i>Comment</i>
Horizon	Minor	There is an increase in elevation between the development and 76 King Street. As can be seen in Figures 10 and 11, this enables 76 King Street to view over the proposed dwelling, which will not protrude into or obstruct the view of the horizon.
Townscape	Minor	The proposed dwelling will partially obstruct the view of the townscape; however, this is considered to be minor as: <ul style="list-style-type: none"> • A large view of the townscape is available and the proposed dwelling will obstruct a small portion of the available view; and • The portion of the townscape obstructed by the dwelling is already partially obstructed by trees.
Sky	Minor	The proposed dwelling does not protrude into the sky.

It is considered that the proposed development will have a minor impact on views from 76 King Street, Inverell.

- *The fourth step is to assess the reasonableness of the proposal that is causing the impact. A development that complies with all planning controls would be considered more reasonable than one that breaches them. Where an impact on views arises as a result of non-compliance with one or more planning controls, even a moderate impact may be considered unreasonable. With a complying proposal, the question should be asked whether a more skilful design could provide the applicant with the same development potential and amenity and reduce the impact on the views of neighbours. If the answer to that question is no, then the view impact of a complying development would probably be considered acceptable and the view sharing reasonable.*

81 King Street is a vacant residential lot; therefore, there is a reasonable expectation that the site would be eventually developed. The proposed dwelling complies with the *Inverell Local Environmental Plan 2012* and *Inverell Development Control Plan 2013*.

The site has previously been filled, which does contribute to the overall height of the dwelling; however, this filling was approved under DA-79/2010 to provide a suitable building envelope.

Enquiries were made with the developer regarding the possibility of lowering the floor of the dwelling to reduce overall height; however, it was determined that the floor height has been determined to facilitate underground service pipes (sewer, stormwater, etc.) between the slab and shallow bedrock. It would not be possible to install services if the floor of the dwelling was lowered.

The dwelling has been suitably designed and complies with the relevant planning controls. It is reasonable the proposed dwelling has a minor impact on the views from 76 King Street.

Overall, the dwelling does not protrude into the horizon or sky and will result in a partial obstruction of the townscape view, which is considered to be a minor impact. The development is compliant

with Council's planning controls and there is a reasonable expectation that the site, being a vacant residential lot, would eventually be developed.

On this basis, it is considered that the proposed development will not have an unreasonable impact on the views from 76 King Street.

Visual Appearance

As part of Council's assessment of views, consideration should also be given to the new element/s visible from 76 King Street, e.g. the submission maker would now see a dwelling instead of a vacant site.

It is acknowledged that the appearance of a dwelling is significantly different from a vacant site; however, this is not unreasonable as:

- As previously discussed, it is reasonable to expect that a vacant residential lot would be developed;
- A dwelling is an accepted building form in a residential area;
- The proposed dwelling, including design and materials is compatible with the area;
- The existing landscaping treatment (fencing, plantings) soften the appearance of the dwelling whilst also providing additional visual interest; and
- The proposed dwelling is setback 21 metres on the development site reducing the visual bulk.

Consideration was also given to visual appearance when viewed back from the Macintyre River, i.e. public space. Given the single storey design, separation distance and large trees, the proposed dwelling will not be significantly visible.



Figure 12 – View from Macintyre River

Unclear Property Heights

In the objection, the submission maker indicated that they did not know the height of the roof of the proposed dwelling. As part of the notification, Council provided elevation plans of the dwelling, which shows the external appearance and height of the dwelling. Following receipt of the objection, Council Officers also:

- Met with the submission maker as requested and discussed the height;
- Provided a copy of the photomontage; and
- Arranged for heights to be marked on-site (see Figures 10 & 11).

Once the heights were marked, Council Officers met with the submission maker who was satisfied as to knowing roof height, but the objection in relation to views still remained.

Property Values

The submission maker has stated that the proposed development will decrease the value their property substantially.

There is no empirical evidence, or expert evidence put forward to suggest the proposed development will reduce property values. It is considered that possible devaluation of property values is not an impact itself but rather a result of an impact.

Therefore, it is necessary for Council to consider the impacts behind the perception of property devaluation. It should be noted that 76 King Street does not own the view. As assessed above, the minor loss of view for 76 King Street is not considered unreasonable. It is considered that the concerns relating to negative impact on property value is not sufficient to warrant rejection of the application.

Stormwater and Erosion

Although not an objection, an adjoining property owner has requested Council undertake a detailed assessment of stormwater and erosion.

Stormwater and erosion were issues already identified by Council during the assessment of the application. Council staff have met with the submission maker and discussed these issues, including that a detailed assessment was being undertaken by Council engineering officers.

Council's Manager Environmental Engineering has undertaken a review of the erosion and stormwater from the site and provided several recommendations. These recommendations and discussion are provided earlier in the 'Internal Referrals' section of the report.

Public Interest

The application is not considered to be prejudicial to the public interest.

Conclusion

DA-186/2016 was lodged on 20 December 2016 for the construction of a single storey dwelling at 81 King Street, Inverell.

The proposed dwelling complies with the *Inverell Local Environmental Plan 2012*, *Inverell Development Control Plan 2013* and applicable state planning policies.

As a result of notification, two submissions were received being:

- An objection in relation to loss of views; and
- A submission, not by way of objection, requesting consideration of erosion and stormwater from the site.

The matter of loss of views was considered against the Planning Principle established in *Tenacity Consulting v Warringah Council [2004] NSWLEC 140*. The views enjoyed by 76 King Street were established an importance rating in accordance with the Planning Principle and assessed against the reasonableness of the proposal. The assessment concluded that the proposed dwelling will not protrude into the horizon or sky and there will be minimal impact on the view of the townscape. As 81 King Street is a historic vacant residential lot, there is a reasonable expectation that it would be developed and the minor loss of the townscape view is not unreasonable.

The main environmental issues identified by Council and raised by a submission maker are erosion and stormwater from the site.

The site was previously filled under DA-79/2010. Whilst not a matter which should preclude granting of consent, the erosion of the site and the situation of Queens Terrace at the rear, must be remediated as part of this development. Council's Manager Environmental Engineering has provided recommendations in relation to stormwater and erosion from the site and it is recommended that these be adopted. Furthermore, stormwater and erosion measures should be installed prior to commencing the development to ensure appropriate measures are in place for the duration of construction and to provide a greater chance for full stabilisation of the site prior to issue of an Occupation Certificate.

Following an assessment in accordance with Section 79C of the *Environmental Planning and Assessment Act 1979*, it is recommended that DA-186/2016 be approved subject to conditions.

RECOMMENDATION:

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.*

APPENDIX 1

ID	NAME	CURRENT CLASS	RECOMMENDED CLASS	RATIONALE
HW012	Gwydir Highway	State Highway	Not included in review	Classified road
LU269	Bartlett Street	Rural Access	Not Maintained,	Crown is the authority and road provides no access not otherwise available directly from the highway.
MR063	Warialda Road	Regional	Not included in review	Classified road
MR073	Bundarra Road	Regional	Not included in review	Classified road
MR134	Bingara Road	Regional	Not included in review	Classified road
MR135	Guyra Road	Regional	Not included in review	Classified road
MR137	Inverell-Bonshaw Road	Regional	Not included in review	Classified road
MR138	Texas Road	Regional	Not included in review	Classified road
MR187	Yetman Road	Regional	Not included in review	Classified road
MR462	Bruxner Way	Regional	Not included in review	Classified road
SR009	North Star Road	Rural Arterial	Rural Arterial	Road is currently graded around three times a year due to movement of grain trucks. Increased level of service necessary.
SR010	Tarwoona Road	Rural Collector	Rural Collector	Current classification is considered appropriate
SR012	Blue Nobby Road	Rural Collector	Rural Collector	Current classification is considered appropriate
SR013	Apple Tree Flat Road	Seg 010-220 Rural Access Seg 230-260 Rural Minor	Rural Minor	Traffic does not support current classification. Advice from Northern Road Supervisor suggests this road does not require maintenance as frequently as currently prescribed.
SR016	Keetah Road	Rural Access	Rural Access	Current classification is considered appropriate
SR017	Holdfast Road	Rural Access	Rural Access	Current classification is considered appropriate
SR018	Milkomi Road	Rural Access	Rural Access	Current classification is considered appropriate
SR019	Yetman West Road	Rural Access	Rural Access	Current classification is considered appropriate
SR020	Simpsons Creek Road	Not Maintained	Not Maintained	Current classification is considered appropriate
SR021	Hottes Road	Rural Minor	Remove from register	Road is situated on private freehold land and provides access only to a Gravel pit.
SR023	Bedwell Downs Road	Rural Access	Rural Access	Current classification is considered appropriate
SR024	Mount Hallam Road	Rural Access	Rural Access	Current classification is considered appropriate
SR025	Baltimore Loop Road	Rural Access	Rural Access	Current classification is considered appropriate
SR026	Camp Creek Road	Rural Access	Rural Access	Current classification is considered appropriate

ID	NAME	CURRENT CLASS	RECOMMENDED CLASS	RATIONALE
SR027	Atholwood Road	Rural Access	Seg 010-140 Rural Minor Seg 150-160 Rural Access	The small portion of Atholwood road between Camp Creek/Mount Hallam and Goat Rock Roads is the most heavily trafficked. The rest of the road receives little regular traffic.
SR028	Goat Rock Road	Rural Access	Rural Collector.	Traffic patterns suggest that this road is used as the main link from the Atholwood area to the nearest centre; Texas.
SR029	Campbells Road	Rural Minor	Seg 010 Rural Minor Seg 020-040 Not Maintained.	After Segment 010 the road provides access to only one rural property that is also serviced from the Inverell-Bonshaw Road
SR030	Kneipp Road	Rural Minor	Rural Minor	Current classification is considered appropriate
SR031	Hillview Road	Rural Minor	Seg 010-020 Rural Minor Seg 030 Not Maintained	Segment 30 crosses through private freehold and is not on a dedicated road reserve.
SR032	Coalmine Road	Seg 010-170 Rural Collector Seg 180-300 Rural Minor	Seg 010-160 Rural Collector Seg 170-300 Rural Minor.	The road provides through traffic to Goberts Road up until segment 160 after which it provides minor property access.
SR033	Limestone Road	Rural Collector	Rural Collector	Current classification is considered appropriate
SR034	Sandy Creek Road	Rural Access	Rural Access	Current classification is considered appropriate
SR035	Coolatai Road	Rural Arterial	Rural Arterial	Current classification is considered appropriate
SR036	Wallangra Road	Rural Arterial	Rural Arterial	Current classification is considered appropriate
SR037	Burmah Road	Rural Minor	Rural Minor	Current classification is considered appropriate
SR038	Craddock Road	Rural Minor	Rural Minor	Current classification is considered appropriate
SR039	Girraween Road	Rural Access	Seg 010-070 Rural Access, Seg 080-110 Rural Minor.	Traffic past segment 070 does not support current classification.
SR040	Willowie Road	Rural Minor	Rural Minor	Current classification is considered appropriate
SR041	Karoola Road	Rural Access	Rural Access	Current classification is considered appropriate
SR042	Windorah Road	Rural Minor	Rural Minor	Current classification is considered appropriate
SR043	Pukawidgi Road	Rural Access	Rural Access	Current classification is considered appropriate
SR044	Pindaroi Road	Rural Access	Rural Access	Current classification is considered appropriate
SR045	Denham Road	Seg 010-030 Rural Access Seg 040-090 Rural Minor Seg 100-140 Not Maintained	Seg 010-090 Rural Minor Seg 090-140 Not Maintained	Road provides access to only two properties before segment 100 and a portion of the Kwiambal National Park with no visitor facilities after this segment.

ID	NAME	CURRENT CLASS	RECOMMENDED CLASS	RATIONALE
SR046	The Pocket Road	Seg 010-040 Rural Collector Seg 050-190 Rural Access Seg 200-390 Rural Collector	Seg 010-050 Rural Collector Seg 060-390 Rural Access	Between Bukkulla and the Bukkulla Road is the most heavily trafficked section providing through access to Pindari dam. The Nullamanna end of the road does not receive much traffic.
SR048	Pindari Dam Road	Seg 010-200 Rural Arterial Seg 210-230 Rural Collector	Rural Collector	Evidence does not support an increase in level of service.
SR049	Upper Severn River Road	Rural Collector	Rural Access	Traffic does not support current classification.
SR050	Bukkulla Road	Seg 010-180 Rural Access Seg 190-250 Rural Arterial	Seg 010-180 Rural Access Seg 190-250 Rural Arterial	Current classification is considered appropriate.
SR051	Wells Crossing Road	Rural Access	Seg 010-070 Rural Access Seg 080-120 Rural Minor.	Road is mostly used for access to Ashford, Segments 080-120 provide access to one property and very little through traffic.
SR052	Glengowrie Road	Rural Minor	Not Maintained	Crown is the authority and road provides access to only one property
SR053	Ashford Rubbish Tip Road	Rural Minor	Remove from register	Not a dedicated public road. Should be managed as part of landfill.
SR054	Emmaville Road	Rural Arterial	Seg 010-170 Rural Arterial Seg 180-370 Rural Collector.	Evidence does not support a need to increase level of service for the eastern portion of this road. Current maintenance is adequate.
SR055	South Valley Road	Seg 010-080 Rural Access Seg 090-130 Rural Minor	Rural Minor	Traffic does not support current classification.
SR056	Glenrock Road	Rural Minor	Rural Minor	Current classification is considered appropriate
SR057	Rosehill Road	Not Maintained	Not Maintained	Current classification is considered appropriate
SR058	Rocky Creek Road	Rural Collector	Rural Collector	Current classification is considered appropriate
SR059	Graman Road	Rural Arterial	Rural Arterial	Replacement of the Tin Tot bridge prepares this road for heavier traffic. Road was identified as a preferred route for stock movements from Delungra necessitating an increase in service levels
SR060	Nullamanna Road	Rural Arterial	Rural Arterial	Road identified by MCE and Overseer as frequently requiring maintenance and having been identified as important to the community
SR061	Cunningham Weir Road	Rural Collector	Rural Collector	Current classification is considered appropriate
SR062	Bonshaw Weir Road	Rural Collector	Rural Collector	Current classification is considered appropriate

ID	NAME	CURRENT CLASS	RECOMMENDED CLASS	RATIONALE
SR063	Beaumont Road	Seg 010-020 Rural Access Seg 030-050 Rural Minor	Seg 010-030 Rural Minor Seg 040-050 Not Maintained	Road receives very little traffic, reserve ends at river at segment 030
SR064	Voss Road	Seg 010 Rural Minor Seg 020 Not Maintained	Not Maintained	Crown is the authority and road provides access to only one property
SR065	Tucka Tucka Road	Rural Access	Rural Access	Current classification is considered appropriate
SR066	Ashford Cemetery Road	Rural Access	Rural Access	Current classification is considered appropriate
SR067	Mandoe Road	Rural Access	Rural Minor	Traffic of less than five vehicles per day
SR068	Amaroo Road	Rural Minor	Rural Minor	Current classification is considered appropriate
SR070	Dingo Creek Road	Not Maintained	Not Maintained	Current classification is considered appropriate
SR071	Hoskins Road	Rural Minor	Not Maintained	Crown is the authority and road has traffic of less than one vehicle per day
SR072	Coopers Road	Rural Access	Rural Access	Current classification is considered appropriate
SR073	Bayliss Road	Not Maintained	Not Maintained	Current classification is considered appropriate
SR074	Goberts Road	Rural Access	Rural Access	Current classification is considered appropriate
SR075	Strathroy Road	Not Maintained	Not Maintained	Current classification is considered appropriate
SR076	McPhees Road	Not Maintained	Not Maintained	Current classification is considered appropriate
SR078	Longs Road	Not Maintained	Not Maintained	Current classification is considered appropriate
SR080	Sawmill Road	Rural Minor	Rural Minor	Current classification is considered appropriate
SR081	Piddingtons Road	Not Maintained	Not Maintained	Current classification is considered appropriate
SR084	Mountain Station Creek Road	Not Maintained	Not Maintained	Crown is the authority. Current classification is considered appropriate
SR087	Limestone Cave Road	Not Maintained	Remove from register	Road is part of National Park
SR088	Pickfords Road	Rural Minor	Remove from register	Road is situated on private freehold land.
SR090	Asimus Road	Rural Minor	Remove from register	Road is situated on private freehold land.
SR091	Gunyan Road	Rural Access	Rural Access	Current classification is considered appropriate
SR092	Old Texas Road	Rural Collector	Rural Arterial.	Road is heavily trafficked as shortest distance from Texas west toward Yetman. Increased level of service necessary.
SR101	Gragin Road	Rural Arterial	Rural Collector	Evidence does not support a need to increase level of service. Current maintenance is adequate.
SR102	Mastermans Road	Rural Access	Rural Access	Current classification is considered appropriate

ID	NAME	CURRENT CLASS	RECOMMENDED CLASS	RATIONALE
SR103	Gragin Boundary Road	Rural Access	Rural Access	Current classification is considered appropriate
SR104	Lecoin Road	Rural Access	Rural Access	Current classification is considered appropriate
SR105	Glenesk Road	Rural Access	Seg 010-110 Rural Collector Seg 120-240 Rural Access	Southern part of road up until Lecoin intersection requires more frequent maintenance due to heavy vehicle traffic.
SR106	Gunnee Road	Rural Access	Rural Access	Current classification is considered appropriate
SR107	Northcotts Road	Rural Minor	Rural Minor.	Current classification is considered appropriate
SR108	Kerri Road	Rural Minor	Rural Minor	Current classification is considered appropriate
SR109	Cherry Tree Hill Road	Rural Access	Rural Access	Current classification is considered appropriate
SR110	Rob Roy Road	Rural Access	Seg 010-130 Rural Collector Seg 140-310 Rural Access	Southern part of road up until Yarrabee intersection is heavily trafficked and requires more frequent maintenance.
SR111	Faulkners Lane	Rural Minor	Rural Minor	Current classification is considered appropriate
SR112	Burleys Lane	Rural Minor	Rural Minor	Current classification is considered appropriate
SR113	Wades Lane	Rural Minor	Rural Minor	Current classification is considered appropriate
SR114	Coles Lane	Rural Minor	Rural Minor	Current classification is considered appropriate
SR115	Roselea Road	Rural Minor	Rural Minor	Current classification is considered appropriate
SR117	Morelma Road	Rural Access	Rural Access	Current classification is considered appropriate
SR118	Oakwood Road	Rural Arterial	Rural Arterial	Road recently classified as a restricted access vehicle route. Requires more frequent maintenance.
SR119	Burts Lane	Rural Access	Rural Access	Current classification is considered appropriate
SR120	Redpath Reservoir Access Road	Council Private	Remove from register	Not a dedicated public road. Manage as part of reservoir site
SR121	Raingers Lane	Not Maintained	Not Maintained	Current classification is considered appropriate
SR122	Benekes Lane	Rural Minor	Rural Minor	Current classification is considered appropriate
SR123	Mount Russell Road	Rural Arterial	Rural Arterial	Road is heavily trafficked including by restricted access vehicles. Increased service levels are required.
SR124	Lamonts Lane	Rural Minor	Rural Minor	Current classification is considered appropriate
SR125	Mahers Lane	Rural Minor	Rural Minor	Current classification is considered appropriate
SR126	Hills Lane	Rural Minor	Not Maintained.	Crown is the authority and road provides access to only one property
SR127	Yarrabee Road	Rural Access	Rural Minor.	Road receives less than five vehicles per day.

ID	NAME	CURRENT CLASS	RECOMMENDED CLASS	RATIONALE
SR128	Delungra Road	Rural Arterial	Rural Arterial.	Road was identified as a preferred route for stock movements from Delungra necessitating an increase in service levels
SR129	Delungra Tip Access Road	Rural Access	Remove from register.	Not a dedicated public road. Manage as part of landfill
SR130	Waddells Lane	Rural Access	Rural Minor	Road receives little traffic
SR131	Georgesons Lane	Rural Minor	Rural Minor	Current classification is considered appropriate
SR132	Barina Lane	Rural Minor	Not Maintained.	Crown is the Authority
SR133	Tomes Lane	Rural Access	Rural Minor	Road receives very little traffic, one property access
SR134	Carl Tomes Lane	Rural Minor	Not Maintained.	Crown is the authority, road receives little traffic
SR135	Prestons Lane	Rural Access	Rural Access	Current classification is considered appropriate
SR136	Dintonvale Road	Rural Access	Rural Access	Current classification is considered appropriate
SR137	Macintyre Station Road	Rural Minor	Rural Minor	Current classification is considered appropriate
SR138	Bannockburn Cemetery Road	Rural Minor	Remove from register	Not a dedicated public road. Manage as part of cemetery
SR139	Glenburnie Road	Rural Minor	Rural Minor	Current classification is considered appropriate
SR140	Frost Lane	Rural Minor	Rural Minor	Current classification is considered appropriate
SR141	Fernhill Road	Rural Arterial	Rural Arterial	Significant traffic warrants increase to service level
SR142	Loxton Road	Rural Access	Seg 010-050 Rural Collector Seg 060 Rural Access	Significant traffic warrants increase to service level for sealed section.
SR143	Mackie Lane	Rural Access	Rural Access	Current classification is considered appropriate
SR144	Dog Trap Lane	Rural Access	Seg 010-020 Rural Arterial Seg 030 Rural Access	Significant traffic warrants increase to service level for sealed section.
SR145	Dunmallard Lane	Rural Minor	Rural Minor	Current classification is considered appropriate
SR146	Gratyns Road	Rural Minor	Rural Minor	Current classification is considered appropriate
SR147	Taylor Avenue	Rural Access	Rural Arterial.	Significant traffic, important access to large industrial facility
SR148	Bolands Lane	Rural Access	Rural Collector.	Significant traffic
SR149	Palaroo Lane	Rural Access	Rural Access	Current classification is considered appropriate
SR150	Fullers Lane	Rural Access	Rural Collector.	Significant traffic
SR151	McFertridge Lane	Rural Minor	Rural Minor	Current classification is considered appropriate
SR152	Toms Drive	Rural Access	Seg 010 Rural Collector.	Up to 100vpd along first sealed section, more frequent maintenance is required
SR153	Brosnans Lane	Rural Access	Seg 010 Rural Arterial.	Over 300vpd along first sealed section, more frequent maintenance is required

ID	NAME	CURRENT CLASS	RECOMMENDED CLASS	RATIONALE
SR154	Arrawatta Road	Rural Access	Rural Access	Current classification is considered appropriate
SR155	Moseley-Dene Lane	Rural Minor	Rural Minor	Current classification is considered appropriate
SR156	Anderson Lane	Rural Minor	Rural Minor	Current classification is considered appropriate
SR157	Lochinvar Lane	Rural Minor	Rural Minor	Current classification is considered appropriate
SR158	Wynella Road	Rural Minor	Rural Minor	Current classification is considered appropriate
SR159	Turners Lane	Rural Minor	Rural Minor	Current classification is considered appropriate
SR160	Cutlers Lane	Rural Minor	Rural Minor	Current classification is considered appropriate
SR161	Delungra Cemetery Road	Rural Access	Remove from register.	Not a dedicated public road. Manage as part of Cemetery
SR162	Middletons Lane	Rural Minor	Rural Minor	Current classification is considered appropriate
SR163	Kents Road	Rural Minor	Rural Minor	Current classification is considered appropriate
SR164	Haywood Road	Seg 010-090 Rural Access, Seg 100-110 Rural Minor, Seg 120 Not Maintained	Seg 010-030 Rural Access Seg 040-110 Rural Minor Seg 120 Not Maintained	Traffic reduces significantly after Cemetery/Golf Club/Tip area
SR165	Pretoria Park Road	Rural Minor	Rural Minor	Current classification is considered appropriate
SR166	Reserve Creek Road	Rural Access	Rural Access	Current classification is considered appropriate
SR167	Sheep Station Creek Road	Rural Minor	Rural Minor	Current classification is considered appropriate
SR168	Michell Lane	Rural Access	Seg 010-080 Rural Access Seg 090-130 Rural Minor	Traffic reduces significantly toward the end of the road
SR169	Reads Lane	Rural Minor	Rural Minor	Current classification is considered appropriate
SR170	Bryants Lane	Rural Minor	Rural Minor	Current classification is considered appropriate
SR171	Strattons Lane	Seg 010-030 Rural Access Seg 040 Rural Minor	Seg 010-030 Rural Access Seg 040 Rural Minor	Current classification is considered appropriate
SR172	Ewens Road	Seg 010-030 Rural Minor Seg 040 Not Maintained	Seg 010-030 Rural Minor Seg 040 Not Maintained	Current classification is considered appropriate
SR173	Delungra Bypass Road	Rural Collector	Rural Arterial.	High traffic numbers including a significant proportion of heavy vehicles. Road require more frequent maintenance.
SR174	Abbotts Lane	Rural Access	Rural Access	Current classification is considered appropriate
SR175	Leaders Lane	Rural Minor	Rural Minor	Current classification is considered appropriate

ID	NAME	CURRENT CLASS	RECOMMENDED CLASS	RATIONALE
SR176	Macleods Lane	Rural Minor	Not Maintained	1 property with direct access to Pollocks Lane
SR177	Blyths Lane	Seg 010-030 Rural Access Seg 040-070 Rural Minor	Seg 010-030 Rural Access Seg 040-070 Rural Minor	Current classification is considered appropriate
SR178	Turrawarra Road	Rural Access	Rural Access	Current classification is considered appropriate
SR179	Kia-Ora Lane	Rural Minor	Rural Minor	Current classification is considered appropriate
SR180	Pollocks Lane	Seg 010-020 Rural Access Seg 030 Rural Minor Seg 035 Not Maintained	Seg 010-020 Rural Access Seg 030 Rural Minor Seg 035 Not Maintained	Current classification is considered appropriate
SR181	Havilah Park Road	Rural Collector	Rural Collector	Current classification is considered appropriate
SR182	Bells Lane North	Not Maintained	Not Maintained	Current classification is considered appropriate
SR183	Trafalgar Lane	Rural Minor	Rural Minor	Current classification is considered appropriate
SR184	Thomas Lane	Rural Minor	Rural Minor	Current classification is considered appropriate
SR185	Doncaster Drive	Rural Access	Rural Collector	Significant traffic, up to 100vpd.
SR186	Hansdale Lane	Rural Minor	Rural Minor	Current classification is considered appropriate
SR187	Eddys Lane	Not Maintained	Not Maintained	Current classification is considered appropriate
SR188	Eddy Park Lane	Rural Access	Rural Access	Current classification is considered appropriate
SR189	Houghs Lane	Rural Minor	Rural Minor	Current classification is considered appropriate
SR190	Hampton Court	Rural Access	Rural Access	Current classification is considered appropriate
SR191	Krauses Road	Rural Minor	Rural Minor	Current classification is considered appropriate
SR192	Copeton Dam Road	Rural Arterial	Rural Arterial	Current classification is considered appropriate
SR193	Wiltshire Road	Rural Access	Rural Access	Current classification is considered appropriate
SR194	Glenwood Road	Rural Minor	Rural Minor	Current classification is considered appropriate
SR195	Defraignes Lane	Rural Access	Rural Collector	Significant traffic, over 100vpd.
SR196	Onus Road	Seg 010-090 Rural Access, Seg 100 Not Maintained	Seg 010-090 Rural Access, Seg 100 Not Maintained	Current classification is considered appropriate
SR197	Rosie Lane	Rural Minor	Not Maintained	Crown is the Authority, 1 access
SR198	Gowrie Road	Rural Minor	Rural Minor	Current classification is considered appropriate
SR199	Auburn Vale Road	Rural Arterial	Rural Arterial	Current classification is considered appropriate
SR200	Mcilveen Park Road	Rural Collector	Rural Collector	Current classification is considered appropriate

ID	NAME	CURRENT CLASS	RECOMMENDED CLASS	RATIONALE
SR201	Penola Lane	Rural Minor	Rural Minor	Current classification is considered appropriate
SR202	Mcbrides Lane	Rural Minor	Rural Minor	Current classification is considered appropriate
SR203	Minnamurra Road	Rural Minor	Seg 010 Rural Access Seg 020 Rural Minor	Sealed section receives 50-60 vpd.
SR204	Alsace Road	Seg 010 Rural Access Seg 020 Rural Minor	Seg 010 Rural Access Seg 020 Rural Minor	Current classification is considered appropriate
SR205	Foxs Lane	Seg 010-090 Rural Access Seg 100 Rural Minor	Seg 010-090 Rural Access Seg 100 Rural Minor	Current classification is considered appropriate
SR206	Medhurst Road	Rural Minor	Rural Minor	Current classification is considered appropriate
SR207	Browns Lane	Seg 010 Rural Access Seg 020 Not Maintained	Seg 010 Rural Access Seg 020 Not Maintained	Current classification is considered appropriate
SR208	Cunninghams Lane	Rural Access	Rural Access	Current classification is considered appropriate
SR209	Kookaburra Lane	Rural Access	Rural Collector	Receives over 100vpd
SR210	Staggs Lane	Rural Access	Seg 010 Rural Collector Seg 020 Rural Access	Sealed section receives over 100vpd
SR211	Morris Lane	Seg 010-030 Rural Minor Seg 035-040 Not Maintained	Seg 010-030 Rural Minor Seg 035-040 Not Maintained	Current classification is considered appropriate
SR212	Leviathan Road	Rural Access	Seg 010-050 Rural Access Seg 060-090 Rural Minor	Most traffic is on the north eastern end, only 2 accesses on segs 060-090.
SR213	Pine Ridge Road	Seg 010-040 Rural Minor Seg 045-050 Not Maintained	Seg 010-040 Rural Minor Seg 045-050 Not Maintained	Current classification is considered appropriate
SR214	Old Bundarra Road	Seg 010-090 Rural Collector Seg 100-180 Rural Arterial	Seg 010-090 Rural Collector Seg 100-180 Rural Arterial	Current classification is considered appropriate
SR215	Schwenkes Lane	Rural Collector	Rural Collector	Current classification is considered appropriate
SR216	Clinton Lane	Seg 010 Rural Access Seg 020 Not Maintained	Seg 010 Rural Access Seg 020 Not Maintained	Current classification is considered appropriate
SR217	Beaulieu Lane	Seg 010 Rural Access Seg 020 Not Maintained	Seg 010 Rural Access Seg 020 Not Maintained	Current classification is considered appropriate

ID	NAME	CURRENT CLASS	RECOMMENDED CLASS	RATIONALE
SR218	Old Stannifer Road	Seg 010-130 Rural Collector Seg 140 Not Maintained	Seg 010-060 Rural Arterial Seg 070-130 Rural Collector Seg 140 Not Maintained	Significant traffic up to 220vpd on sealed section
SR219	Ponds Road	Seg 010-020 Rural Access Seg 030 Rural Minor	Seg 010-020 Rural Access Seg 030 Rural Minor	Current classification is considered appropriate
SR220	Sayers Lane	Rural Access	Rural Minor	Minimal traffic, access to only a few properties
SR221	Airport Road	Rural Arterial	Rural Collector	Current level of service is considered appropriate
SR222	Halls Lane	Rural Minor	Rural Minor	Current classification is considered appropriate
SR223	Byron Station Lane	Seg 010-030 Rural Access Seg 040 Rural Minor	Seg 010-030 Rural Collector Seg 040 Rural Minor	Up to Arrawatta Rd receives over 70vpd
SR224	Airlie Brake Lane	Seg 010-060 Rural Access Seg 070 Rural Minor	Seg 010-050 Rural Access Seg 060-070 Rural Minor	Only two accesses after segment 060
SR225	Goomerah Lane	Rural Access	Seg 010-030 Rural Access Seg 040-100 Rural Minor	Less than 5 vpd at Nullamanna end, most traffic is via the Inverell-Bonshaw Rd
SR226	McInerneys Lane	Rural Minor	Rural Minor	Current classification is considered appropriate
SR227	Wandera Lane	Rural Access	Rural Minor	Less than 10 vpd, only 1 property and 2 gravel pits
SR228	Riverstone Lane	Rural Minor	Not Maintained	Crown is the Authority, 1 access
SR229	Gilgai Reservoir Road	Seg 010-030 Rural Minor Seg 040 Not Maintained	Seg 010-030 Rural Minor Seg 040 Not Maintained	Current classification is considered appropriate
SR230	Rickeys Lane	Rural Access	Rural Access	Current classification is considered appropriate
SR231	Pineleigh Lane	Rural Minor	Rural Minor	Current classification is considered appropriate
SR232	Poolbrook Road	Rural Access	Rural Access	Current classification is considered appropriate
SR234	Kings Plains Road	Rural Arterial	Rural Arterial	Road requires more frequent maintenance.
SR235	Orchard Place	Rural Collector	Rural Collector	Current classification is considered appropriate
SR236	Long Plain Lane	Rural Access	Rural Access	Current classification is considered appropriate
SR237	Billabong Road	Seg 010-030 Rural Minor Seg 040 Not Maintained	Seg 010-030 Rural Minor Seg 040 Not Maintained	Current classification is considered appropriate
SR238	Woodstock Road	Seg 010-210 Rural Collector Seg 220-330	Seg 010-210 Rural Collector Seg 220-330 Rural Access	Current classification is considered appropriate

ID	NAME	CURRENT CLASS	RECOMMENDED CLASS	RATIONALE
		Rural Access		
SR239	Inverell Estate Road	Seg 010-050 Rural Minor Seg 060 Not Maintained	Seg 010-050 Rural Minor Seg 060 Not Maintained	Current classification is considered appropriate
SR240	Elsmore Common Road	Rural Access	Rural Minor	Less than 5 vehicles per day.
SR242	Tamboura Close	Rural Minor	Rural Minor	Current classification is considered appropriate
SR243	Waterloo Road	Seg 010-320 Rural Collector Seg 330-350 Rural Access	Rural Collector	Current classification is considered appropriate, segments 330-350 have been maintained at the collector level
SR244	Western Feeder	Rural Access	Rural Access	Current classification is considered appropriate
SR245	Eastern Feeder	Rural Access	Rural Access	Current classification is considered appropriate
SR246	Elsmore Road	Seg 010-110 Rural Arterial Seg 120-490 Rural Collector	Seg 010-110 Rural Arterial Seg 120-270 Rural Collector Seg 280-490 Rural Access	After segment 270 traffic drops off, only 10-15vpd. Does not warrant higher level of service.
SR248	Loves Lane	Rural Access	Seg 010-030 Not Maintained Seg 040 Rural Minor	Gravel section provides no access not otherwise available from the highway. Sealed section in the village of Elsmore receives little traffic.
SR249	Dodds Lane	Rural Arterial	Rural Collector	Current level of service is considered appropriate
SR250	Roseneath Lane	Seg 010 Rural Minor Seg 020 Not Maintained	Seg 010 Rural Minor Seg 020 Not Maintained	Current classification is considered appropriate
SR252	Mclachlans Lane	Seg 010-030 Rural Access Seg 040-130 Rural Minor	Seg 010-030 Rural Access Seg 040-130 Rural Minor	Current classification is considered appropriate
SR253	Old Armidale Road	Rural Access	Rural Access	Current classification is considered appropriate
SR254	Stannifer Road	Rural Collector	Rural Arterial.	Heavily trafficked, road requires frequent maintenance
SR255	Silvermines Road	Seg 010-100 Rural Access Seg 100-170 Rural Minor	Seg 010-100 Rural Access Seg 100-170 Rural Minor	Current classification is considered appropriate
SR256	Grants Road	Seg 010-100 Rural Access Seg 110-120 Rural Minor Seg 130 Not Maintained	Seg 010-100 Rural Access Seg 110-120 Rural Minor Seg 130 Not Maintained	Current classification is considered appropriate
SR257	Newstead South Road	Rural Minor	Not Maintained	Property owner has erected gates and signs suggesting the road is private. Road has not been maintained since 2007.
SR259	Mephams Road	Rural Access	Rural Minor	Provides access to only 2 properties.

ID	NAME	CURRENT CLASS	RECOMMENDED CLASS	RATIONALE
SR260	Paradise Road	Rural Minor	Rural Minor	Minimal traffic. Current classification is considered appropriate
SR261	Maybole Road	Rural Collector	Rural Collector	Current classification is considered appropriate
SR262	Goonoowigall Road	Rural Access	Rural Collector.	Over 100vpd, road provides access to Goonoowigall NP
SR263	Rifle Range Road	Seg 010-030 Rural Collector Seg 040-060 Rural Access Seg 070 Rural Minor	Seg 010-030 Rural Arterial Seg 040-070 Rural Collector	Heavily trafficked road in expanding industrial area, provides access to national transport museum.
SR264	Fisher Road	Rural Access	Rural Access	Current classification is considered appropriate
SR265	The Gully Road	Rural Access	Rural Minor	Small lightly trafficked road providing access to a few houses
SR266	Dufts Lane	Rural Minor	Rural Minor	Current classification is considered appropriate
SR267	Spring Mountain Road	010-160 Rural Access 170-220 Rural Minor	Seg 010-120 Rural Access Seg 130-220 Rural Minor	Traffic splits at intersection reducing load on seg 130-220 significantly
SR268	Sturmans Road	Rural Minor	Rural Minor	Current classification is considered appropriate
SR269	Melia Close	Rural Access	Rural Access	Current classification is considered appropriate
SR270	Inverness Road	Rural Minor	Rural Minor	Current classification is considered appropriate
SR271	Masons Lane	Rural Access	Seg 010 Rural Collector. Seg 020 Rural Access	Sealed section receives up to 140 vpd and provide access for 25-30 homes.
SR272	Ditzells Drive	Rural Access	Rural Access	Current classification is considered appropriate
SR273	Wetzlers Drive	Seg 010 Rural Minor Seg 020 Not Maintained	Seg 010 Rural Minor Seg 020 Not Maintained	Current classification is considered appropriate
SR274	Tullochard West Road	Rural Minor	Rural Minor	Current classification is considered appropriate
SR276	Silverdale Lane	Rural Minor	Not Maintained	Crown is the authority, 1 access
SR277	McLean Road	Rural Access	Rural Access	Current classification is considered appropriate
SR278	Red Rock Road	Seg 010 Rural Access Seg 020 Rural Minor	Seg 010 Rural Access Seg 020 Not Maintained	Road enters crown land after sealed section, has not been maintained in the past
SR279	Roscrae Lane	Rural Access	Rural Collector	Over 100vpd access to 30-40 properties
SR280	Cooks Road	Rural Minor	Rural Minor	Current classification is considered appropriate
SR281	Rivendell Road	Rural Minor	Rural Minor	Current classification is considered appropriate
SR282	Bonvale Road	Rural Access	Rural Access	Current classification is considered appropriate

ID	NAME	CURRENT CLASS	RECOMMENDED CLASS	RATIONALE
SR283	Staggy Creek Road	Rural Minor	Not Maintained	Manage as part of Fossicking area
SR284	Addison Road	Rural Minor	Rural Minor	Current classification is considered appropriate
SR285	Old Mill Road	Rural Collector	Rural Collector	Current classification is considered appropriate
SR286	Monterey Road	Seg 010 Rural Access Seg 015 Not Maintained	Seg 010 Rural Access Seg 015 Not Maintained	Current classification is considered appropriate
SR287	Clancys Drive	Rural Access	Rural Access	Current classification is considered appropriate
SR299	Querra Creek Road	Seg 010-040 Rural Access Seg 050-070 Rural Minor	Seg 010-040 Rural Access Seg 050-070 Rural Minor	Current classification is considered appropriate
SR300	Beckmore Road	Rural Minor	Rural Minor	Current classification is considered appropriate
SR301	Bonshaw Tip Access Road	Council Owned	Remove from register	Manage as part of tip
SR302	Mandoe Radio Site Access Road	Council Owned	Remove from register	Manage as part of radio site
SR303	Ashford Pump Station Access Road	Council Owned	Remove from register	Manage as part of pump station
SR304	Marrick Road	Not Maintained	Not Maintained	Current classification is considered appropriate
SR339	Fairfield Road	Not Maintained	Not Maintained	Current classification is considered appropriate
SR340	Ardroy Road	Rural Minor	Not Maintained	Crown Land, 1 property access
SR341	Heather Brae Lane	Rural Minor	Not Maintained	Crown Land, 1 property access
SR344	Summers Road	Rural Minor	Not Maintained	Crown Land, 1 property access, less than 2 vpd
SR345	Kelleys Road	Seg 010-030 Rural Access Seg 040 Not Maintained	Seg 010-030 Rural Access Seg 040 Not Maintained	Current classification is considered appropriate
SR346	Durkins Road	Rural Minor	Rural Minor	Current classification is considered appropriate
SR348	Princes Lane	Rural Minor	Rural Minor	Current classification is considered appropriate
SR349	Colleys Lane	Rural Minor	Rural Minor	Current classification is considered appropriate
SR350	Jindalee Road	Seg 010-050 Rural Collector Seg 060 Rural Minor	Seg 010-050 Rural Access Seg 060 Rural Minor	Road receives less than 10vpd, would be minor but for Kings Plains NP at the end of segment 050
SR352	Quiomong Road	Rural Minor	Rural Minor	Current classification is considered appropriate
SR353	Croye Road	Not Maintained	Not Maintained	Current classification is considered appropriate
SR354	Nashs Lane	Rural Minor	Rural Minor	Current classification is considered appropriate

ID	NAME	CURRENT CLASS	RECOMMENDED CLASS	RATIONALE
SR356	Wattle Hill Road	Rural Minor	Rural Minor	Current classification is considered appropriate
SR357	McNeils Road	Seg 010-020 Rural Access Seg 030 Not Maintained	Seg 010-020 Rural Access Seg 030 Not Maintained	Current classification is considered appropriate
SR359	Red Hill Lane	Rural Access	Rural Minor	Minimal traffic, few property accesses.
SR360	Warana Drive	Rural Access	Rural Access	Current classification is considered appropriate
SR361	Karinda Drive	Rural Minor	Rural Minor	Current classification is considered appropriate
SR362	Rosella Place	Rural Minor	Rural Minor	Current classification is considered appropriate
SR363	Corella Court	Rural Minor	Rural Minor	Current classification is considered appropriate
SR364	Cicada Place	Rural Minor	Rural Minor	Current classification is considered appropriate
SR365	Bundanoon Lane	Rural Access	Rural Access	Current classification is considered appropriate
SR366	Bullamungee Close	Rural Minor	Rural Minor	Current classification is considered appropriate
SR367	Tullochard East Road	Rural Minor	Rural Minor	Current classification is considered appropriate
SR368	Gillespies Lane	Rural Minor	Rural Minor	Current classification is considered appropriate
SR369	Northern Foreshores Road	Rural Arterial	Rural Collector	Current level of service is considered appropriate
SR370	Blair Athol Road	Rural Access	Seg 010 Rural Access Seg 020 Not Maintained	Seg 020 provides no property access and receives little to no traffic
SR371	Clinton Reservoir Road	Rural Minor	Rural Minor	Current classification is considered appropriate
SR372	Lemon Tree Flat Road	Not Maintained	Not Maintained	Current classification is considered appropriate
SR374	Staggy Creek Sports Ground Access Road	Not Maintained	Not Maintained	Current classification is considered appropriate
SR375	Ponds Access Road	Not Maintained	Not Maintained	Current classification is considered appropriate
SR376	Windoon Drive	New Road	Rural Access	New road, estimate based on roads in surrounding area
SR377	Daley Close	New Road	Rural Access	New road, estimate based on roads in surrounding area
SR378	Talbragar Close	New Road	Rural Access	New road, estimate based on roads in surrounding area

APPENDIX 2

MANAGEMENT POLICY:	ROAD MAINTENANCE
Ref:	

Contact Officer	Director Civil and Environmental Services
Approval Date	24 February 1992 (Res 65/92)
Approval Authority	Council
Reviewed	29 April 1994, 25 February 1997, Jan 2001, Mar 2007, September 2009
Date of Next Review	September 2012

1 Policy statement

That Council adopt the following Policy for the Maintenance of Unsealed Rural Roads:

- a) The highest priority for road maintenance be given to School Bus Routes and significant connecting roads and tourist roads;
- b) Within the limits of available funding "Farmland Rates" properties will have their principal access road maintained to the property boundary where this road is a dedicated road;
- c) That when considering the Estimates that the Rate Funded Road Maintenance Allocation be maintained at least in real terms relative to the Rate increase, irrespective of external Grant funding.

RURAL ROAD MAINTENANCE (Amended 28/06/05)

- a. *The road classification system be adopted in principal to assist Council in identifying areas of greatest need and priority for current and future works; and*
- b. The principal of four (4) Categories of Rural Local Road be adopted:

Category A	Arterial
Category C	Collector
Category L	Local
Category M	Minor

1. *Council continue to utilise the practice of watering and compaction with maintenance grading and that the level of service be sufficient to keep the road network in a safe and trafficable condition with a target level of service to include (based on the current funding regime for road maintenance):*

CAT A (Arterial) – Full maintenance activity including a minimum of 2 x gradings per year (additional grading required if excessive wet weather/flooding), drainage works, gravel resheeting on an 8-year cycle approx.

CAT C (Collector) – Full maintenance activity including a minimum of 2 x gradings per year (additional grading required if excessive wet weather/flooding), drainage works, gravel resheeting on an 8-year cycle approx (and School Bus routes).

CAT L (Local) – Limited maintenance activities restricted to 1 x grade/year (additional grading required if excessive wet weather/flooding) minor drainage works. Gravel resheeting on a less frequent basis.

CAT M (Minor) – Restricted Maintenance Only. 1 grade/2 year (additional grading required if excessive wet weather/flooding) drainage work in table and mitre drain only, cyclic gravelling works in conjunction with a *voluntary self help program.

2. That Council pursue the State and Federal Government in an effort to secure additional “new” funds for road rehabilitation and maintenance through a greater proportion of the fuel excise for ongoing safety and integrity of the road network asset, with particular emphasis on MR 187.
3. That this Rural Road Maintenance Plan be monitored and reviewed on an annual basis.

* Note

Voluntary Self Help Program – program where agreement is reached between the Director Civil & Environmental Services and the landholder for the purpose of carrying out additional maintenance on a gravel road. For example, landowner may agree to provide materials (eg gravel) and Council may agree to provide the plant to spread the gravel, or landowner may provide the plant and Council may provide the materials.

APPENDIX 3:

MANAGEMENT POLICY:	ROAD HIERARCHY
Ref:	

Contact Officer	Director Civil and Environmental Services
Approval Date	30 November 1998
Approval Authority	Council
Reviewed	Jan 2001, Mar 2007, September 2009, March 2017
Date of Next Review	June 2018

1 Policy statement

1. That Council adopt the following classification scheme for its local roads:

- **Rural Arterial:** Rural roads carrying high to moderate volumes of traffic and connecting local areas to regional roads or providing access from neighbouring shires into Council's rural areas. Roads identified by the community as being important for economic, environment or social reasons.
- **Rural Collector:** Rural roads carrying moderate volumes of local and commercial traffic and connecting local areas to arterial roads in Council's rural areas.
- **Rural Access:** Rural roads carrying low to moderate volumes of local traffic. Their primary function is to provide access to agricultural properties within Council's rural area.
- **Rural Minor:** Rural roads carrying low to very low volumes of local traffic. These roads generally provide limited residential and minor commercial access to one or two rural homesteads.
- **Urban Arterial:** Urban roads carrying high traffic volumes including commercial vehicles and providing the principal routes for vehicles in and around the major urban areas. Roads identified by the community as being important for economic, environment or social reasons.
- **Urban Link:** Urban roads carrying high to moderate volumes of traffic and providing a link between local areas in Council's urban areas.
- **Urban Collector:** Urban roads carrying moderate volumes of traffic and connecting local areas to link and arterial roads in Council's urban areas.
- **Urban Access:** Urban roads carrying mainly local traffic. Their primary function is to provide access to private properties but also provide for some through traffic.
- **Urban Minor:** Urban roads carrying only small volumes of local traffic. Mostly made up of urban laneways and small service roads.
- **No Scheduled Maintenance:** These are the formed and unformed tracks traversing the many council controlled road reserves throughout the Shire (often called paper roads), which are not included on the Shire's asset register and do not receive any maintenance intervention.

2. That Council adopt the following classifications for its local roads:

ID	NAME	CLASS
LU269	Bartlett Street	Not Maintained,
SR009	North Star Road	Rural Arterial
SR010	Tarwoona Road	Rural Collector
SR012	Blue Nobby Road	Rural Collector
SR013	Apple Tree Flat Road	Rural Minor
SR016	Keetah Road	Rural Access
SR017	Holdfast Road	Rural Access
SR018	Milkomi Road	Rural Access
SR019	Yetman West Road	Rural Access

ID	NAME	CLASS
SR020	Simpsons Creek Road	Not Maintained
SR021	Hottes Road	Remove from register
SR023	Bedwell Downs Road	Rural Access
SR024	Mount Hallam Road	Rural Access
SR025	Baltimore Loop Road	Rural Access
SR026	Camp Creek Road	Rural Access
SR027	Atholwood Road	Seg 010-140 Rural Minor Seg 150-160 Rural Access
SR028	Goat Rock Road	Rural Collector.
SR029	Campbells Road	Seg 010 Rural Minor Seg 020-040 Not Maintained.
SR030	Kneipp Road	Rural Minor
SR031	Hillview Road	Seg 010-020 Rural Minor Seg 030 Not Maintained
SR032	Coalmine Road	Seg010-160 Rural Collector Seg 170-300 Rural Minor.
SR033	Limestone Road	Rural Collector
SR034	Sandy Creek Road	Rural Access
SR035	Coolatai Road	Rural Arterial
SR036	Wallangra Road	Rural Arterial
SR037	Burmah Road	Rural Minor
SR038	Craddock Road	Rural Minor
SR039	Girraween Road	Seg 010-070 Rural Access, Seg 080-110 Rural Minor.
SR040	Willowie Road	Rural Minor
SR041	Karoola Road	Rural Access
SR042	Windorah Road	Rural Minor
SR043	Pukawidgi Road	Rural Access
SR044	Pindaroi Road	Rural Access
SR045	Denham Road	Seg 010-090 Rural Minor Seg 090-140 Not Maintained
SR046	The Pocket Road	Seg 010-050 Rural Collector Seg 060-390 Rural Access
SR048	Pindari Dam Road	Rural Collector
SR049	Upper Severn River Road	Rural Access
SR050	Bukkulla Road	Seg 010-180 Rural Access Seg 190-250 Rural Arterial
SR051	Wells Crossing Road	Seg 010-070 Rural Access Seg 080-120 Rural Minor.
SR052	Glengowrie Road	Not Maintained
SR053	Ashford Rubbish Tip Road	Remove from register
SR054	Emmaville Road	Seg 010-170 Rural Arterial Seg 180-370 Rural Collector.
SR055	South Valley Road	Rural Minor
SR056	Glenrock Road	Rural Minor
SR057	Rosehill Road	Not Maintained
SR058	Rocky Creek Road	Rural Collector
SR059	Graman Road	Rural Arterial
SR060	Nullamanna Road	Rural Arterial
SR061	Cunningham Weir Road	Rural Collector
SR062	Bonshaw Weir Road	Rural Collector
SR063	Beaumont Road	Seg 010-030 Rural Minor Seg 040-050 Not Maintained
SR064	Voss Road	Not Maintained
SR065	Tucka Tucka Road	Rural Access

ID	NAME	CLASS
SR066	Ashford Cemetery Road	Rural Access
SR067	Mandoe Road	Rural Minor
SR068	Amaroo Road	Rural Minor
SR070	Dingo Creek Road	Not Maintained
SR071	Hoskins Road	Not Maintained
SR072	Coopers Road	Rural Access
SR073	Bayliss Road	Not Maintained
SR074	Goberts Road	Rural Access
SR075	Strathroy Road	Not Maintained
SR076	McPhees Road	Not Maintained
SR078	Longs Road	Not Maintained
SR080	Sawmill Road	Rural Minor
SR081	Piddingtons Road	Not Maintained
SR084	Mountain Station Creek Road	Not Maintained
SR087	Limestone Cave Road	Remove from register
SR088	Pickfords Road	Remove from register
SR090	Asimus Road	Remove from register
SR091	Gunyan Road	Rural Access
SR092	Old Texas Road	Rural Arterial.
SR101	Gragin Road	Rural Collector
SR102	Mastermans Road	Rural Access
SR103	Gragin Boundary Road	Rural Access
SR104	Lecoin Road	Rural Access
SR105	Glenesk Road	Seg 010-110 Rural Collector Seg 120-240 Rural Access
SR106	Gunnee Road	Rural Access
SR107	Northcotts Road	Rural Minor.
SR108	Kerri Road	Rural Minor
SR109	Cherry Tree Hill Road	Rural Access
SR110	Rob Roy Road	Seg 010-130 Rural Collector Seg 140-310 Rural Access
SR111	Faulkners Lane	Rural Minor
SR112	Burleys Lane	Rural Minor
SR113	Wades Lane	Rural Minor
SR114	Coles Lane	Rural Minor
SR115	Roselea Road	Rural Minor
SR117	Morelma Road	Rural Access
SR118	Oakwood Road	Rural Arterial
SR119	Burts Lane	Rural Access
SR120	Redpath Reservoir Access Road	Remove from register
SR121	Raingers Lane	Not Maintained
SR122	Benekes Lane	Rural Minor
SR123	Mount Russell Road	Rural Arterial
SR124	Lamonts Lane	Rural Minor
SR125	Mahers Lane	Rural Minor
SR126	Hills Lane	Not Maintained.
SR127	Yarrabee Road	Rural Minor.
SR128	Delungra Road	Rural Arterial.
SR129	Delungra Tip Access Road	Remove from register.
SR130	Waddells Lane	Rural Minor
SR131	Georgesons Lane	Rural Minor
SR132	Barina Lane	Not Maintained.
SR133	Tomes Lane	Rural Minor
SR134	Carl Tomes Lane	Not Maintained.

ID	NAME	CLASS
SR135	Prestons Lane	Rural Access
SR136	Dintonvale Road	Rural Access
SR137	Macintyre Station Road	Rural Minor
SR138	Bannockburn Cemetery Road	Remove from register
SR139	Glenburnie Road	Rural Minor
SR140	Frost Lane	Rural Minor
SR141	Fernhill Road	Rural Arterial
SR142	Loxton Road	Seg 010-050 Rural Collector Seg 060 Rural Access
SR143	Mackie Lane	Rural Access
SR144	Dog Trap Lane	Seg 010-020 Rural Arterial Seg 030 Rural Access
SR145	Dunmallard Lane	Rural Minor
SR146	Gratyns Road	Rural Minor
SR147	Taylor Avenue	Rural Arterial.
SR148	Bolands Lane	Rural Collector.
SR149	Palaroo Lane	Rural Access
SR150	Fullers Lane	Rural Collector.
SR151	McFertridge Lane	Rural Minor
SR152	Toms Drive	Seg 010 Rural Collector.
SR153	Brosnans Lane	Seg 010 Rural Arterial.
SR154	Arrawatta Road	Rural Access
SR155	Moseley-Dene Lane	Rural Minor
SR156	Anderson Lane	Rural Minor
SR157	Lochinvar Lane	Rural Minor
SR158	Wynella Road	Rural Minor
SR159	Turners Lane	Rural Minor
SR160	Cutlers Lane	Rural Minor
SR161	Delungra Cemetery Road	Remove from register.
SR162	Middletons Lane	Rural Minor
SR163	Kents Road	Rural Minor
SR164	Haywood Road	Seg 010-030 Rural Access Seg 040-110 Rural Minor Seg 120 Not Maintained
SR165	Pretoria Park Road	Rural Minor
SR166	Reserve Creek Road	Rural Access
SR167	Sheep Station Creek Road	Rural Minor
SR168	Michell Lane	Seg 010-080 Rural Access Seg 090-130 Rural Minor
SR169	Reads Lane	Rural Minor
SR170	Bryants Lane	Rural Minor
SR171	Strattons Lane	Seg 010-030 Rural Access Seg 040 Rural Minor
SR172	Ewens Road	Seg 010-030 Rural Minor Seg 040 Not Maintained
SR173	Delungra Bypass Road	Rural Arterial.
SR174	Abbotts Lane	Rural Access
SR175	Leaders Lane	Rural Minor
SR176	Macleods Lane	Not Maintained
SR177	Blyths Lane	Seg 010-030 Rural Access Seg 040-070 Rural Minor
SR178	Turrawarra Road	Rural Access
SR179	Kia-Ora Lane	Rural Minor

ID	NAME	CLASS
SR180	Pollocks Lane	Seg 010-020 Rural Access Seg 030 Rural Minor Seg 035 Not Maintained
SR181	Havilah Park Road	Rural Collector
SR182	Bells Lane North	Not Maintained
SR183	Trafalgar Lane	Rural Minor
SR184	Thomas Lane	Rural Minor
SR185	Doncaster Drive	Rural Collector
SR186	Hansdale Lane	Rural Minor
SR187	Eddys Lane	Not Maintained
SR188	Eddy Park Lane	Rural Access
SR189	Houghs Lane	Rural Minor
SR190	Hampton Court	Rural Access
SR191	Krauses Road	Rural Minor
SR192	Copeton Dam Road	Rural Arterial
SR193	Wiltshire Road	Rural Access
SR194	Glenwood Road	Rural Minor
SR195	Defraignes Lane	Rural Collector
SR196	Onus Road	Seg 010-090 Rural Access, Seg 100 Not Maintained
SR197	Rosie Lane	Not Maintained,
SR198	Gowrie Road	Rural Minor
SR199	Auburn Vale Road	Rural Arterial
SR200	Mcilveen Park Road	Rural Collector
SR201	Penola Lane	Rural Minor
SR202	Mcbrides Lane	Rural Minor
SR203	Minnamurra Road	Seg 010 Rural Access Seg 020 Rural Minor
SR204	Alsace Road	Seg 010 Rural Access Seg 020 Rural Minor
SR205	Foxs Lane	Seg 010-090 Rural Access Seg 100 Rural Minor
SR206	Medhurst Road	Rural Minor
SR207	Browns Lane	Seg 010 Rural Access Seg 020 Not Maintained
SR208	Cunninghams Lane	Rural Access
SR209	Kookaburra Lane	Rural Collector
SR210	Staggs Lane	Seg 010 Rural Collector Seg 020 Rural Access
SR211	Morris Lane	Seg 010-030 Rural Minor Seg 035-040 Not Maintained
SR212	Leviathan Road	Seg 010-050 Rural Access Seg 060-090 Rural Minor
SR213	Pine Ridge Road	Seg 010-040 Rural Minor Seg 045-050 Not Maintained
SR214	Old Bundarra Road	Seg 010-090 Rural Collector Seg 100-180 Rural Arterial
SR215	Schwenkes Lane	Rural Collector
SR216	Clinton Lane	Seg 010 Rural Access Seg 020 Not Maintained
SR217	Beaulieu Lane	Seg 010 Rural Access Seg 020 Not Maintained
SR218	Old Stannifer Road	Seg 010-060 Rural Arterial Seg 070-130 Rural Collector Seg 140 Not Maintained

ID	NAME	CLASS
SR219	Ponds Road	Seg 010-020 Rural Access Seg 030 Rural Minor
SR220	Sayers Lane	Rural Minor
SR221	Airport Road	Rural Collector
SR222	Halls Lane	Rural Minor
SR223	Byron Station Lane	Seg 010-030 Rural Collector Seg 040 Rural Minor
SR224	Airlie Brake Lane	Seg 010-050 Rural Access Seg 060-070 Rural Minor
SR225	Goomerah Lane	Seg 010-030 Rural Access Seg 040-100 Rural Minor
SR226	McInerneys Lane	Rural Minor
SR227	Wandera Lane	Rural Minor
SR228	Riverstone Lane	Not Maintained
SR229	Gilgai Reservoir Road	Seg 010-030 Rural Minor Seg 040 Not Maintained
SR230	Rickeys Lane	Rural Access
SR231	Pineleigh Lane	Rural Minor
SR232	Poolbrook Road	Rural Access
SR234	Kings Plains Road	Rural Arterial
SR235	Orchard Place	Rural Collector
SR236	Long Plain Lane	Rural Access
SR237	Billabong Road	Seg 010-030 Rural Minor Seg 040 Not Maintained
SR238	Woodstock Road	Seg 010-210 Rural Collector Seg 220-330 Rural Access
SR239	Inverell Estate Road	Seg 010-050 Rural Minor Seg 060 Not Maintained
SR240	Elsmore Common Road	Rural Minor
SR242	Tamboura Close	Rural Minor
SR243	Waterloo Road	Rural Collector
SR244	Western Feeder	Rural Access
SR245	Eastern Feeder	Rural Access
SR246	Elsmore Road	Seg 010-110 Rural Arterial Seg 120-270 Rural Collector Seg 280-490 Rural Access
SR248	Loves Lane	Seg 010-030 Not Maintained Seg 040 Rural Minor
SR249	Dodds Lane	Rural Collector
SR250	Roseneath Lane	Seg 010 Rural Minor Seg 020 Not Maintained
SR252	McLachlans Lane	Seg 010-030 Rural Access Seg 040-130 Rural Minor
SR253	Old Armidale Road	Rural Access
SR254	Stannifer Road	Rural Arterial.
SR255	Silvermines Road	Seg 010-100 Rural Access Seg 100-170 Rural Minor
SR256	Grants Road	Seg 010-100 Rural Access Seg 110-120 Rural Minor Seg 130 Not Maintained
SR257	Newstead South Road	Not Maintained
SR259	Mephams Road	Rural Minor
SR260	Paradise Road	Rural Minor
SR261	Maybole Road	Rural Collector
SR262	Goonoowigall Road	Rural Collector.

ID	NAME	CLASS
SR263	Rifle Range Road	Seg 010-030 Rural Arterial Seg 040-070 Rural Collector
SR264	Fisher Road	Rural Access
SR265	The Gully Road	Rural Minor
SR266	Dufts Lane	Rural Minor
SR267	Spring Mountain Road	Seg 010-120 Rural Access Seg 130-220 Rural Minor
SR268	Sturmans Road	Rural Minor
SR269	Melia Close	Rural Access
SR270	Inverness Road	Rural Minor
SR271	Masons Lane	Seg 010 Rural Collector. Seg 020 Rural Access
SR272	Ditzells Drive	Rural Access
SR273	Wetzlers Drive	Seg 010 Rural Minor Seg 020 Not Maintained
SR274	Tullochard West Road	Rural Minor
SR276	Silverdale Lane	Not Maintained
SR277	McLean Road	Rural Access
SR278	Red Rock Road	Seg 010 Rural Access Seg 020 Not Maintained
SR279	Roscrae Lane	Rural Collector
SR280	Cooks Road	Rural Minor
SR281	Rivendell Road	Rural Minor
SR282	Bonvale Road	Rural Access
SR283	Staggy Creek Road	Not Maintained
SR284	Addison Road	Rural Minor
SR285	Old Mill Road	Rural Collector
SR286	Monterey Road	Seg 010 Rural Access Seg 015 Not Maintained
SR287	Clancys Drive	Rural Access
SR299	Querra Creek Road	Seg 010-040 Rural Access Seg 050-070 Rural Minor
SR300	Beckmore Road	Rural Minor
SR301	Bonshaw Tip Access Road	Remove from register
SR302	Mandoe Radio Site Access Road	Remove from register
SR303	Ashford Pump Station Access Road	Remove from register
SR304	Marrick Road	Not Maintained
SR339	Fairfield Road	Not Maintained
SR340	Ardroy Road	Not Maintained
SR341	Heather Brae Lane	Not Maintained
SR344	Summers Road	Not Maintained
SR345	Kelleys Road	Seg 010-030 Rural Access Seg 040 Not Maintained
SR346	Durkins Road	Rural Minor
SR348	Princes Lane	Rural Minor
SR349	Colleys Lane	Rural Minor
SR350	Jindalee Road	Seg 010-050 Rural Access Seg 060 Rural Minor
SR352	Quiomong Road	Rural Minor
SR353	Croye Road	Not Maintained
SR354	Nashs Lane	Rural Minor
SR356	Wattle Hill Road	Rural Minor
SR357	McNeils Road	Seg 010-020 Rural Access Seg 030 Not Maintained
SR359	Red Hill Lane	Rural Minor

ID	NAME	CLASS
SR360	Warana Drive	Rural Access
SR361	Karinda Drive	Rural Minor
SR362	Rosella Place	Rural Minor
SR363	Corella Court	Rural Minor
SR364	Cicada Place	Rural Minor
SR365	Bundanoon Lane	Rural Access
SR366	Bullamungee Close	Rural Minor
SR367	Tullochard East Road	Rural Minor
SR368	Gillespies Lane	Rural Minor
SR369	Northern Foreshores Road	Rural Collector
SR370	Blair Athol Road	Seg 010 Rural Access Seg 020 Not Maintained
SR371	Clinton Reservoir Road	Rural Minor
SR372	Lemon Tree Flat Road	Not Maintained
SR374	Staggy Creek Sports Ground Access Road	Not Maintained
SR375	Ponds Access Road	Not Maintained
SR376	Windoon Drive	Rural Access
SR377	Daley Close	Rural Access
SR378	Talbragar Close	Rural Access
IU001	Albert Street	Urban Minor
IU002	Allambie Crescent	Urban Minor
IU003	Anderson Street	Urban Minor
IU004	Andrew Lane	Urban Minor
IU005	Andrew Street	Urban Access
IU006	Angel Avenue	Urban Minor
IU007	Angorra Close	Urban Minor
IU010	Arthur Street	Seg 010 Urban Minor Seg 040-080 Urban Collector
IU011	Atlantica Avenue	Urban Minor
IU013	Avern Lane	Urban Minor
IU014	Avern Street	Urban Minor
IU016	Belgravia Lane	Urban Minor
IU017	Bennett Lane	Urban Minor
IU018	Bennett Street	Urban Minor
IU019	Bertha Street	Urban Minor
IU020	Bimbadeen Drive	Urban Minor
IU021	Borthwick Street	Seg 010 Urban Minor Seg 040-050 Urban Collector Seg 060 Urban Minor
IU022	Box Tree Place	Urban Minor
IU023	Brae Lane	Urban Minor
IU024	Brae Street	Urban Link
IU025	Brewery Street	Seg 010-030 Urban Access Seg 040-Urban Minor
IU026	Brissett Lane	Urban Minor
IU027	Brissett Street	Urban Arterial
IU028	Brown Street	Urban Collector
IU029	Brownleigh Vale Drive	Urban Minor
IU031	Burgess Street	Urban Minor
IU032	Burtenshaw Road	Seg 010 Urban Link Seg 020 Urban Minor
IU033	Butler Street	Seg 010 Urban Minor Seg 020-030 Urban Collector
IU036	Buxton Street	Urban Minor

ID	NAME	CLASS
IU037	Byron Lane	Urban Minor
IU039	Caloola Drive	Urban Minor
IU040	Cameron Street	Seg 010 Urban Arterial Seg 020-030 Urban Access Seg 040 Urban Minor
IU041	Campbell Lane	Urban Minor
IU042	Campbell Street	Urban Arterial
IU043	Captain Cook Drive	Seg 010-040 Urban Arterial Seg 050 Urban Access
IU044	Carlyle Street	Urban Minor
IU045	Chester Lane	Urban Minor
IU046	Chester Street	Seg 010-020 Urban Link Seg 030-040 Urban Access Seg 050 Urban Minor
IU047	Chisholm Street	Urban Minor
IU049	Clive Lane	Urban Minor
IU050	Clive Street	Seg 010 Urban Minor Seg 020-025 Urban Access Seg 030 Urban Minor
IU051	Cloonan Terrace	Urban Minor
IU052	Coggan Place	Urban Minor
IU053	Colin Lane	Urban Minor
IU054	Colin Street	Urban Minor
IU055	Collibah Lane	Urban Minor
IU056	County Lane	Urban Minor
IU057	Crestview Place	Urban Minor
IU058	Cunningham Place	Urban Minor
IU059	Currawong Place	Urban Minor
IU061	Davey Street	Urban Minor
IU060	Delvyn Drive	Urban Minor
IU062	Deodara Drive	Urban Minor
IU063	Devon Street	Urban Minor
IU064	East Lane	Urban Minor
IU065	East Street	Urban Minor
IU067	Edward Street	Urban Minor
IU069	Elm Place	Urban Minor
IU071	Eugene Street	Urban Access
IU073	Evans Street	Urban Collector
IU074	Flinders Place	Urban Minor
IU075	Froude Street	Seg 010-020 Urban Minor Seg 030 Urban Access Seg 040 Urban Minor
IU076	George Lane	Urban Minor
IU077	George Street	Urban Access
IU078	Gilchrist Street	Seg 010-030 Urban Minor Seg 040-050 Urban Collector
IU079	Girle Street	Urban Minor
IU080	Glen Innes Access Road	Urban Minor
IU081	Gordon Street	Seg 010-030 Urban Access Seg 040 Urban Minor
IU082	Granville Lane	Urban Minor
IU083	Granville Street	Urban Minor
IU084	Greaves Lane	Urban Minor
IU085	Greaves Street	Urban Minor
IU086	Gunson Way	Urban Minor

ID	NAME	CLASS
IU087	Harland Street	Urban Link
IU088	Hatcher Street	Urban Minor
IU089	Henderson Lane	Urban Minor
IU090	Henderson Street	Seg 010 Urban Arterial Seg 020-060 Urban Access Seg 070 Urban Minor
IU091	Herbert Lane	Urban Minor
IU092	Herbert Street	Urban Minor
IU093	High Lane	Urban Minor
IU094	High Street	Urban Minor
IU095	Hindmarsh Street	Urban Minor
IU096	Hopper Street	Urban Minor
IU097	Howard Street	Urban Minor
IU098	Jacaranda Drive	Urban Minor
IU099	Jack Lane	Urban Minor
IU100	Jack Street	Urban Minor
IU102	John Street	Urban Minor
IU103	Killean Street	Urban Collector
IU104	King Lane	Urban Minor
IU105	King Street	Urban Minor
IU106	Kingfisher Drive	Urban Minor
IU107	Knapton Street	Urban Minor
IU108	Kuna Avenue	Urban Access
IU109	Kurrajong Place	Urban Minor
IU110	Lake Inverell Drive	Urban Minor
IU111	Lang Street	Urban Minor
IU112	Lauder Street	Urban Minor
IU113	Lawrence Street	Seg 010-Seg 060 Urban Minor Seg 070 Urban Access Seg 080 Urban Minor Seg 090-110 Urban Access
IU114	Leonard Street	Urban Minor
IU115	Lewin Street	Urban Minor
IU116	Libani Close	Urban Minor
IU117	Lindsay Avenue	Urban Minor
IU118	Little Street	Urban Minor
IU119	Macintyre Street	Seg 010-030 Urban Minor Seg 040-050 Urban Arterial Seg 060 Urban Arterial
IU121	Mansfield Street	Seg 010-100 Urban Link Seg 110-120 Urban Arterial
IU122	Mather Street	Seg 010 Urban Access Seg 020 Urban Minor
IU123	Mawson Street	Urban Minor
IU124	May Street	Seg 010-040 Urban Access Seg 050 Urban Collector
IU125	Mcilveen Lane	Urban Minor
IU126	Mcilveen Street	Urban Access
IU127	Mcivor Street	Urban Minor
IU128	Medora Street	Seg 010 Urban Arterial Seg 020 Urban Minor
IU129	Miles Street	Urban Minor
IU130	Mitchell Crescent	Urban Minor
IU132	Moore Street	Seg 010-040 Urban Collector Seg 050-070 Urban Minor

ID	NAME	CLASS
IU133	Mugga Place	Urban Minor
IU134	Mulligan Lane	Urban Minor
IU135	Mulligan Street	Urban Minor
IU138	Murray Street	Urban Minor
IU141	Oconnor Street	Seg 005-030 Urban Link Seg 040-060 Urban Collector
IU139	Oak Place	Urban Minor
IU140	Oakland Lane	Urban Minor
IU142	Oliver Lane	Urban Minor
IU143	Oliver Street	Urban Access
IU144	Onus Avenue	Urban Minor
IU145	Osterley Terrace	Urban Minor
IU146	Oswald Lane	Urban Minor
IU147	Oswald Street	Seg 010-030 Urban Access Seg 040-040 Urban Minor
IU148	Oswald Terrace	Urban Minor
IU149	Otho Lane	Urban Minor
IU150	Oxley Place	Urban Minor
IU151	Pearson Road	Urban Minor
IU152	Pleffer Place	Urban Minor
IU153	Prince Lane	Urban Minor
IU154	Prince Street	Seg 010 Urban Minor Seg 020-030 Urban Collector Seg 040-040 Urban Access
IU155	Prince Terrace	Urban Minor
IU156	Queen Street	Urban Minor
IU157	Queens Terrace	Urban Minor
IU159	Raglan Street	Urban Minor
IU160	Railway Close	Urban Minor
IU161	Ring Street	Urban Arterial
IU162	Rivers Street	Seg 010 Urban Minor Seg 020-050 Urban Access
IU163	Rose Street	Seg 010-050 Urban Access Seg 060-070 Urban Minor
IU164	Ross Lane	Urban Minor
IU165	Ross Street	Seg 010-040 Urban Access Seg 050 Urban Collector
IU166	Rosslyn Lane	Urban Minor
IU167	Rosslyn Street	Seg 010 Urban Collector Seg 020 Urban Arterial Seg 030 Urban Minor
IU168	Runneymede Drive	Urban Arterial
IU169	Sapphire Street	Urban Minor
IU170	Sequoia Place	Urban Minor
IU171	Shirley Street	Urban Access
IU173	Short Street	Seg 010-050 Urban Collector Seg 060 Urban Minor
IU176	Stainfield Drive	Urban Minor
IU177	Stirling Street	Urban Minor
IU178	Sunnyside Place	Urban Minor
IU179	Swan Lane	Urban Minor
IU180	Swan Street	Urban Access
IU181	Swanbrook Road	Seg 010-050 Urban Arterial Seg 060-070 Urban Link Seg 080-090 Urban Collector

ID	NAME	CLASS
IU182	Sweaney Street	Urban Access
IU185	Tingha Access Road	Urban Minor
IU186	Tulare Crescent	Urban Minor
IU187	Urabatta Lane	Urban Minor
IU188	Urabatta Street	Urban Access
IU189	Vernon Street	Seg 010-035 Urban Collector Seg 040 Urban Minor
IU190	Victoria Street	Urban Minor
IU191	Vincent Place	Urban Minor
IU192	Vintage Close	Urban Minor
IU193	Vivian Street	Seg 010-070 Urban Collector Seg 080-120 Urban Access
IU194	Wade Street	Urban Minor
IU195	Waratah Avenue	Urban Access
IU196	Wattle Place	Urban Minor
IU197	Wesley Street	Urban Minor
IU198	Whittingham Street	Urban Minor
IU199	William Street	Urban Minor
IU200	Willow Place	Urban Minor
IU201	Wolbah Crescent	Urban Minor
IU202	Wood Street	Urban Access
IU203	Woodland Avenue	Urban Minor
IU204	Wyndham Street	Urban Minor
IU205	Wynne Street	Urban Link
IU206	Zircon Street	Urban Minor
AU207	Alabama Street	Urban Minor
AU208	Albury Street	Urban Access
AU209	Bala Street Nth	Urban Minor
AU210	Bala Street Sth	Urban Minor
AU211	Besley Street	Urban Minor
AU212	Bukkulla Lane	Urban Minor
AU213	Bukkulla Street	Urban Access
AU214	Cook Street	Urban Minor
AU215	David Street	Urban Minor
AU216	Dudley Street	Urban Minor
AU217	Duff Street	Urban Minor
AU218	Ely Street	Seg 010 Urban Minor Seg 020-040 Urban Access
AU219	Frazer Street	Seg 020-030 Urban Minor Seg 040-060 Urban Access
AU220	Frome Street	Urban Minor
AU221	Inverell Lane	Urban Minor
AU222	Inverell Street	Urban Collector
AU223	Jubilee Street	Urban Minor
AU225	Kneipp Street	Urban Minor
AU227	Martyn Street	Seg 010-030 Urban Minor Seg 040-070 Urban Access Seg 080 Urban Minor
AU228	McRae Lane	Urban Minor
AU229	Semmes Street	Urban Minor
AU230	Sinclair Street	Urban Minor
AU231	Tighe Street	Urban Minor
BU 232	Bonshaw Street	Urban Minor
BU234	Hill Street	Urban Minor

ID	NAME	CLASS
BU235	Miller Lane	Urban Minor
BU236	Miller Street	Urban Minor
BU238	Spark Street	Urban Minor
BU239	Texas Street	Urban Minor
BU240	Parker Lane	Urban Minor
BU241	Wadrd Street	Urban Minor
DU242	Burnett Lane	Urban Minor
DU243	Burnett Street	Seg 010 Urban Minor Seg 020-030 Urban Access Seg 040-050 Urban Minor
DU244	Coolatai Street	Urban Access
DU245	Dumboy Street	Urban Minor
DU246	Gleno Street	Urban Minor
DU247	Gunnee Street	Urban Collector
DU248	Gwydir Street	Urban Minor
DU249	Inverell Lane	Urban Minor
DU250	Macintyre Street	Seg 010 Urban Minor Seg 020-040 Urban Access
DU251	Railway Street	Urban Minor
DU252	Reedy Lane	Urban Minor
DU253	Reedy Street	Urban Minor
DU254	Wallangra Lane	Urban Minor
DU255	Wallangra Street	Seg 010 Urban Minor Seg 020 Urban Access
EU257	Blakes Lane	Urban Minor
EU256	Daws Lane	Urban Minor
GU259	Church Street	Urban Minor
GU260	Hall Street	Seg 010 Urban Access Seg 020-030 Urban Minor
GU261	Marsh Street	Seg 010 Urban Access Seg 020 Urban Minor
GU262	Park Street	Urban Minor
GU263	Short Street	Urban Minor
GU265	Wood Street	Seg 020-030 Urban Minor Seg 040 Urban Collector
GU266	Woodford Place	Urban Minor
GU267	Centenary Drive	Urban Minor
GU268	Unnamed - Gum Flat	Urban Minor
MU272	Castle Street	Urban Minor
MU274	Manuka Street	Urban Minor
NU277	Innes Glen Lane	Urban Minor
NU276	Glen Robin Lane	Urban Minor
NU278	Wywurree Lane	Urban Minor
SU279	Fraser Street	Urban Minor
SU291	Laing Street	Urban Minor
SU292	Loftus Street	Urban Minor
SU280	Tingha Street	Urban Minor
WU293	Broad Street	Urban Minor
WU281	Chard Street	Seg 010-030 Urban Access Seg 040 Urban Minor
YU282	Campbell Street	Urban Minor
YU283	Dight Street	Urban Minor
YU284	Lagoon Street	Urban Minor
YU285	Macintyre Street	Urban Minor
YU288	Simpson Street	Urban Minor

ID	NAME	CLASS
YU289	Warialda Street	Urban Minor

3. That this Policy be monitored and reviewed every two years.

APPENDIX 4**Table 7–8 Risk Assessment Summary–Current and Future Evaluation-SR256 Grants Road**

Project risks		Current Level of risk (current traffic)			Future Level of risk (current traffic + RAV – replaced heavy vehicles)				Evaluation	
		Likeli hood	Con- seque nce	Risk level	Likeli hood	Con- seque nce	Risk level	Cha nge (↓– ↑)	Accept able	Further consideration of treatments
	Road safety ⁽¹⁾									
S1- 2.3.1 (a) & (b)	No access road within the property terminal; Unsuitable entry/exit access at property terminal – Crash risk	Rare	Medium	Moderate	Possible	Medium	Moderate	–	✓	Owner's responsibility to ensure access to suit standard for B-Double access.
S2- 2.3.3	Insufficient vehicle turning space; Insufficient vertical curve alignment – Crash risk	Rare	Very High	Moderate	Likely	Very High	Extreme	↑	X	Road to be widened and shape correction.
S3- 2.3.4 (a)	Insufficient carriageway width – Crash risk	Rare	Very High	Moderate	Possible	Very High	Extreme	↑	X	Road carriageway to be widened.
S4- 2.3.5	Insufficient floodway width – Crash risk	Rare	Very High	Moderate	Possible	Very High	Extreme	↑	X	Concrete floodway to be widened.
	Infrastructure loading									
S5- 2.7.3 (a)	Insufficient structural capability on existing unsealed pavement.	Rare	Very High	Moderate	Likely	Very High	Extreme	↑	X	Unsealed pavement to be upgraded.

Route Assessment Summary Report

Vehicle configuration:	Class 2 B-Double
Route:	SR 256 Grants Road
Origin Address:	Elsmore Road, Elsmore
Destination Address:	End of Grants Road, Elsmore

A completed application form showing route details is attached.

This is to certify that the investigation levels have been duly considered, checklist has been completed and comments provided as appropriate.

My assessment of the inspected route against the guide is that the route is: **Unsuitable**

Person responsible for the route assessment:

Signature:



Name:

Kevin Tseng

Qualification

Engineering Officer

Position:

Works Engineer

Organisation

Inverell Shire Council

Date:

9/8/16

Route Assessment summary check list

Separate working papers are to contain the detailed assessment that supports this summary check list.

Road Name and Section:		SR256 Grants Road. From intersection of Silvermines Road & Grants Road to 470 Grants Road.		
Ref	Assessment characteristic	Data	Comment / information	
2.1.1	General			
	Length of route (km)	4.84km	From Councils Asset Register	
	Road Class Hierarchy (State Roads)	Rural Access		
	Traffic Volumes (AADT)	23		
	% Volume of commercial vehicles	9.3%		
	Volume by types of freight vehicles:			
	• Semi-trailers	N/A		
	• B-doubles	N/A		
	• Road Trains	N/A		
	• AB and B-triple combinations	N/A		
	• Other			
Ref	Assessment characteristic	Pass	Investigate	Comment / information
2.2	Legal/regulatory			
2.2.1	Vehicle			
	Check the proposed vehicle against the regulations:	✓		
	Actual legal class and configuration	✓		

Ref	Assessment characteristic	Pass	Investigate	Comment / information
	Comparable vehicle			>NA
2.2.2	Zoning of land			
	Evidence provided that access complies with planning approvals	N/A		
2.3	Road safety issues			
2.3.1	At terminals			
2.3.1(a)	Road access within terminals		✓	No road access within the property terminal.
	Evidence provided to confirm suitability within terminals.	N/A		
2.3.1(b)	Road access into or from terminals		✓	Road access into property currently unsuitable for B-Double.
	Entry and exit complies		✓	Insufficient entry/exit width; Inadequate road geometry; inadequate vehicle turning space.
2.3.2	Road safety assessment			
	Road Crash Investigation Report Review of desk-top analysis of the road crash history over the previous 5 years.	✓		No recorded crash in accordance with NSW Centre for Road Safety.
	Where required, road safety audit report			
	• Speed zones	N/A		Not required.
	• School speed zones	N/A		Not required.
	• Truck and bus zone	N/A		Not required.
2.3.3	Road alignment			
	Is there a comparable vehicle using this route?	N/A		
	Low speed turns at intersections, roundabouts, traffic management devices		✓	Insufficient vehicle turning space at: <ul style="list-style-type: none"> the intersection of Grants and Silvermines Rd; and approaches to the floodway.
	Curve geometry at road speed		✓	Insufficient vertical curve alignment at a number of concrete causeways.
2.3.4	Road width (cross-section)			
2.3.4(a)	Rural roads			

Ref	Assessment characteristic	Pass	Investigate	Comment / information
	For unsealed sections: • Carriageway width (W)		✓	Existing road is 5m in width. Minimum carriageway width is 7m as per Table 2-4 of NSW Route Assessment Guide.
	For sealed sections: • Sealed surface width (SSW) • Sealed lane width (SLW) • Carriageway width (W)	N/A		No sealed sections
2.3.4(b)	Urban roads			
	For sealed sections: • Sealed lane width (SLW) • Adjacent lane (SLW)	N/A		
2.3.5	Structure width (including bridge width)			
	Structure width		✓	Insufficient floodway width. Existing floodway width is 4.2m. Table 2-9 Structure Width for B-Doubles requires 6m.
	Width ratio ≤ 1.25	✓		Existing width ratio = 1.2
2.3.6	Intersections			
2.3.6(a)	Low speed turns			
	Roadside structures	N/A		
2.3.6(b)	Intersections and turn bays			
	Safe intersections sight distance (SISD)	✓		
	Adequate road length for storage	✓		
2.3.6(c)	Approach visibility (stopping sight distance)			
	Stopping Sight Distance (SSD)	✓		
2.3.7	Overtaking opportunities			
	Overtaking opportunities meet the requirements for the route.	✓		AADT < 100
2.3.8	Traffic facilities			
2.3.8(a)	Signs, lines and markings	N/A		
	Signposting	N/A		
2.3.8(b)	Crash barriers and clear zones	N/A		
2.3.8(c)	Traffic signals			

Ref	Assessment characteristic	Pass	Investigate	Comment / information
	Minimum green time (Note locations where adjustment is required)	N/A		
2.3.9	Traffic interaction with other users			
	School bus route has bus stop areas off the road where the bus can safely stop.	N/A		
	Tourist route	N/A		
	Pedestrians and cyclists	N/A		
	Other drivers familiar with RAV	✓		Nearby SR 246 Elsmore Road is an approved RAV route.
2.3.10	Local conditions			
	Other local conditions (describe)	N/A		
2.4	Rail-road safety			
2.4.1	Grade Separated Crossings	N/A		
2.4.2	Railway crossings			
2.4.2(a)	Sight distance	N/A		
2.4.2(b)	Alignment and width	N/A		
2.4.2(c)	Queuing on railway crossings at or near intersections	N/A		
2.4.2(d)	Short stacking	N/A		
	Concurrence from rail infrastructure manager	N/A		
2.5	Work, health and safety			
2.5.1	Decoupling operation	✓		No additional decoupling
2.5.2	Driver breaks	✓		
2.6	Amenity and environment issues			
2.6.1	Existing approved land-use			
2.6.1(a)	Community amenity	✓		Minimal surrounding residence.
2.6.1(b)	Noise and vibration			
	Road noise: Road surface irregularity	✓		
	Engine and brake noise: Grade > 5% (potential for engine brake noise)	✓		

Ref	Assessment characteristic	Pass	Investigate	Comment / information
2.6.1(c)	Air quality	✓		
2.6.1(d)	Vulnerable or endangered flora or fauna	✓		
2.6.2	Traffic-generating development			
	Associated with DA	N/A		
2.7	Infrastructure loading			
2.7.2	Bridge structure			
	All bridges & culverts structurally capable	✓		
2.7.3	Pavement structure			
2.7.3(a)	General and concessional mass			
	Wear relative to 6 axle semi-trailer Pavement condition		✓	Surface rutting on road surface particularly when wet.
2.7.3(b)	Higher mass limits (HML) on axles groups			
	Pavement condition	N/A		
2.7.4	Floodways and causeways	✓		
2.8	Property damage (public infrastructure or property)			
2.8.1	Low clearance structures and plant			
2.8.1(a)	Structure clearance	✓		
2.8.1(b)	Overhead cable clearance	✓		
2.8.2	Tree clearance	✓		
2.9	Other significant issues			
	Other issues not covered in the assessment (describe)	N/A		

Risk Management Approach:

	Yes	No
	✓	

Access Conditions:

NIL

Other issues:

	Yes	No
Is a review of the route scheduled?		✓

Engineering determination report:

Vehicle type	B-Double	HML Vehicle	N
Asset Manager	<u>Inverell Shire Council</u>		
Route-SR256	From: Intersection of Silvermines Road		
	To: 470 Grants Road		
		Yes	No
List of all structures, their assessments and sign-off by structural engineer is attached			✓
<ul style="list-style-type: none"> Insufficient structural capacity for numerous cattle grids by visual inspection. 			
All structures can support the proposed vehicle			✓

Person responsible for the engineering determination:
Signature:

Name:

Kevin Tseng

Position:

Works Engineer

Organisation

Inverell Shire Council

Date:

9/8/16

Table 7–8 Risk Assessment Summary–Current and Future Evaluation-SR193 Wiltshire Road

Project risks		Current Level of risk (current traffic)			Future Level of risk (current traffic + RAV – replaced heavy vehicles)				Evaluation	
		Likeli hood	Con- seque nce	Risk level	Likeli hood	Con- seque nce	Risk level	Cha nge (↓– ↑)	Accept able	Further consideration of treatments
	Road safety ⁽¹⁾									
S1- 2.3.1 (a)	Property owner to provide evidence to confirm suitability within terminals.	Rare	Medium	Moderate	Possible	Medium	Moderate	–	✓	Property owner's responsibility to ensure access to suit B-Doubles and truck turnaround.
S2- 2.3.1 (b)	Property terminal at "Carrawarra" 603 Wiltshire Road access is unsuitable for B-Double Access – Crash risk	Rare	Medium	Moderate	Possible	Medium	Moderate	–	✓	Property owner's responsibility to ensure access to suit standard for B-Double access.
S3- 2.3.3	Insufficient space for vehicle turning – Crash risk	Rare	Very High	Moderate	Possible	Very High	Extreme	↑	X	<ul style="list-style-type: none"> Reduce Speed signs are required at a sharp turn. Tree removal is also required.
S4- 2.3.4 (a)	Insufficient road width – Crash risk	Rare	Very High	Moderate	Possible	Very High	Extreme	↑	X	Road to be widen.
S5- 2.3.8 (b)	Insufficient clear zone – Crash risk	Rare	Very High	Moderate	Possible	Very High	Extreme	↑	X	Tree removal is required. Approximately twenty (20) mature trees.
	Infrastructure loading									
S6- 2.7.4	Inadequate concrete causeway due to crack and surface defect – Failure risk	Possible	High	Moderate	Likely	High	Extreme	↑	X	<ul style="list-style-type: none"> Upgrade required to the concrete causeway on Segment 060 (2.8km from Copeton Dam Road; Size: 29m x 4.3m). Narrow road signs require in the approaches.
	Property damage									
S7- 2.8.2	Tree Clearance – Crash risk	Rare	High	Moderate	Possible	High	Moderate	–	✓	A number of low tree branches require pruning.

Route assessment summary report:

Vehicle configuration:	Class 2 B-Double
Route:	SR 193 Wiltshire Road
Origin Address:	Junction of Copeton Dam Road & Wiltshire Road
Destination Address:	"Carrawarra" 603 Wiltshire Road, Gum Flat

A completed application form showing route details is attached.

This is to certify that the investigation levels have been duly considered, checklist has been completed and comments provided as appropriate.

My assessment of the inspected route against the guide is that the route is: **Unsuitable**

Person responsible for the route assessment:**Signature:**

Name:

Kevin Tseng

Qualification

Engineering Officer

Position:

Works Engineer

Organisation

Inverell Shire Council

Date:

17/2/17

Route Assessment summary check list

Separate working papers are to contain the detailed assessment that supports this summary check list.

Road Name and Section:		SR193 Wiltshire Road. From junction of Copeton Dam Road to "Carrawarra" 603 Wiltshire Road.	
Ref	Assessment characteristic	Data	Comment / information
2.1.1	General		
	Length of route (km)	7.67km	From Councils Asset Register
	Road Class Hierarchy (State Roads)	Local	
	Traffic Volumes (AADT)	21	
	% Volume of commercial vehicles	17%	

Ref	Assessment characteristic	Data	Comment / information	
	Volume by types of freight vehicles:			
	• Semi-trailers	N/A		
	• B-doubles	N/A		
	• Road Trains	N/A		
	• AB and B-triple combinations	N/A		
	• Other			
Ref	Assessment characteristic	Pass	Investigate	Comment / information
2.2	Legal/regulatory			
2.2.1	Vehicle			
	Check the proposed vehicle against the regulations:	✓		
	Actual legal class and configuration	✓		
	Comparable vehicle			>N/A
2.2.2	Zoning of land			
	Evidence provided that access complies with planning approvals	N/A		
2.3	Road safety issues			
2.3.1	At terminals			
2.3.1(a)	Road access within terminals		✓	No road access within the terminal.
	Evidence provided to confirm suitability within terminals.	N/A		
2.3.1(b)	Road access into or from terminals		✓	Road access into property currently unsuitable for B-Double.
	Entry and exit complies		✓	Insufficient entry/exit width; Inadequate road geometry; Inadequate vehicle turning space.
2.3.2	Road safety assessment			
	Road Crash Investigation Report Review of desk-top analysis of the road crash history over the previous 5 years.	✓		In accordance with NSW Centre of Road Safety, no record of accident over the last 5 years.
	Where required, road safety audit report			
	• Speed zones	N/A		Not required.
	• School speed zones	N/A		Not required.
	• Truck and bus zone	N/A		Not required.

Ref	Assessment characteristic	Pass	Investigate	Comment / information
2.3.3	Road alignment			
	Is there a comparable vehicle using this route?	N/A		
	Low speed turns at intersections, roundabouts, traffic management devices	✓		
	Curve geometry at road speed		✓	Insufficient space for vehicle turning.
2.3.4	Road width (cross-section)			
2.3.4(a)	Rural roads			
	For unsealed sections: <ul style="list-style-type: none"> Carriageway width (W) 		✓	Insufficient road width. <ul style="list-style-type: none"> W = 5m road width between Copeton Dam Road and Glenwood Road. W = 4.5m road width between Glenwood Road and "Carrawarra" 603 Wiltshire Road. As per Table 2-3, Minimum W = 7m. Road reserves have sufficient space to allow vehicle pull over to give way to on-coming B-Doubles.
	For sealed sections: <ul style="list-style-type: none"> Sealed surface width (SSW) Sealed lane width (SLW) Carriageway width (W) 	N/A		
2.3.4(b)	Urban roads			
	For sealed sections: <ul style="list-style-type: none"> Sealed lane width (SLW) Adjacent lane (SLW) 	N/A		
2.3.5	Structure width (including bridge width)			
	Structure width	✓		<ul style="list-style-type: none"> Average 6.7m width. Concrete pipe culverts sizes: 450mm Qty: 8 off, and 600mm Qty: 3 off As per Table 2-9, Minimum Width = 4m for Single Lane & 6m for Two Lanes.

Ref	Assessment characteristic	Pass	Investigate	Comment / information
	Width ratio ≤ 1.25	✓		Width ratio = 1.04
2.3.6	Intersections			
2.3.6(a)	Low speed turns			
	Roadside structures	N/A		
2.3.6(b)	Intersections and turn bays			
	Safe intersections sight distance (SISD)	✓		
	Adequate road length for storage	N/A		
2.3.6(c)	Approach visibility (stopping sight distance)			
	Stopping Sight Distance (SSD)	✓		
2.3.7	Overtaking opportunities			
	Overtaking opportunities meet the requirements for the route.	✓		AADT < 100
2.3.8	Traffic facilities			
2.3.8(a)	Signs, lines and markings	N/A		Unsealed road. No line markings.
	Signposting	N/A		
2.3.8(b)	Crash barriers and clear zones		✓	Insufficient clear zone. Approximately twenty (20) mature trees identified too close to the traffic.
2.3.8(c)	Traffic signals			
	Minimum green time (Note locations where adjustment is required)	N/A		
2.3.9	Traffic interaction with other users			
	School bus route has bus stop areas off the road where the bus can safely stop.	N/A		This is not a designated bus route.
	Tourist route	N/A		This is not a tourist route.
	Pedestrians and cyclists	N/A		Unlikely to be used by pedestrian and cyclist due to unsealed local road.
	Other drivers familiar with RAV	N/A		This is not a designated heavy vehicle route.
2.3.10	Local conditions			
	Other local conditions (describe)	N/A		

Ref	Assessment characteristic	Pass	Investigate	Comment / information
2.4	Rail-road safety			
2.4.1	Grade Separated Crossings	N/A		
2.4.2	Railway crossings			
2.4.2(a)	Sight distance	N/A		
2.4.2(b)	Alignment and width	N/A		
2.4.2(c)	Queuing on railway crossings at or near intersections	N/A		
2.4.2(d)	Short stacking	N/A		
	Concurrence from rail infrastructure manager	N/A		
2.5	Work, health and safety			
2.5.1	Decoupling operation	✓		No additional decoupling
2.5.2	Driver breaks	✓		
2.6	Amenity and environment issues			
2.6.1	Existing approved land-use			
2.6.1(a)	Community amenity	✓		minimal surrounding residence
2.6.1(b)	Noise and vibration			
	Road noise: Road surface irregularity	✓		
	Engine and brake noise: Grade > 5% (potential for engine brake noise)	✓		
2.6.1(c)	Air quality	✓		
2.6.1(d)	Vulnerable or endangered flora or fauna	✓		
2.6.2	Traffic-generating development			
	Associated with DA	N/A		
2.7	Infrastructure loading			
2.7.2	Bridge structure			
	All bridges & culverts structurally capable	✓		
2.7.3	Pavement structure			
2.7.3(a)	General and concessional mass			
	Wear relative to 6 axle semi-trailer	✓		
	Pavement condition			

Ref	Assessment characteristic	Pass	Investigate	Comment / information
2.7.3(b)	Higher mass limits (HML) on axles groups			
	Pavement condition	✓		
2.7.4	Floodways and causeways		✓	Inadequate concrete causeway due to cracks at Segment 060 (2.8km from Copeton Dam Road; Size: 29m x 4.3m).
2.8	Property damage (public infrastructure or property)			
2.8.1	Low clearance structures and plant			
2.8.1(a)	Structure clearance	N/A		
2.8.1(b)	Overhead cable clearance	✓		
2.8.2	Tree clearance		✓	A number of low tree branches require pruning.
2.9	Other significant issues			
	Other issues not covered in the assessment (describe)	N/A		

Risk Management Approach:

	Yes	No
	✓	

Access Conditions:

NIL.

Other issues:

	Yes	No
Is a review of the route scheduled?		✓

Engineering determination report:

Vehicle type	B-Double	HML Vehicle	N
Asset Manager	<u>Inverell Shire Council</u>		
Route-SR256	From: Wiltshire Road - Junction of Copeton Dam Road		
	To: "Carrawarra" 603 Wiltshire Road, Gum Flat		
		Yes	No
List of all structures, their assessments and sign-off by structural engineer is attached			✓
All structures can support the proposed vehicle			✓

Person responsible for the engineering determination:**Signature:****Name:**

Kevin Tseng

Position:

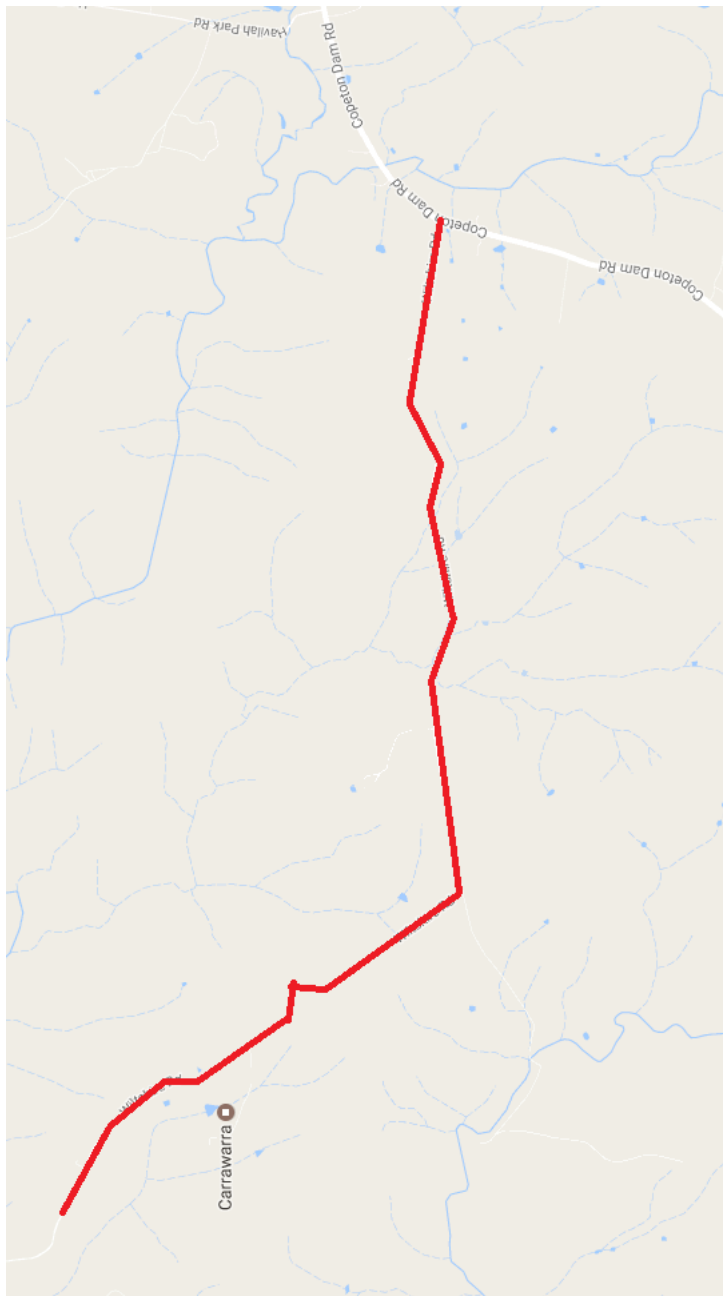
Works Engineer

Organisation

Inverell Shire Council

Date:

17/2/17



**Risk Assessment Summary–Current and Future Evaluation-SR246 Elsmore Road
 (Between Gwydir Hwy and Dodds Lane)**

Project risks		Current Level of risk (current traffic)			Future Level of risk (current traffic + RAV – replaced heavy vehicles)				Evaluation	
		Likeli hood	Con- seque nce	Risk level	Likeli hood	Con- seque nce	Risk level	Cha nge (↓– ↑)	Accept able	Further consideration of treatments
	Road safety ⁽¹⁾									
S1- 2.3.4 (a)	Insufficient road width – Crash risk	Rare	High	Moder ate	Possi ble	High	Mod erate	–	✓	Not required.
S2- 2.3.7	No overtaking opportunity – Crash risk	Rare	High	Moder ate	Possi ble	High	Mod erate	–	✓	Not required.
S3- 2.3.8 (a)	No line marking – Crash risk	Rare	High	Moder ate	Possi ble	High	Mod erate	–	✓	Not required.

Route assessment summary report:

Vehicle configuration:	Class 2 B-Double
Route:	SR 246 Elsmore Road
Origin Address:	Junction of Gwydir Highway
Destination Address:	Dodds Lane, Elsmore

A completed application form showing route details is attached.

This is to certify that the investigation levels have been duly considered, checklist has been completed and comments provided as appropriate.

My assessment of the inspected route against the guide is that the route is: **Suitable**

Person responsible for the route assessment:
Signature:

Name:

Kevin Tseng

Qualification

Engineering Officer

Position:

Works Engineer

Organisation

Inverell Shire Council

Date:

23/2/17

Route Assessment summary check list:

Separate working papers are to contain the detailed assessment that supports this summary check list.

Road Name and Section:		SR246 Elsmore Road. From junction of Gwydir Highway to Dodds Lane, Elsmore.		
Ref	Assessment characteristic	Data	Comment / information	
2.1.1	General			
	Length of route (km)	12.7km	From Councils Asset Register	
	Road Class Hierarchy (State Roads)	Arterial		
	Traffic Volumes (AADT)	231		
	% Volume of commercial vehicles	17%		
	Volume by types of freight vehicles:			
	• Semi-trailers	N/A		
	• B-doubles	N/A		
	• Road Trains	N/A		
	• AB and B-triple combinations	N/A		
	• Other			
Ref	Assessment characteristic	Pass	Investigate	Comment / information
2.2	Legal/regulatory			
2.2.1	Vehicle			
	Check the proposed vehicle against the regulations:	✓		
	Actual legal class and configuration	✓		

Ref	Assessment characteristic	Pass	Investigate	Comment / information
	Comparable vehicle			>N/A
2.2.2	Zoning of land			
	Evidence provided that access complies with planning approvals	N/A		
2.3	Road safety issues			
2.3.1	At terminals			
2.3.1(a)	Road access within terminals	N/A		
	Evidence provided to confirm suitability within terminals.	N/A		
2.3.1(b)	Road access into or from terminals	N/A		
	Entry and exit complies	N/A		
2.3.2	Road safety assessment			
	Road Crash Investigation Report Review of desk-top analysis of the road crash history over the previous 5 years.	✓		In accordance with NSW Centre for Road Safety, total of 4 separate accidents recorded: <ul style="list-style-type: none"> • 2 are serious injuries; and • 2 are non-casualties.
	Where required, road safety audit report			
	• Speed zones	N/A		Not required
	• School speed zones	N/A		Not required
	• Truck and bus zone	N/A		Not required
2.3.3	Road alignment			
	Is there a comparable vehicle using this route?	N/A		
	Low speed turns at intersections, roundabouts, traffic management devices	✓		
	Curve geometry at road speed	✓		
2.3.4	Road width (cross-section)			
2.3.4(a)	Rural roads			
	For unsealed sections: <ul style="list-style-type: none"> • Carriageway width (W) 	N/A		

Ref	Assessment characteristic	Pass	Investigate	Comment / information
	For sealed sections: <ul style="list-style-type: none"> Sealed surface width (SSW) Sealed lane width (SLW) Carriageway width (W) 		✓	<ul style="list-style-type: none"> Insufficient road width. Average W = 5.3m road width between Gwydir Hwy and Dodds Road. As per Table 2-4, requirement is SLW = 3m and W = 7m Road shoulders provide sufficient space for vehicle pull over if required.
2.3.4(b)	Urban roads			
	For sealed sections: <ul style="list-style-type: none"> Sealed lane width (SLW) Adjacent lane (SLW) 	N/A		
2.3.5	Structure width (including bridge width)			
	Structure width	✓		<ul style="list-style-type: none"> 6.1m width at culvert. As per Table 2-9, Minimum Width = 6m for Two Lanes.
	Width ratio ≤ 1.25	✓		Width ratio = 0.87
2.3.6	Intersections			
2.3.6(a)	Low speed turns			
	Roadside structures	N/A		
2.3.6(b)	Intersections and turn bays			
	Safe intersections sight distance (SISD)	✓		
	Adequate road length for storage	✓		
2.3.6(c)	Approach visibility (stopping sight distance)			
	Stopping Sight Distance (SSD)	✓		
2.3.7	Overtaking opportunities			
	Overtaking opportunities meet the requirements for the route.		✓	No overtaking opportunity due to insufficient road width and no line marking.
2.3.8	Traffic facilities			
2.3.8(a)	Signs, lines and markings		✓	No line marking.
	Signposting			
2.3.8(b)	Crash barriers and clear zones	✓		
2.3.8(c)	Traffic signals			

Ref	Assessment characteristic	Pass	Investigate	Comment / information
	Minimum green time (Note locations where adjustment is required)	N/A		
2.3.9	Traffic interaction with other users			
	School bus route has bus stop areas off the road where the bus can safely stop.	✓		
	Tourist route	N/A		
	Pedestrians and cyclists	N/A		
	Other drivers familiar with RAV	✓		
2.3.10	Local conditions			
	Other local conditions (describe)	N/A		
2.4	Rail-road safety			
2.4.1	Grade Separated Crossings	N/A		
2.4.2	Railway crossings			
2.4.2(a)	Sight distance	N/A		
2.4.2(b)	Alignment and width	N/A		
2.4.2(c)	Queuing on railway crossings at or near intersections	N/A		
2.4.2(d)	Short stacking	N/A		
	Concurrence from rail infrastructure manager	N/A		
2.5	Work, health and safety			
2.5.1	Decoupling operation	✓		No additional decoupling
2.5.2	Driver breaks	✓		
2.6	Amenity and environment issues			
2.6.1	Existing approved land-use			
2.6.1(a)	Community amenity	✓		
2.6.1(b)	Noise and vibration			
	Road noise: Road surface irregularity	✓		
	Engine and brake noise: Grade > 5% (potential for engine brake noise)	✓		
2.6.1(c)	Air quality	✓		

Ref	Assessment characteristic	Pass	Investigate	Comment / information
2.6.1(d)	Vulnerable or endangered flora or fauna	✓		
2.6.2	Traffic-generating development			
	Associated with DA	N/A		
2.7	Infrastructure loading			
2.7.2	Bridge structure			
	All bridges & culverts structurally capable	✓		
2.7.3	Pavement structure			
2.7.3(a)	General and concessional mass			
	Wear relative to 6 axle semi-trailer Pavement condition	✓		
2.7.3(b)	Higher mass limits (HML) on axles groups			
	Pavement condition	✓		
2.7.4	Floodways and causeways	N/A		
2.8	Property damage (public infrastructure or property)			
2.8.1	Low clearance structures and plant			
2.8.1(a)	Structure clearance	✓		
2.8.1(b)	Overhead cable clearance	✓		
2.8.2	Tree clearance	✓		
2.9	Other significant issues			
	Other issues not covered in the assessment (describe)	N/A		

Risk Management Approach:

	Yes	No
	✓	

Access Conditions:

NIL

Other issues:

	Yes	No
Is a review of the route scheduled?		✓

Engineering determination report:

Vehicle type	B-Double	HML Vehicle	N
Asset Manager	<u>Inverell Shire Council</u>		
Route-SR246	From: Elsmore Road - Junction of Gwydir Hwy		
	To: Dodds Lane, Elsmore		
		Yes	No
List of all structures, their assessments and sign-off by structural engineer is attached			✓
All structures can support the proposed vehicle			✓

Person responsible for the engineering determination:**Signature:**

Name:

Kevin Tseng

Position:

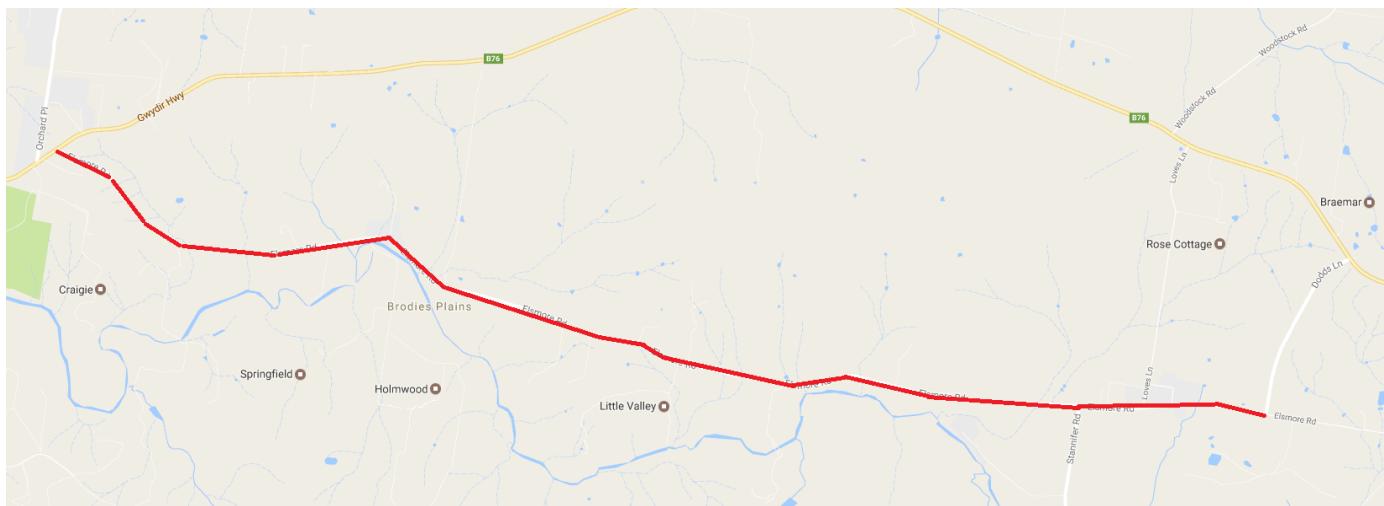
Works Engineer

Organisation

Inverell Shire Council

Date:

23/2/17



Risk Assessment Summary–Current and Future Evaluation-MR187 Yetman Road

Project risks		Current Level of risk (current traffic)			Future Level of risk (current traffic + RAV – replaced heavy vehicles)				Evaluation	
		Likeli hood	Con- seque nce	Risk level	Likeli hood	Con- seque nce	Risk level	Cha nge (↓– ↑)	Accept able	Further consideration of treatments
	Road safety ⁽¹⁾									
S1- 2.3.4 (a)	Insufficient carriageway width Crash risk	Rare	Very High	Moder ate	Possi ble	Very High	Extre me	↑	X	Road carriageway to be widen. 8km between Palaroo Lane and Stewart Grain Trading.
S2- 2.3.5	Insufficient structure width Crash risk	Rare	Very High	Moder ate	Possi ble	Very High	Extre me	↑	X	Bridge and culvert structures to be widen. At Rob Roy Creek, Jessies Gully and Hunts Gully.
S3- 2.3.8 (b)	Insufficient clear zone Crash risk	Rare	Very High	Moder ate	Possi ble	Very High	Extre me	↑	X	Concrete bridge barrier at Rob Roy Creek to be widen.
S4- 2.3.9	No bus stop area Crash risk	Rare	Very High	Moder ate	Possi ble	Very High	Extre me	↑	X	Two bus stop areas are required. One for the north bound another for the south bound near Spencers Gully.

Route assessment summary report:

Vehicle configuration:	Class 2 Road Train
Route:	MR 187 Yetman Road
Origin Address:	Inverell Saleyards – 375 Yetman Road, Inverell NSW 2360
Destination Address:	Stewarts Grain Trading – 1591 Yetman Road, Oakwood NSW 2360

A completed application form showing route details is attached.

This is to certify that the investigation levels have been duly considered, checklist has been completed and comments provided as appropriate.

My assessment of the inspected route against the guide is that the route is: **Unsuitable**

Person responsible for the route assessment:

Signature:



Name:

Kevin Tseng

Qualification

Engineering Officer

Position:

Works Engineer

Organisation

Inverell Shire Council

Date:

17/2/17

Route Assessment summary check list:

Separate working papers are to contain the detailed assessment that supports this summary check list.

Road Name and Section:		MR 187 Yetman Road. From Inverell Saleyards to Stewarts Grain Trading, Oakwood.		
Ref	Assessment characteristic	Data	Comment / information	
2.1.1	General			
	Length of route (km)	12km	From Councils Asset Register	
	Road Class Hierarchy (State Roads)	Regional		
	Traffic Volumes (AADT)	471		
	% Volume of commercial vehicles	15%		
	Volume by types of freight vehicles:			
	• Semi-trailers	N/A		
	• B-doubles	N/A		
	• Road Trains	N/A		
	• AB and B-triple combinations	N/A		
	• Other			
Ref	Assessment characteristic	Pass	Investigate	Comment / information
2.2	Legal/regulatory			
2.2.1	Vehicle			
	Check the proposed vehicle against the regulations:	✓		
	Actual legal class and configuration	✓		

Ref	Assessment characteristic	Pass	Investigate	Comment / information
	Comparable vehicle			>N/A
2.2.2	Zoning of land			
	Evidence provided that access complies with planning approvals	N/A		
2.3	Road safety issues			
2.3.1	At terminals			
2.3.1(a)	Road access within terminals	✓		
	Evidence provided to confirm suitability within terminals.	✓		
2.3.1(b)	Road access into or from terminals	✓		
	Entry and exit complies	✓		
2.3.2	Road safety assessment			
	Road Crash Investigation Report Review of desk-top analysis of the road crash history over the previous 5 years.	✓		In accordance with NSW Centre for Road Safety, two motor accidents recorded over the last 5 years. One moderate injury another minor injury.
	Where required, road safety audit report	N/A		Road train length < 36.5m & AADT < 2000.
	• Speed zones	N/A		
	• School speed zones	N/A		
	• Truck and bus zone	N/A		
2.3.3	Road alignment			
	Is there a comparable vehicle using this route?	✓		Currently approved B-Double route.
	Low speed turns at intersections, roundabouts, traffic management devices	✓		
	Curve geometry at road speed	✓		
2.3.4	Road width (cross-section)			
2.3.4(a)	Rural roads			
	For unsealed sections: • Carriageway width (W)	N/A		

Ref	Assessment characteristic	Pass	Investigate	Comment / information
	For sealed sections: <ul style="list-style-type: none"> Sealed surface width (SSW) Sealed lane width (SLW) Carriageway width (W) 		✓	<ul style="list-style-type: none"> Saleyard to Palaroo Lane – 4km at 7m width, Palaroo Lane to Stewart Grain Trading – 8km at 6m width. As per Table 2-5, Road Train ≤ 36.5m (to 90 km/h): Requirement is SLW = 3m, W = 7m.
2.3.4(b)	Urban roads			
	For sealed sections: <ul style="list-style-type: none"> Sealed lane width (SLW) Adjacent lane (SLW) 	N/A		
2.3.5	Structure width (including bridge width)			
	Structure width		✓	<ul style="list-style-type: none"> Concrete bridge on Rob Roy Creek measured 7m width. Concrete culvert on Jessies Gully measured 6.4m width. Concrete culvert on Hunts Gully measured 5.6m width. As per Table 2-9, Road Train ≤ 36.5m: Structure width requires 7.2m.
	Width ratio ≤ 1.25	✓		Existing width ratio = 1
2.3.6	Intersections			
2.3.6(a)	Low speed turns			
	Roadside structures	✓		
2.3.6(b)	Intersections and turn bays			
	Safe intersections sight distance (SISD)	✓		
	Adequate road length for storage	✓		
2.3.6(c)	Approach visibility (stopping sight distance)			
	Stopping Sight Distance (SSD)	✓		
2.3.7	Overtaking opportunities			

Ref	Assessment characteristic	Pass	Investigate	Comment / information
	Overtaking opportunities meet the requirements for the route.	✓		
2.3.8	Traffic facilities			
2.3.8(a)	Signs, lines and markings	✓		
	Signposting	✓		
2.3.8(b)	Crash barriers and clear zones		✓	Insufficient width at concrete bridge barrier at Rob Roy Creek.
2.3.8(c)	Traffic signals			
	Minimum green time (Note locations where adjustment is required)	N/A		
2.3.9	Traffic interaction with other users			
	School bus route has bus stop areas off the road where the bus can safely stop.		✓	Two bus stop areas are required. One for the north bound another for the south bound near Spencers Gully
	Tourist route	✓		This is not a tourist route.
	Pedestrians and cyclists	✓		Used by multiple cyclists.
	Other drivers familiar with RAV	✓		Not predominantly used in Inverell Shire.
2.3.10	Local conditions			
	Other local conditions (describe)	N/A		
2.4	Rail-road safety			
2.4.1	Grade Separated Crossings	N/A		
2.4.2	Railway crossings			
2.4.2(a)	Sight distance	N/A		
2.4.2(b)	Alignment and width	N/A		
2.4.2(c)	Queuing on railway crossings at or near intersections	N/A		
2.4.2(d)	Short stacking	N/A		
	Concurrence from rail infrastructure manager	N/A		
2.5	Work, health and safety			
2.5.1	Decoupling operation	✓		
2.5.2	Driver breaks	✓		

Ref	Assessment characteristic	Pass	Investigate	Comment / information
2.6	Amenity and environment issues			
2.6.1	Existing approved land-use			
2.6.1(a)	Community amenity	✓		
2.6.1(b)	Noise and vibration			
	Road noise: Road surface irregularity	✓		Bitumen Surface.
	Engine and brake noise: Grade > 5% (potential for engine brake noise)	✓		Designated Heavy Vehicle Route.
2.6.1(c)	Air quality	✓		Designated Heavy Vehicle Route.
2.6.1(d)	Vulnerable or endangered flora or fauna	✓		
2.6.2	Traffic-generating development			
	Associated with DA	N/A		
2.7	Infrastructure loading			
2.7.2	Bridge structure			
	All bridges & culverts structurally capable	✓		
2.7.3	Pavement structure			
2.7.3(a)	General and concessional mass			
	Wear relative to 6 axle semi-trailer Pavement condition	✓		
2.7.3(b)	Higher mass limits (HML) on axles groups			
	Pavement condition	N/A		
2.7.4	Floodways and causeways	N/A		
2.8	Property damage (public infrastructure or property)			
2.8.1	Low clearance structures and plant			
2.8.1(a)	Structure clearance	✓		Designated Heavy Vehicle Route.
2.8.1(b)	Overhead cable clearance	✓		Designated Heavy Vehicle Route.

Ref	Assessment characteristic	Pass	Investigate	Comment / information
2.8.2	Tree clearance	✓		Designated Heavy Vehicle Route.
2.9	Other significant issues			
	Other issues not covered in the assessment (describe)	N/A		

Risk Management Approach:

	Yes	No
	✓	

Access Conditions:

NIL

Other issues:

	Yes	No
Is a review of the route scheduled?		✓

Engineering determination report:

Vehicle type	Road Train	HML Vehicle	N
Asset Manager	<u>Inverell Shire Council</u>		
Route-MR187	From: Inverell Saleyard		
	To: Stewart Grain Trading - Oakwood		
		Yes	No
List of all structures, their assessments and sign-off by structural engineer is attached			✓
All structures can support the proposed vehicle			✓

Person responsible for the engineering determination:**Signature:**

Name:

Kevin Tseng

Position:

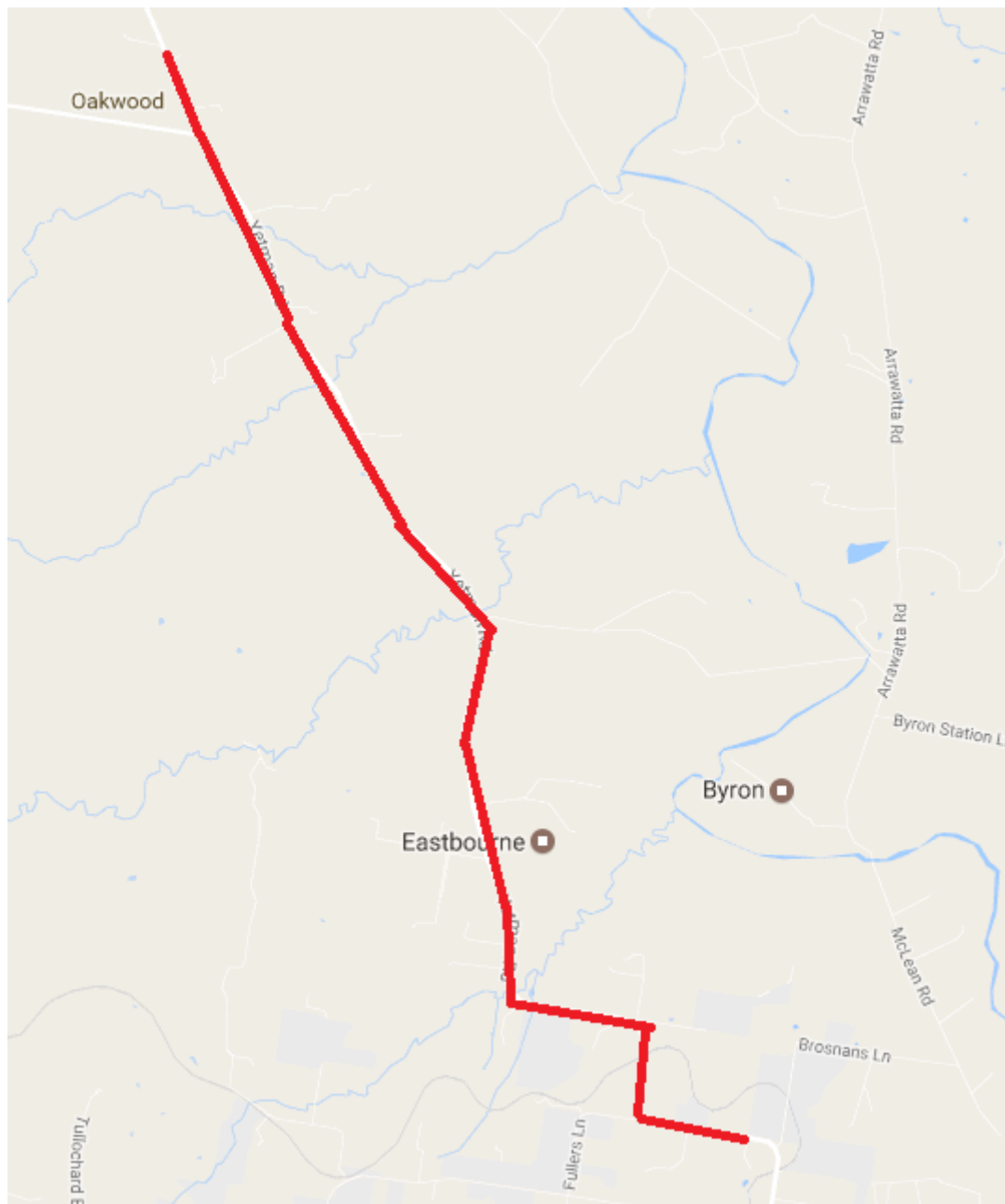
Works Engineer

Organisation

Inverell Shire Council

Date:

17/2/17



APPENDIX 5

Our Ref: s4.2.1
Contact: Chris Faley, Development Planner

23 February 2017

NSW Department of Planning and Environment
Online Submission

Dear Sir/Madam

SUBMISSION – EPLANNING REGULATION 2017

Reference is made to the *Environmental Planning and Assessment Amendment (ePlanning) Regulation 2017* exhibited on 15 February 2017.

Council provides the following comments:

- Council has no objection to the removal of owners consent, subject to:
 - Greater clarification is required on the status of an application, where after lodgement, the owner subsequently removes consent, i.e. application is refused, becomes invalid, etc.; and
 - The Department should develop guidelines for the industry (builders, designers, etc.) on obtaining and recording owners consent.
- In principle, the use of the NSW Planning Portal for the on-line lodgement of applications is supported; however, the following issues are noted:
 - Specific details have not been provided on how the NSW Government intends to integrate the NSW Planning Portal with Council systems. Further clarification is required and any expense associated with the integration should be borne by the NSW Government.
 - Whilst the future is ePlanning, there will always be a place for the personal approach of 'face to face' enquiries and lodgement of applications. This needs to be considered in the transitional arrangements and/or the functionality of the NSW Planning Portal.
 - In Inverell, it is common for an applicant to lodge all required applications simultaneously, i.e. DA, CDC, Local Government Act, Roads Act, etc. This functionality does not appear to be proposed in the NSW Planning Portal. Until such time that all relevant applications can be lodged through the NSW Planning Portal, the usefulness of the system will be limited.

Further consultation may be required by the Minister in relation to the transitional period, to minimise impact on Council resources and ensure successful implementation.

Yours faithfully

ANTHONY ALLISTON
MANAGER DEVELOPMENT SERVICES

APPENDIX 6

STRUCTURAL SCHEDULE	
All Works to Current NCC and Australian Standards	
Foundation	Reinforced Concrete Slab to Engineers Detail
Wall	90mm H2 Radiata Frame to AS1684.2 Detail by Frame Manufacturer
Supports	100x100x3.0 Duragal Posts
Beams	Lintel & Beams to Frame Manufacturers Detail
Roof	H2 Timber Trusses @ 900 cns to Frame Manufacturers Detail Topspan 40 Roof Batten @ 900 cns Sisalation
FINISH SCHEDULE	
Floor	Finished Concrete to exterior Tiles as shown Elsewhere to be determined
Walls	Exterior - Face Brickwork Interior - Wet Area - Aquachek or similar Interior - 10mm Plasterboard elsewhere Skirting & Architrave - 67mm Style to be determined
Ceiling	Interior - 10mm Plasterboard on clipped furring channel Exterior - Fibrous Cement Sheet
Door	Entry - Timber max glass 0.7m2 - Style to be determined Laundry - Timber Half Glass Outdoor WC - Solidcore Flush Internal - 30mm Hollowcore door - Style to be determined
Window	Standard aluminium Frames Clear Glass Through-out (except where noted on plan)
Roof	Colorbond Custom-Clid Colorbond Gutter and Fascia

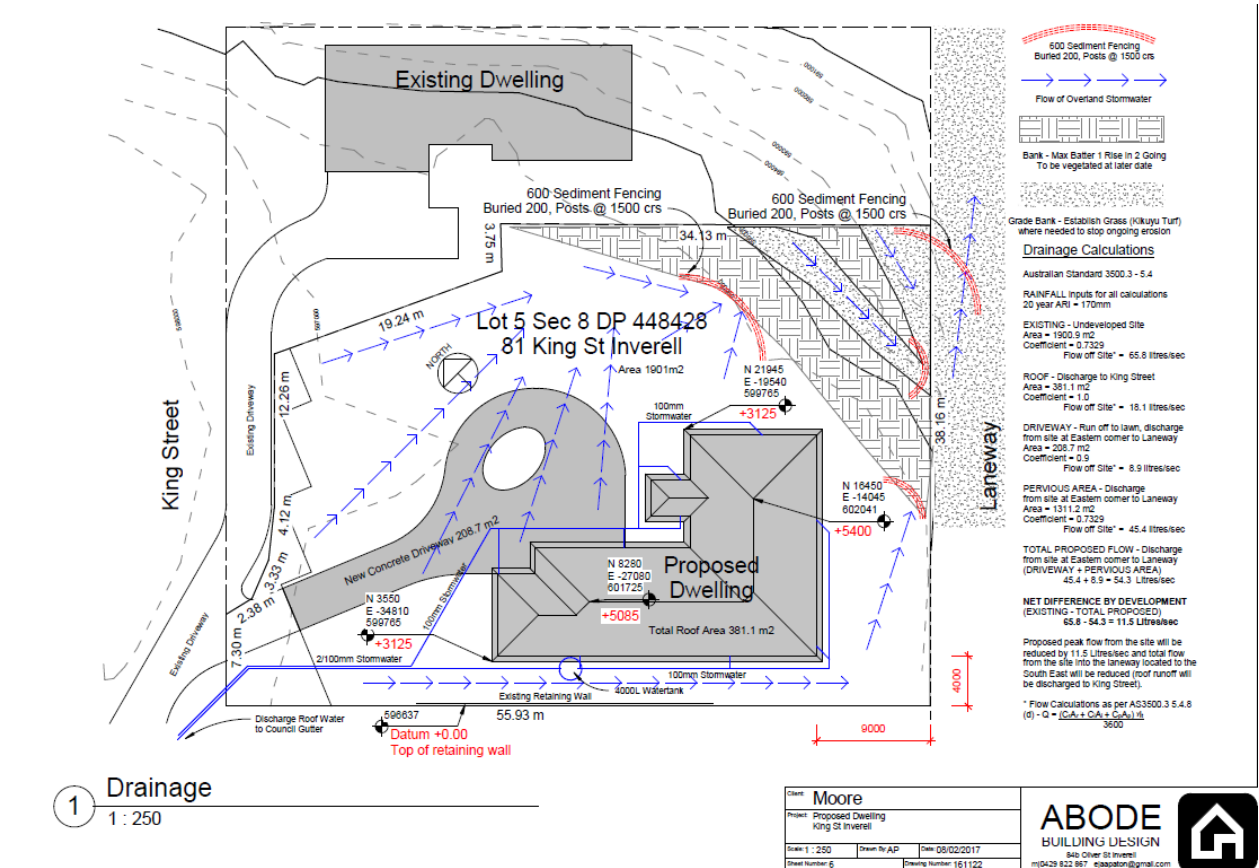


BASIX Commitments	
Water	3 Star Internal Fixtures serviced by town water 4000L Rain Water Tank filled by min 100m2 roof to service min 1 outdoor tap
Thermal	R2.0 Wall Insulation + Wall Wrap (including internal Garage wall) R3.0 Ceiling Insulation + Staircase Glazing as per plan & finish schedule
Energy	Hot Water - Instant Gas Hotwater Min 5 Star Heating & Cooling - Living - Single phase air-conditioning min 1.5 Star - Bedrooms Nil Exhaust Fan (not ducted) to Bathrooms & Kitchen - Manual Switch Natural Lighting to min 3 Bathrooms & Kitchen Gas Cooktop and Electric Oven Wall Ventilated Refrigerator Outdoor Clothesline

Client:	Moore
Project:	Proposed Dwelling King St Inverell
Scale:	1 : 250
Drawn By:	AP
Date:	16/12/16
Sheet Number:	1
Drawing Number:	161122

ABODE
 BUILDING DESIGN
 840 Cluer St Inverell
 m0429 822 967 abode@abode.com.au





TO CIVIL & ENVIRONMENTAL SERVICES COMMITTEE MEETING 8/3/2017

ITEM NO:	1.	FILE NO: S11.9.1/06
DESTINATION 3:	An environment that is protected and sustained	E
SUBJECT:	GREY HEADED FLYING FOX CAMP AT YETMAN	
PREPARED BY:	Phil Sutton, Environmental Compliance Coordinator	

SUMMARY:

This report has been prepared in response to a Question Without Notice at the February 2017 Economic and Community Committee Meeting regarding the establishment of a flying fox colony in Yetman.

COMMENTARY:

A colony of Grey Headed flying foxes has established a camp in Yetman, adjacent to the caravan park on the Macintyre River. The flying foxes have inhabited the site for the last 6-7 years and the size of the camp has varied from year to year. The main impacts are noise and offensive odour, mostly affecting the caravan park and residents in the immediate area.

Council has spoken with Senior Team Leader, Mr Dimitri Young from the Office of Environment and Heritage (OEH) to ascertain what assistance and guidance could be offered to manage the flying fox colony. Grant funding is available and OEH will assist in preparing a Flying Fox Management Plan, however Council would have to match the funding on a dollar for dollar basis. The estimated cost for preparing a Management Plan is upwards of \$10,000-\$15,000.

The Management Plan is a comprehensive document which outlines 3 levels of actions;

- Routine camp management actions;
- Creation of buffers; and
- Camp disturbance or dispersal.

Emergency management measures would not be considered because the camp conditions do not represent a threat to life and property, and the camp has been established for a number of years.

The issues that have arisen from this investigation are;

- Creation of buffers by means of clearing vegetation would destabilise an already unstable river bank;
- The flying fox colony is in a breeding cycle and have young with them. This means that they are vulnerable and an agreement/licence to disturb or disperse them would be highly unlikely;
- The land is a Crown reserve not managed by Council. Council would have to be the proponent for funding and implementation purposes; and
- Permission to remove the host trees (She Oaks) would be unlikely.

The creation of a camp management plan will not move the flying foxes and it appears that OEH will not consider any means of dispersal in this case.

Council Officers will continue to monitor the situation and liaise with potentially impacted parties.

ITEM NO:	2.	FILE NO: S28.21.1
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 road rehabilitation works consist of approximately 1.4km of pavement widening and road reconstruction starting at 37km north of Inverell near the property called “St Hilary”. Road works are scheduled to be undertaken from mid-March to the end of April, weather permitting. This section of the road will be under traffic control and one lane will be temporarily closed during construction. Short delays to traffic can be expected.

Swanbrook Road Rehabilitation – Moore Street to Runnymede Drive

This project has reached the stage of practical completion. The “MegaDitch” drainage works on Swanbrook Road were completed on 10 February 2017. Remaining works to be undertaken include tree replacement and applying a final bitumen seal. This work will be undertaken in conjunction with the final seal of the recently completed pavement upgrade of Ross Street at the hospital end.

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

The second stage of Chisholm Street road works between Rose Street and Brown Street is now being undertaken. The installation of new water-main and drainage were completed in mid-February. Road pavement is now being reconstructed and the construction of new kerb and gutter is expected to commence after the completion of pavement works.

Recent wet weather has caused three days delay, the road works can be expected to be completed in mid-March. This section of Chisholm Street will continue to be temporarily closed and access to local residents only.

Gwydir Highway Haywood Rehabilitation – West of Delungra

Stage two of this project re-commenced on 3 January, 2017, with the rehabilitation of the existing pavement and a 150mm base overlay completed. A primer seal was applied on 24 January, 2017. Stage three commenced in February 2017 and included intersection upgrades at Haywood Road and Burleys Lane with the Highway. Stage three is the final stage of the project and has reached the point of practical completion. The final bitumen seal was applied in the first week of March, with only minor revegetation and line marking works remaining.

Maintenance Grading

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

SR 012 North Star Road	14.0km
SR 018 Milkomi Road	4.0km
SR 044 Pindaroi Road	16.9km

Total 34.9km

Reactive /Spot Grading

Reactive /spot grading works were undertaken on the following road during February 2017:

SR 060 Nullamanna Road	21.0km
------------------------	--------

Heavy Patching

No Heavy patching works were undertaken during February 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 February 2017:

SR 211 Morris Lane;
 SR 212 Leviathan Road;
 SR 213 Pine Ridge Road;
 SR 214 Old Bundarra Road;
 SR 218 Old Stannifer Road;
 SR 263 Rifle Range Road;
 SR 273 Welzlers Drive; and
 SR 282 Bonvale Road.

The gravel resheeting in the northern section of the Shire has now commenced. Segments of the following roads were completed in February 2017:

SR 030 Kneipp Road,
 SR 032 Coal Mine Road.

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:	3.	FILE NO: S28.21.1
DESTINATION :	The communities are served by sustainable services and infrastructure	S
SUBJECT:	2016-2017 BITUMEN RESURFACING PROGRAM	
PREPARED BY:	Justin Pay, Manager Civil Engineering	

SUMMARY:

This report is intended to keep the Committee updated on the recently completed 2016-2017 Bitumen Resurfacing Program.

COMMENTARY:

Council's Works Staff and contract bitumen suppliers completed the 2016/17 bitumen resurfacing program in the months of October, November and December 2016. Costings of the program having been reconciled and a detailed analysis has been undertaken.

The table below shows the cost per square metre for Council's previous three years of bitumen resurfacing programs, as well as the IPWEA 2010 industry benchmark for the New England Region.

	2016/17 Unit Rate	2015/16 Unit Rate	2014/15 Unit Rate	IPWEA 2010 Benchmark
Rural**	\$3.69/m2	\$3.71/m2	\$3.23/m2	\$5.00/m2*
Urban	\$3.80/m2	\$3.90/m2	\$3.67/m2	\$5.07/m2*

Notes:

*Adjusted for CPI 3%

** Rural includes Regional and Local Roads combined due to similar nature

The bitumen utilised for the rural roads in this years program was S35E, a polymer modified binder. This type of product has superior qualities to the typical treatments that Council has used in the past. Historically the price of the S35E product has made it an unsuitable option. Due to lower refinery prices the selected bitumen supply contractors were able to offer this product at a competitive rate to the C170 product that Council has historically used. The use of this product will provide a higher level of service over the life of the bitumen seal and require lower maintenance.

It is also expected that the service life will be greater than the previously used product. Utilising this product does require some different application techniques to the alternative as well as slightly higher aggregate application rates. This has lead to a unit rate for the Rural area that is comparable to last years program, it is expected that this option will be more cost effective over the life of the asset.

The Urban unit rate was lower in this year's program than the previous year (the standard C170 bitumen was used in the Urban area as S35E is unsuitable for this application due to spray drift). This lower unit rate was achieved by programming longer sections of road to be treated that are in close proximity to each other. This led to reduced start-up costs for each street, resulting in a lower unit rate.

In the 2016/17 program, 597,934 square metres were resurfaced, this is an increase of 52,865 square metres to the 2015/16 program. The majority of this extra resurfacing work was undertaken on the Regional Road network.

The original budget adopted by Council was \$2,253,007. This was a larger program than that undertaken in previous years. The increased budget was due to an allocation of \$1,944,251 from Council's Fit for the Future Roads Backlog Program.

The total expenditure for the program was \$2,215,841. The below budgeted expenditure was able to be delivered by the experienced project management team obtaining efficiency gains throughout the program.

It is intended that the under-expended funds will be utilised to reseal Turnham Car park (opposite Library). These are priority works that have been on Council's works program for sometime, but until now have remained unfunded. Completion of the car park sealing and associated line marking will ensure the longevity of the underlying car park pavement, whilst improving car parking space availability in the area.

Considering the quantum of works undertaken, Council's resealing team again achieved a very cost competitive unit rate whilst providing a quality outcome.

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

SUMMARY:

At the February 2017 meeting of the Corporate and Community Services Committee, Cr Dight raised questions regarding B-Double access in the Yetman area of the Shire. This report is intended to provide background information and an update on the matter.

COMMENTARY:

During the course of 2016, Council received numerous complaints regarding illegal B-Double usage on numerous roads in the north of the Shire. The complaints were from residents in the Tarwoona Road area, complaining that usage of B-Doubles on unapproved routes was leading to unsafe conditions for road users. Multiple incidents were reported of smaller vehicles being "run off the road" by B-Doubles.

During December 2016 and January 2017, Council staff erected signage on multiple roads in the north of the Shire, highlighting that the roads were not approved B-Double routes. Signage was erected on the following roads:

- SR10 Tarwoona Road;
- SR16 Keetah Road; and
- SR17 Holdfast Road.

Since the erection of the signage, concerns have been raised by a number of agricultural producers in that area, noting that they feel B-Double access on these roads is a requirement for them to efficiently operate their agricultural business. In most instances, the individual property owners conceded that they have been using these vehicle configurations for many years and were operating under the assumption that the roads were already approved.

Council staff liaised with concerned parties and suggested a permit system be utilised in the interim, as a short term measure to allow access until Council has the opportunity to make a determination on the suitability of the roads for B-Double usage. This option is yet to be pursued by the concerned parties.

Council's existing policy position requires an application in order for a route to be assessed. A copy of the policy is attached in Appendix 1 (E8 – E9) for the information of the committee. After discussions with the concerned parties, it was resolved that a formal application would be provided to Council, these discussions have been ongoing since the first week in February 2017.

A formal application was received by Council, from numerous applicants on 28 February, 2017, a copy of which is included in Attachment B. The roads included in the application are being assessed in accordance with Council's Policy and a report provided back to the April Committee meeting in order to make a determination on the request.

A map of the current approved B-Double network in the shire is presented in Appendix 2 (E10) for the information of the committee.

ITEM NO:	5.	FILE NO: S16.7.19/05
DESTINATION 5:	The communities are served by sustainable services and infrastructure	S
SUBJECT:	ROAD CONDITION INFORMATION REPORT	
PREPARED BY:	David Strugnell, Asset Management Coordinator	

SUMMARY:

This report has been provided in response to a question without notice at the February 2017 Civil and Environmental Services Committee Meeting. The report recaps road condition assessment processes and outcomes.

COMMENTARY:

Councillors would be aware that in 2014, Council engaged three independent contractors to carry out condition assessment of its entire road network. The data gathered was required to be used for a number of purposes, including valuation of the assets, assessing the effectiveness of current and future works programs, and in infrastructure planning for renewal and maintenance forecasting. The result of this condition assessment was an individual condition rating for each road segment component in Council's asset register that helped inform a number of Council's plans including the Fit for the Future Roadmap approved by IPART.

The reasons for undertaking condition assessment along with an in-depth explanation of how the process was undertaken was first provided to Council at its November 2014 meeting and has since been the subject of a number of reports and briefings to Council. The following is provided as a summary to aid Councillors in interpreting the information provided.

Council's asset management system divides each road into manageable segments that have the same construction method and similar traffic types, volumes, and speed limits. The road segments are further divided into components, which is a requirement of accounting standards and reporting frameworks introduced by the Office of Local Government (OLG). Each component provides a different aspect of the whole road's service. A sealed road segment, for example, generally contains a subgrade component, a pavement component and a surface component. It may also contain crash barriers, signs, drainage structures, bridges or road islands. The subgrade component provides access by clearing and leveling the road alignment, the pavement components provide the load bearing structure of a road segment and the surface component provides protection to the pavement and a smooth running surface with better traction. While the level of service that is received by the community is based on the road as a whole, it is the management of these individual components that will provide that service and there are a number of different ways each component is managed to achieve these requirements.

Due to this segmentation and componentisation, each road segment was assessed against a number of criteria that were combined to reflect the overall condition of its individual components. This reported condition is a measure of how far an asset has progressed through its lifecycle and how much of its useful life is remaining. The useful life of an asset is the period over which an asset

is expected to be available for use by Council. This means that the end of an assets useful life is determined by the point at which it no longer provides the required service to the community. This is recognised in the Integrated Planning and Reporting Manual's description of each condition rating as shown in Table 1.

Table 1: Condition Rating from the Integrated Planning and Reporting Manual

Level	Condition	Description
1	Excellent	No work required (normal maintenance)
2	Good	Only minor maintenance work required
3	Average	Maintenance work required
4	Poor	Renewal required
5	Very poor	Urgent renewal/upgrading required.

The cost to renew assets that are assessed as being in condition 4 or 5 from the above table was previously included in Special Schedule 7 of Council's Financial Statements. This figure less the cost of the works planned to repair the segments is what has been known as the "backlog".

The total kilometre length of each road in Council's asset system is included in Attachment B, along with the total length of all segments that received a rating of 4 or 5 for their surface or base components. Also included is an indication of work that has been completed or is planned to be completed on these segments.

RECOMMENDATION:

That the items contained in the Information Reports to the Civil and Environmental Services Committee Meeting held on 8 March, 2017, be received and noted.

APPENDIX 1

COUNCIL POLICY:	B DOUBLE, RESTRICTED ACCESS VEHICLE, HIGH MASS LIMIT VEHICLE ASSESSMENT FOR ROUTE APPROVAL ON SHIRE ROADS WITHIN INVERELL SHIRE COUNCIL LOCAL GOVERNMENT AREA
Ref:	S30.9.11

Contact Officer	General Manager
Approval Date	18 June 2013 (Res 67/13)
Amended	20 August, 2013 (Res 109/13), 22 June 2016 (Res 51/16)
Approval Authority	Council
Date of Next Review	September 2017

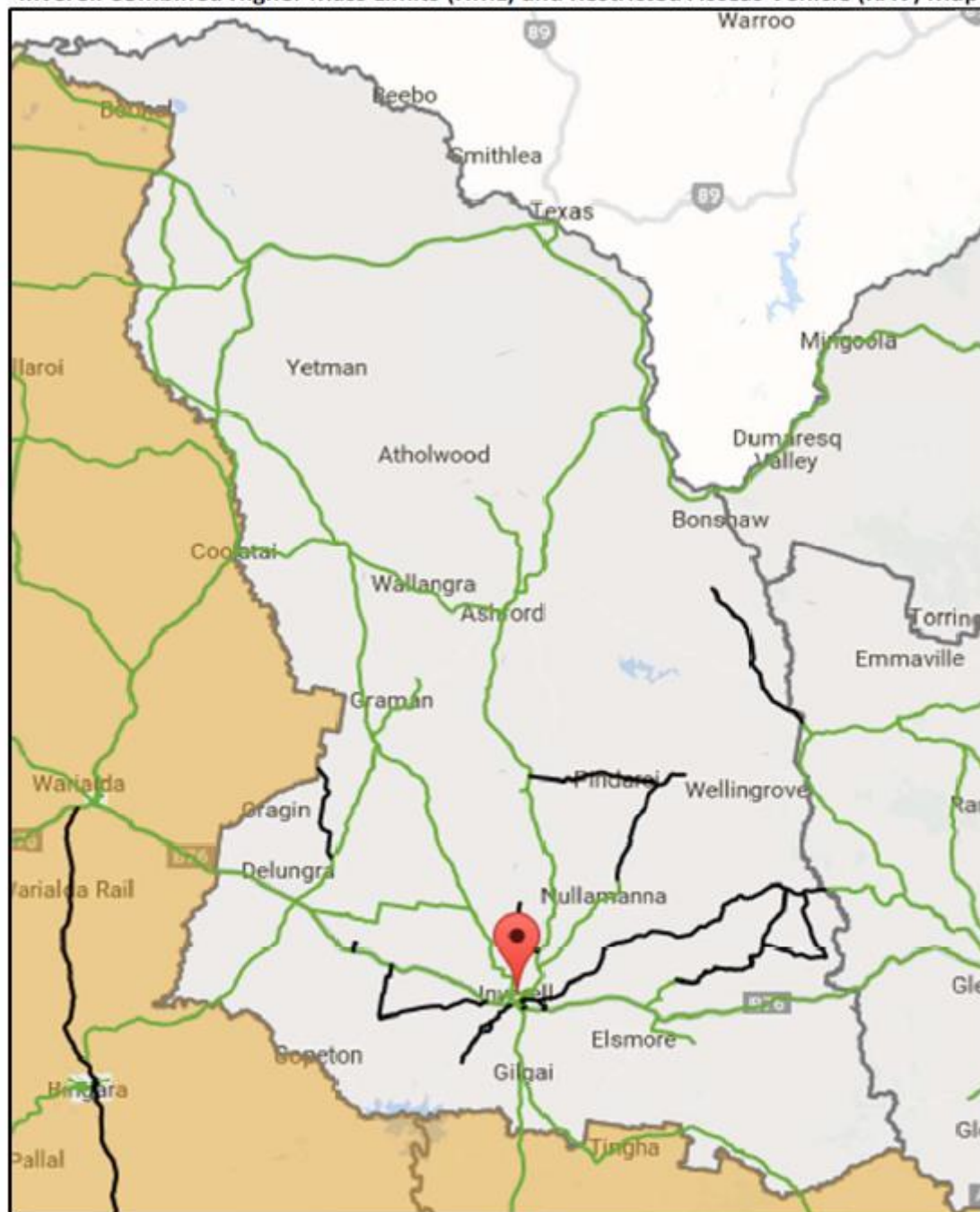
Policy Statement



1. Council approves the use of 19 Metre B-Doubles on all Shire roads where semi-trailer access exists;
2. Council will consider and can approve the use of Restricted Access Vehicles (RAV) and High Mass Limit (HML) vehicles within the Shire of Inverell. These vehicles include B-Double, B-Triples, B-Triple Modular, road trains and HML vehicles subject to Council conducting a Risk Assessment in line with RMS Guidelines and conducting trials where required subject to the information supplied by the applicant.
3. Assessment of these vehicle routes be undertaken subject to the following:
 - a. Written application being received requesting a route be considered as a RAV and HML route based on industry requirements;
 - b. The Applicant makes arrangements for a vehicle (similar to the application) trial to be undertaken in company with Council Officers;
 - c. The Applicant arrange and pay for the Trial Permit;
 - d. The proposal be advertised in the local newspaper calling for objections to the reclassification of the route to a RAV &/or HML route after the route had been assessed and a recommendation has been made to Council, but prior to Council considering the recommendation.
4. Council consider the route for RAV &/or HML access where the following conditions have been met:
 - a. Community concerns can be adequately considered;
 - b. Access to the route is prohibited during School Bus times;
 - c. A trial is undertaken and the route is assessed as being adequate by Council;
 - d. Entry and exit to terminal meet the criteria:

- i. Vehicles must enter and exit in a forward direction;
 - ii. Swept path of the vehicle must allow a legal movement when entering or exiting;
 - e. An Engineering Assessment in accordance with the RTA guidelines for HML Route Assessment has been undertaken; with the cost of any structural assessment being borne by the applicant.
 - f. A risk assessment be carried out based on the NSW Route Assessment Guide for Restricted Access Vehicles.
 - g. A full trial has been undertaken using a similar vehicle to the application where required.
 - h. A report is submitted back to the Council meeting on completion of stages f, g & h above.
5. Council apply for grant funding from the State and Federal Government for any applications that have a significant benefit to the wider community.

APPENDIX 2

Inverell Combined Higher Mass Limits (HML) and Restricted Access Vehicle (RAV) Map



<p>Legend</p> <ul style="list-style-type: none"> — 25/28m B-double Routes — Approved Routes With Travel Conditions Approved Areas with Travel Conditions Local Government Areas 	<p>Network Disclaimer</p> <p>The networks are available for short combinations (up to 19 metres long) and B-doubles that comply with the requirements contained in the Heavy Vehicle National Law (HVNL); the National Class 2 Heavy Vehicle B-double Authorisation (Notice) and the adjoining NSW Schedule and for Higher Mass Limits (HML) the New South Wales Higher Mass Limits Declaration 2015. These networks are based on a maximum vehicle width of 2.5 metres</p>	 <p>Inverell Shire Council</p>  <p>Roads & Maritime</p>
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