

INVERELL SHIRE COUNCIL

NOTICE OF CIVIL & ENVIRONMENTAL SERVICES COMMITTEE MEETING

7 August, 2015

A Civil & Environmental Services Committee Meeting will be held at the Yetman Hall, Yetman on Wednesday, 12 August, 2015, commencing at 10.15 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
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, 12 August, 2015

Table of Contents

SECTION/PAGE

Annual Heritage Reporting 2014-2015	E	3
Bitumen Resurfacing Program 2015/16	D	1
Disabled Parking Spaces - Inverell High School	D	4
Gravel Resheet Program 2015/16	D	3
Regional Roads Rehabilitation Program – Repair Program	D	8
Request for Fencing - Ashford Sports Ground	D	10
Request for Transfer of Road Reserve to Crown Lands	D	14
Rural Sealed Road Rehabilitation Program	D	5
Works Update	E	1

MINUTES OF THE CIVIL & ENVIRONMENTAL SERVICES COMMITTEE MEETING
HELD IN THE COMMITTEE ROOM, 144 OTHO STREET, INVERELL ON
WEDNESDAY, 8 JULY, 2015, COMMENCING AT 8.30 AM.

PRESENT: Cr H N Castledine (Chairperson), Crs A A Michael, B C Johnston,
P J Harmon, D C Jones and P J Girle.

Also in attendance: Paul Henry (General Manager), Brett McInnes
(Director Civil and Environmental Services), Justin Pay (Manager Civil
Engineering) and Anthony Alliston (Manager Development Services).

APOLOGIES:

Apologies were received from Cr Watts for business reasons and Cr Baker for
personal reasons.

RESOLVED (Michael/Jones) that the apology from Cr Watts and Cr Baker be noted.

SECTION A

1. CONFIRMATION OF MINUTES

*RESOLVED (Michael/Jones) that the Minutes of the Civil and Environmental Services
Committee Meeting held on 10 June, 2015, 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

The following interest was declared:

- Cr Jones declared a pecuniary interest in Section D, Destination Reports, Item
#3, 'DA-83/2015 - 25 Lot Subdivision and New Road – 165-186 Moore Street,
Inverell - Naming of New Road'. The nature of the interest relates to Cr Jones
providing professional services to the applicant.

3. PUBLIC FORUM S13.5.6

At this juncture, the time being 8.37am, the Chair welcomed the members of the public
and opened the Public Forum Session by inviting members of the public to speak:

Mr Nigel Brown Feral Cats

Mr Brown spoke regarding the higher incidents of domestic
cats becoming strays and feral in the area. Mr Brown stated
it is his belief that this occurs as domestic cats are allowed to
roam and breed. Mr Brown spoke about feral cats spreading
disease and decimating wildlife.

Mrs Shirlee Handee Spread of Feral Cats

Mrs Handee spoke of her concern of the spread of feral cats
in the area. Mrs Handee requested that her submission
regarding registration of cats and the implementation of
stricter controls imposed on the breeding of cats be received
by the Committee.

At this juncture, the time being 8.42am, the Public Forum Session closed and the
Committee resumed the balance of the Agenda.

4. BUSINESS ARISING FROM PREVIOUS MINUTES

Nil.

SECTION B
ADVOCACY REPORTS

Cr Harmon New England Group of Councils (NECOG) Meeting

Cr Harmon provided a summary of the latest NEGOC meeting. Cr Harmon advised that the emphasis was on examining ways that the Councils can work together to further the interests of the area. The minutes of the meeting will be placed before Council.

Cr Jones National Broadband Network (NBN) Towers

Cr Jones advised that NBN towers have been switched on at Stirling & Delungra sites. The Fernhill area remains unserved; residents in this area will be offered satellite service. Mobile phone towers will be installed in five (5) locations in the Shire.

Cr Castledine Pioneer Village

Cr Castledine provided an update on activities at Pioneer Village.

Cr Girle Inverell Court House

Cr Girle acknowledged the work on the painting of the Inverell Court House.

GM-A Cr Castledine Feral Cats S6.8.3

Cr Castledine referred to the submission from Mrs Handee and the address from both Mr Brown and Mrs Handee in the Public Forum of today's meeting.

RESOLVED (Michael/Johnston) that the Committee recommend to Council that:

- i) the Local State Member be informed of Mrs Handee's views about registration and control of domestic cats; and*
- ii) Council continue the work with Local Land Service on feral cat control.*

SECTION D
DESTINATION REPORTS

1. CHANGE TO AGREEMENT - PROVISION OF FLOOD WARNING MONITORING SERVICES S18.6.19

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

- i) an investigation into the service level requirements for flood warning monitoring be undertaken; and*

- ii) *a further report be presented to the Committee outlining possible options for provision of services for the 2015/16 year.*

2. COMMUNICATIONS STRATEGY - INVERELL PUBLIC OPEN SPACE STRATEGY S18.6.63

MDS-A *RESOLVED (Michael/Harmon) that the Committee recommend to the Council that the Communications Strategy for the Inverell Public Open Space Strategy be endorsed.*

3. DA-83/2015 – 25 LOT SUBDIVISION AND NEW ROAD – 165-186 MOORE STREET, INVERELL - NAMING OF NEW ROAD DA-83/2015

At this juncture, the time being 9.25am, Cr Jones left the meeting having declared a pecuniary interest in Section D, Destination Reports, Item #3, 'DA-83/2015 - 25 Lot Subdivision and New Road – 165-186 Moore Street, Inverell - Naming of New Road'. The nature of the interest relates to Cr Jones providing professional services to the applicant.

DP-A *RESOLVED (Harmon/Johnston) that the Committee recommend to Council that:*

- i) *the appropriate steps be taken to formally name the new road in the subdivision approved under DA-83/2015 as Victor Drive; and*
- ii) *Council authorise the Director Civil and Environmental Services to undertake the road naming in accordance with the NSW Road Naming Policy October 2013.*

At this juncture, the time being 9.26am, Cr Jones returned to the meeting.

4. CRITERIUM CYCLE TRACK S7.2.7/08

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

- i) *the Cycle 'n' Tri club be advised that the identified site is not a favored site; and*
- ii) *discussions be held with the Club to identify a suitable alternative site for development as a criterium track.*

5. PETITION - PARKING IN OSWALD STREET S28.10.IN163

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

- i) *a meeting with the Department of Education be arranged as a matter of priority to discuss traffic management issues surrounding Inverell High School;*
- ii) *the outcome of the meeting be reported back to Council for consideration; and*
- iii) *the principal author of the petition from Oswald Street resident's be advised what action Council is taking in response to the matter.*

SECTION E
INFORMATION REPORTS

1. ASHFORD WATER TREATMENT PLANT PCG MEETING MINUTES – 18 JUNE 2015 S5.9.12

2. WORKS UPDATE S28.21.1

RESOLVED (Harmon/Jones) that the items contained in the Information Reports to the Civil & Environmental Services Committee Meeting held on Wednesday, 8 July, 2015, be received and noted.

MANSFIELD STREET/HIGHWAY INTERSECTION

S28.10.IN144

DCES-A *RESOLVED (Harmon/Jones) that the Director Civil & Environmental Services seek comments from the Roads & Maritime Services regarding the concept plan prepared for the Mansfield Street/Highway intersection.*

SECTION F
GENERAL BUSINESS

Cr Michael Non-smoking Policy

Cr Michael raised the matter of the 4m non-smoking zone around outdoor eating facilities and the need for this to be promoted.

Cr Harmon Ring Street Bridge

Cr Harmon asked if the Ring Street Bridge is Heavy Mass Load (HML) approved.

The Director Civil & Environmental Services advised that the bridge is approved for HML vehicles and the Roads and Maritime Services website has been updated to inform trucking companies.

There being no further business, the meeting closed at 10.15am.

CR H N CASTLEDINE

CHAIRPERSON

TO CIVIL & ENVIRONMENTAL SERVICES COMMITTEE MEETING 12/08/2015

ITEM NO:	1.	FILE NO: S28.21.1/08
DESTINATION 5:	The communities are served by sustainable services and infrastructure	S
SUBJECT:	BITUMEN RESURFACING PROGRAM 2015/16	
PREPARED BY:	Justin Pay, Manager Civil Engineering	

SUMMARY:

Funding allocations have been determined for the 2015/16 Bitumen Resurfacing Program. This report details the breakdown of this funding and which roads resurfacing works will be undertaken.

COMMENTARY:

The 2015/16 Bitumen Resurfacing Program is scheduled to commence in October, 2015. This years program will be significantly larger than recent years due to additional funding from Council's Fit For the Future Road Map. The 2014/15 Bitumen Resurfacing Program budget was \$1,176,000. The planned works for 2015/16 total \$1,944,251. The funding source for the program is as follows:

i)	Roads to Recovery Program	\$1,049,187
ii)	Fit For the Future Backlog Program	\$ 895,064
Total		\$1,944,251

The funding has been allocated on a priority basis, as determined by Council's Asset Management System. A detailed investigation into the sealed road network was undertaken in 2014, which included a condition assessment by an independent contractor, in accordance with recognised asset management standards. The information collected includes data on cracking, roughness, rutting, edge break and local surface defects among others. This information was then assessed, along with consideration of the age of existing seal, to determine the condition of the bitumen surface. This information was then tested in the field by Council's experienced Bitumen Resurfacing staff and the final program determined.

As previously noted, the procurement process for supply and spray of bitumen will differ from previous years. It is planned to undertake the tender process, utilising the services of Local Government Procurement (LGP). LGP is a national procurement network that combines the purchasing power of participating Councils, leading to increased value for money. The process is still a formal tender process but is conducted by LGP on Council's behalf. This reduces risk associated with the tender process whilst reducing the administration burden to Council and ensuring access to all major bitumen suppliers. A number of neighboring Councils have recently utilised LGP for the procurement of bitumen supply services, in each case they have indicated cost and time savings leading to better value for money for their resurfacing programs.

Due to the lack of suitable aggregate suppliers within the local area and the exorbitant cost to freight aggregate from outside the Inverell Shire, it was determined that a request for tender would be unproductive and therefore a request for quotation process was undertaken (see *Local Government Act 1993* – Sec 55, Part 3 (i)). Inverell Aggregate and Inglewood Quarries will supply aggregate for the program, as per recent years.

It is notable that extensive works will be undertaken on the Bruxner Way. Significant heavy patching works will also be undertaken in those segments of the Bruxner Way in order to remedy surface and pavement defects. These sections of the Bruxner Way were identified as being in poor condition and in some cases had not been resurfaced for over 20 years. Other segments of the road were due for resurfacing over the following two (2) years, however programming the works to be completed at the same time will reduce set up costs and provide other efficiencies that will effectively reduce the unit rate, making the program most cost effective.

The estimated unit rates for the program are based on those achieved by Council in the past, whilst allowing for fixed increases in plant, labor and bitumen. The estimated rate is extremely competitive when compared to industry benchmarks. A number of factors enable Council to maintain such a competitive rate, not least of which is programming longer lengths of resurfacing in order to reduce set up and other overhead cost, such as the extensive works on the Bruxner Way.

Prior to commencement of the program, heavy patching will be undertaken on any included segments with excessive defects, such as potholes, roughness and rutting. This ensures longevity of the new sealed surface, whilst improving the ride quality of the road. Crews will be undertaking these works over the following months.

A detailed list of each road identified for bitumen resurfacing during 2015/16 is contained in Appendix 1 (D16) for the Committee's information.

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 efficiency are improved and traffic congestion is reduced.

Operational Objective: S.10.01.01 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 that:

- i) the 2015/16 Bitumen Resurfacing Program as presented be adopted; and*
- ii) the adopted program be placed on Council's website for the information of the community.*

ITEM NO:	2.	FILE NO: S28.21.1/08
DESTINATION 5:	The communities are served by sustainable services and infrastructure	S
SUBJECT:	GRAVEL RESHEET PROGRAM 2015/16	
PREPARED BY:	Justin Pay, Manager Civil Engineering	

SUMMARY:

Funding allocations have been determined for the 2015/16 Gravel Resheeting Program. This report details the breakdown of this funding and identifies which roads gravel resheeting is proposed.

COMMENTARY:

The 2015/16 Gravel Resheeting Program is scheduled to commence in August, 2015. This years program will be significantly larger than recent years due to additional funding from Roads to Recovery and Council's Fit For the Future Road Map. The 2014/15 Gravel Resheeting Program budget was \$1,084,000. The planned works for 2015/16 total \$2,116,000. The funding source for the program is as follows:

i)	R2R Program	\$2,028,629
ii)	Fit For the Future Backlog Program	\$ <u>87,371</u>
Total		\$2,116,000

The funding has been allocated on a priority basis as determined by Council's Asset Management System. A detailed investigation into unsealed road gravel depths was undertaken in 2014. This investigation was a part of condition assessment by an independent contractor, in accordance with recognised asset management standards. Along with this information, other factors also considered were customer requests and areas known to be prone to issues during inclement weather. Proposed segments were then inspected to verify their current condition and priority and adjustments to the program were made where required.

There is potential for sections of the unsealed road network to experience increased deformation due to extreme weather events or changes in usage patterns throughout the year. As such, a portion of the budgeted funds will remain unallocated and will be used for reactionary resheeting. These unallocated funds also provide Council flexibility and enable resheeting works to be undertaken on any road segment that may become a priority through the course of the year.

The estimates utilised whilst developing the program are based on an average resheet cost per kilometre being \$18,000. This rate is extremely competitive when compared to industry benchmarks. Works are programmed in such a way that longer sections of road are treated, leading to reduced set up cost and operational efficiencies. Works crews also take advantage of longer days during daylight savings periods, working longer hours, adding further operational efficiencies.

Upward of 90,000 cubic metres of gravel will be utilised during the completion of the program, this gravel will be sourced from Council's various gravel pits. The winning and stockpiling of the gravel by bulldozer will be undertaken by contractors. Once the program is adopted by Council, a request for quotation process will be undertaken and the contract for the work will be awarded on this basis. All contractors that have the appropriate machinery listed with Council will be given the opportunity to provide a quotation to undertake the works.

Two (2) works crews will complete the resheeting program, comprising both Council staff and contractors. The program will be scheduled around other priority programs such as the Bitumen Resurfacing and Sealed Road Rehabilitation Programs. The program is expected to be completed in May, 2016.

A detailed list of each road identified for gravel resheeting during 2015/16 is contained in Appendix 2 (D17) for the Committee's information.

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 efficiency are improved and traffic congestion is reduced.

Operational Objective: S.10.01.01 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 that:

- i) the 2015/16 Gravel Resheeting Program as presented be adopted; and*
- ii) the adopted program be placed on Council's website for the information of the community.*

ITEM NO:	3.	FILE NO: S28.27.2
DESTINATION 5:	The communities are served by sustainable services and infrastructure	S
SUBJECT:	DISABLED PARKING SPACES - INVERELL HIGH SCHOOL	
PREPARED BY:	Graham Bendeich, Manager Environmental Engineering	

SUMMARY:

A request has been received for the provision of disabled parking spaces at Inverell High School. The request has been considered by the Local Traffic Committee and requires Council approval before implementation.

COMMENTARY:

Senior Constable Heath Roberts raised the matter of the lack of disabled parking spaces at Inverell High School. This was causing concern from a traffic congestion and safety aspect as vehicles were double parking while picking up or letting off people with a disability, especially during the peak times in the morning and afternoon.

Council staff investigated the situation and spoke with the Principal of the school regarding the issues involved. Subsequently, it was agreed that two (2) accessible parallel parking spaces should be provided on the eastern side of Brae Street on the northern side of the access to the Support Unit. A plan showing the proposed location for the parking is attached as Appendix 3 (D18).

This recommendation was referred to the Local Traffic Committee members for their concurrence and there was unanimous support for the proposal.

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 efficiency are improved and traffic congestion is reduced.

Operational Objective: S.10.01.01 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 that two (2) accessible parallel parking spaces be provided on the eastern side of Brae Street on the northern side of the access to the Inverell High School Support Unit.

ITEM NO:	4.	FILE NO: S28.21.1/08
DESTINATION 5:	The communities are served by sustainable services and infrastructure	S
SUBJECT:	RURAL SEALED ROAD REHABILITATION PROGRAM	
PREPARED BY:	Justin Pay, Manager Civil Engineering	

SUMMARY:

In order to ensure the most effective expenditure of funds on rehabilitation works on sealed rural roads, a new program has been developed. The program takes advantage of recent extensive data captured by independent contractors across Council's sealed road network. Suitable technical criteria and weightings have been adopted to prioritise works for a number of years. The program also takes into consideration technological advances and modern rehabilitation methods utilised by Council.

COMMENTARY:

Council controls a sealed road network with a total length in excess on 860km, local rural sealed roads comprise approximately 344km of this total. Employing recognised asset management practices to the network is vital in ensuring the whole of life costs associated with the network are minimised. Undertaking appropriate rehabilitation works on the network ensures longevity of the asset as well as maintaining the level of service the network provides the community.

At its May 2008 meeting, Council resolved to adopt (RES 90/08) inter alia, the Pavement Rehabilitation report and associated Works Plan. This plan was the basis for allocation of funding towards rehabilitation of sealed roads pavements on the sealed road network controlled by Council. A majority of the projects identified in this plan have now been completed and a new program has been developed in order to prioritise future funding allocation towards sealed road rehabilitation.

Engineering staff have compiled the Rural Sealed Roads – Rehabilitation Program 2015 – 2018 and associated Local and Regional Road Plans as provided in Appendix 4 (D19 – D26). This document outlines the methodology used to identify priorities within the sealed road network that require rehabilitation. The methodology used to develop the 2008 plan was largely retained, however additional technical criteria have been added and a weighting calculation applied to ensure that each defect criteria is considered in the context of all other criteria. A separate report has been prepared which focuses on rehabilitation works on regional roads and the associated REPAIR program.

An independent condition assessment of Council's entire road network was undertaken by a contractor in 2014; this information was collated in Council's asset management system and used in the development of the rehabilitation program. The information collected includes data on cracking, roughness, rutting, edge break, local surface defects and patches among others. This information was collected utilising specialised, sophisticated asset data capture technology, including a vehicle mounted laser profiler.

The 10 criteria that were assessed in developing the program are as follows:

- School Bus Routes
- Traffic Volume
- Heavy Vehicle Volume
- Five Year Accident History
- Roughness
- Rutting
- Seal Width
- Cracking Severity
- Cracking Extent
- Road Patches

A standardised assessment procedure was applied across Council's entire sealed road network and priorities determined. As funding sources are determined relating to road class, two (2) works plans were developed, one (1) for the regional road network and another for the local road network.

Both plans are provided in Appendix 4 (D19 – D26).

Once adopted by Council, the Rehabilitation Program and associated Rehabilitation Plans will be used to prioritise the allocation of various funding, including:

- Regional Roads REPAIR program
- ACRD
 - Bitumen Road Heavy Patching
 - Bitumen Roads Renewal
- Roads to Recovery
 - Bitumen Road Heavy Patching
 - Bitumen Roads Renewal
- Fit for the Future Road backlog - Heavy Patching/Stabilisation

Work carried out under these programs includes:

- Major reconstruction, including realignment and pavement widening
- Minor reconstruction, including stabilisation
- Major heavy patching
- Minor heavy patching
- Crack Sealing
- Shoulder Reconstruction

Once a segment is identified as requiring rehabilitation, the type and extent of treatment is determined by Council's engineering staff. The whole of life cost for the asset, level of service provision and road user safety are the primary factors for consideration. The type and extent of defect will determine the exact treatment, for example if only a small percentage of the segment exhibits defects, minor patching and crack sealing would be appropriate. When the effected area is greater than 40% of the segment, minor or major reconstruction is considered. During the planning process for reconstruction, issues of vertical and horizontal realignment are considered, as well as a determination of the most appropriate width to reconstruct the road.

Other minor heavy patching is undertaken on the network that is not directly related to the rehabilitation program. Such works are triggered by isolated defects that occur as a result of unforeseen environmental problems. Also, heavy patching is undertaken on roads that are proposed for bitumen resurfacing, this ensures longevity of the new sealed surface, whilst improving the ride quality of the road.

Conclusion

The methods used to determine road rehabilitation priorities, as contained in the Rural Sealed Roads – Rehabilitation Program 2015 – 2018, are based on asset management best practice. Adoption of the program by Council will enable the funding from various programs to be allocated in the most effective manner.

RELATIONSHIP TO STRATEGIC PLAN, DELIVERY PLAN AND OPERATIONAL PLAN:

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

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

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

POLICY IMPLICATIONS:

Nil.

CHIEF FINANCIAL OFFICERS COMMENT:

Nil.

LEGAL IMPLICATIONS:

Nil.

RECOMMENDATION:

That the Committee recommend to Council that the Rural Sealed Roads – Rehabilitation Program 2015 – 2018 and associated Local Road Plan be adopted.

ITEM NO:	5.	FILE NO: S15.8.22
DESTINATION 5:	The communities are served by sustainable services and infrastructure	S
SUBJECT:	REGIONAL ROADS REHABILITATION PROGRAM – REPAIR PROGRAM	
PREPARED BY:	Justin Pay, Manager Civil Engineering	

SUMMARY:

Council receives State Government funding for rehabilitation and development of the regional road network through the Regional Roads REPAIR program. This program is undertaken on a four (4) year cycle and the 2015/2016 financial year is the first year of the current program. A Regional Roads Rehabilitation Program and Plan have been developed. Council is requested to consider adopting the Program and Plan as the method for determining future REPAIR program projects. The REPAIR projects for the 2015/2016 financial year have been recommended accordingly.

COMMENTARY:

The REPAIR Program is one of two programs under which the State Government assists Councils in the management of their Regional Road infrastructure. The objective of the REPAIR Program is to provide additional assistance to Councils to undertake larger works of rehabilitation, and development on Regional Roads to minimise the long term maintenance costs of these roads. Funding under the program is administered by Roads and Maritime Services (RMS) and is supplied on a 50:50 basis.

A review of how the program is administered in the northern area of the State was undertaken in 2014. At its August, 2014 meeting, Council resolved to endorse the proposed changes to the Business Rules of the Regional Roads REPAIR. A copy of the report regarding the changes is provided as Appendix 5 (D27 – D29) for the information of the Committee.

The proposed changes to the Business Rules were adopted by RMS and now govern the administration of the program. Council is now required to submit projects to the technical sub-committee for approval and inclusion in the program. In order for a project to be considered, it must meet the REPAIR program objectives and Council must demonstrate that recognised asset management principles have been applied in determining priorities.

In order to determine priorities, engineering staff have compiled the Rural Sealed Roads – Rehabilitation Program 2015 – 2018 and associated Regional Road Plan, which is provided as Appendix 6 (D30). This document outlines the methodology used to identify priorities within the sealed road network that require rehabilitation. Details regarding the formulation of the Plan are provided in the Rural Sealed Roads Rehabilitation Program Report also before the August 2015 Committee Meeting.

The funding allocation and profile for the current four (4) year cycle of the REPAIR program is shown in the below table:

Inverell Shire Council 2015 - 2019 REPAIR Funding Profile

	2015 - 2016	2016 - 2017	2017 - 2018	2018 - 2019
Council Contribution	\$ 462,229.00	\$ 471,784.00	\$ 480,912.00	\$ 490,513.00
RMS Contribution	\$ 462,229.00	\$ 471,784.00	\$ 480,912.00	\$ 490,513.00
Total	\$ 924,458.00	\$ 943,568.00	\$ 961,824.00	\$ 981,026.00

As such, \$924,458 is available for the 2015/2016 financial year. Engineering staff propose that Reconstruction of Segments 90 and 100 of Inverell-Bonshaw Road be considered as the project for this financial year. This section of road is 8.9km to 12.05km from Inverell and known as the “roadside memorial”. These segments are listed as high priorities in the Regional Roads Rehabilitation Plan and undertaking them as one (1) project will enable economies of scale that will lead to cost efficiencies. It is expected that the cost for this project will be approximately \$950,000, with the additional required funds to be sourced from the Regional Roads Block grant. The project would include vertical and horizontal realignment and pavement reconstruction of the two (2) segments.

Council's Rural Sealed Roads Rehabilitation Program provides the strategic and objective basis for future rehabilitation works on our regional road network. Using this program also provides Council with a greater degree of flexibility than what existed under the previous REPAIR program format. Each year Council will be asked to endorse the actual rehabilitation projects for the REPAIR program.

RELATIONSHIP TO STRATEGIC PLAN, DELIVERY PLAN AND OPERATIONAL PLAN:

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

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

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

POLICY IMPLICATIONS:

Nil.

CHIEF FINANCIAL OFFICERS COMMENT:

Nil.

LEGAL IMPLICATIONS:

Nil.

RECOMMENDATION:

That the Committee recommend to Council that:

- i) the Regional Roads Rehabilitation Program 2015-2018 be adopted; and*
- ii) the project for the 2015/2016 REPAIR program be the realignment and reconstruction of Segments 90 and 100 of the Inverell-Bonshaw Road.*

ITEM NO:	6.	FILE NO: S21.8.4
DESTINATION 5:	The communities are served by sustainable services and infrastructure	S
SUBJECT:	REQUEST FOR FENCING - ASHFORD SPORTS GROUND	
PREPARED BY:	Chris Faley, Development Planner	

SUMMARY:

A request has been received from Mr Michael Lewis on behalf of the Ashford Roosters Rugby League Club, for Council to support the construction of a security fence along the northern, eastern and southern sides of the Ashford Sports Ground.

COMMENTARY:

Mr Michael Lewis, on behalf of the Ashford Roosters Rugby League Club has made a request to Council for a security fence to be constructed around the Ashford Sports Ground.

The Committee will likely recall Mr Lewis raised the concept of security fencing during the northern tour in May, 2014. Council has since done significant master planning to assist the Ashford Roosters in seeking grant funding to upgrade facilities at the ground. The issue that remains outstanding is whether or not Council supports the installation of security fencing, and if so in what configuration.

The rationale for the proposed fence is the lack of clear delineation around the sports ground which hinders effective management of spectators at sporting events. In the event that disruptive spectators are escorted away from the sports ground, there is no effective barrier to prevent them from returning. The fence would also prevent non-sport associated people from attending sporting events.

Any fence would also benefit Ashford Central School who regularly use the sports ground. The fence would assist in the management and security of children at school events.

It is intended (subject to Committee support) that the funding for the construction of a fence would be sourced through grants.

As part of the upcoming Northern Tour, Committee Members will have the opportunity to inspect the Ashford Sports Ground.

Site Description

The subject site is known as the Ashford Sports Ground, which is comprised of:

- Lot 1 Section 26 DP 758036;
- Lot 2 Section 26 DP 758036;
- Lot 3 Section 26 DP 758036;
- Lot 4 Section 26 DP 758036;
- Lot 5 Section 26 DP 758036;
- Lot 6 Section 26 DP 758036;
- Lot 7 Section 26 DP 758036;
- Lot 8 Section 26 DP 758036;
- Lot 9 Section 26 DP 758036;
- Lot 10 Section 26 DP 758036;
- Lot 1 DP 134650; and
- Lot 2 DP 134650.

All lots are owned by Inverell Shire Council and Figure 1 below shows the location of the sports ground.



Figure 1 – Ashford Sports Ground Location Plan

The primary users of the Sports Ground are:

- Ashford Roosters (Rugby League);
- Ashford Central School; and
- Ashford Cricket Team (not currently active).

Sporting events associated with the rugby league, cricket team and school generally do not overlap and the fence would benefit all three (3) organisations.

It is acknowledged that the sports ground is also used by local residents, not associated with events. It is not proposed to fence the western side of the Sports Ground, which would ensure that residents still have access to the Sports Ground.

Proposed Fence Location

Council Officers met Mr Lewis on-site to determine the most appropriate location for a fence and a number of factors were considered in determining a location. These factors have been discussed in the table below.

Factor	Discussion
Flooding/Watercourse	Any fence should not cross the watercourse. This would avoid creating a barrier to debris and water.
Proximity to Football Field – David Street end	<p>To avoid crossing the watercourse, it is necessary for any fence to be constructed diagonally along between the eastern side of the sports ground and David Street.</p> <p>Whilst ideally the fence would be located along the top of the watercourse bank (adjacent to the line of trees), this is in close proximity to the corner of the football field and is a potential safety issue. To obtain suitable clearance from the football field it would be necessary to either re-shape/retain part of the watercourse bank or locate the fence partway down the side of the watercourse.</p>
Underground Services	<p><u>Sewer Main</u></p> <p>There is a single intersection between the proposed fence location and Council's sewer main.</p> <p><u>Water Main</u></p> <p>There are no Council water mains in proximity to the proposed fence location.</p> <p><u>Stormwater</u></p> <p>An underground stormwater line crosses the Ashford Sports Ground. There is a single intersection between the proposed fence location and Council's stormwater line. This would be in close proximity to the intersection with the sewer line.</p> <p><u>Electricity</u></p> <p>A Dial Before You Dig search was undertaken, which did not identify any underground electrical infrastructure within the vicinity of the proposed fence location.</p> <p>Note: There are power poles and overhead wires in the vicinity of the proposed fence location.</p> <p><u>Telephone</u></p> <p>A Dial Before You Dig search was undertaken, which did not identify any underground telecommunication infrastructure on the site of the proposed fence.</p> <p><u>Conclusion</u></p> <p>The location of the proposed fence is not restricted by the location of underground infrastructure. Whilst there is sewer and stormwater present, these are in approximately the same position and could be clearly identified on-site prior to determining the final location of any fence.</p>

Future Storage Yard – Lot 1 Section 26 DP 758036	<p>Lot 1 Section 26 DP 758036 was acquired by Council and the dilapidated dwelling removed, to provide an additional storage yard for the Ashford Depot.</p> <p>At present, this land is being utilised for parking by spectators at sporting events. It is considered that any fence could be located to enable this informal use to continue; however, it could still be fenced separately at a later date if the need arises.</p>
Tennis Courts	The existing tennis court fence could be incorporated into the proposed perimeter fence; however, it would likely require minor repairs.
Gates	<p>It is anticipated that the following gates would be required:</p> <ul style="list-style-type: none"> ▪ Vehicle – From Bala Street/Frazer Street; and ▪ Pedestrian – adjacent to watercourse to allow easy retrieval of balls, i.e. cricket.

The proposed location of the fence is shown in Appendix 7 (D31) to this report.

Conclusion

The proposed fence around the Ashford Sports Ground is intended to provide effective security and spectator management at sporting events. In particular, a fence would assist in providing security and management of children associated with Ashford Central School events.

A likely location for the proposed fence has been identified in conjunction with Mr Lewis. The fence location as shown in Appendix 7 (D31) is considered to be suitable as it will not obstruct the watercourse. Further detailed design will be required for the fence treatment adjacent to the watercourse and underground services (sewer, stormwater); however, this detailed design can be undertaken at a later date, if required.

It is considered that the most appropriate style of fencing to be utilised around the sports ground would be open style, similar to that used around Varley Oval. Depending on funding, this could either be the 'pool-style' or 'chain-link'.

Whilst a fence would provide the positive benefits discussed above, it would also create an additional ongoing maintenance burden for Council. There has also been anecdotal feedback that some members of the community do not support the concept of a fence due to aesthetics and restrictive access for general use.

These issues need to be balanced in determining if the construction of security fencing is warranted. Should Council agree, there are a number of grant funding opportunities currently available to enhance security around sporting facilities.

RELATIONSHIP TO STRATEGIC PLAN, DELIVERY PLAN AND OPERATIONAL PLAN:

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

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

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

POLICY IMPLICATIONS:

Nil.

CHIEF FINANCIAL OFFICERS COMMENT:

Nil.

LEGAL IMPLICATIONS:

Nil.

RECOMMENDATION:

A matter for the Committee.

ITEM NO:	7.	FILE NO: S28.22.1/08
DESTINATION 5:	The communities are served by sustainable services and infrastructure	S
SUBJECT:	REQUEST FOR TRANSFER OF ROAD RESERVE TO CROWN LANDS	
PREPARED BY:	Megan Debreceeny, Corporate Support Officer - Telephonist	

SUMMARY:

Crown Lands has received a request to purchase a section of road reserve from an adjoining property owner; part of the road reserve is owned by Council. Subsequently, Crown Lands requests Council to consider whether it has any interests in which may be affected by the closing of the road.

COMMENTARY:

Council has received a request from Crown Lands requesting Council to consider whether it has any interests in which may be affected by the closing of the unnamed road reserve off Old Armidale Road, Stannifer, in order that the Minister for Lands & Water Resources close the road and either sell or vest the land with an adjoining property owner. The section of the road reserve in question is shown in yellow on the diagram attached (provided by Crown Lands) as Appendix 8 (D32) and connects the ends of two (2) road reserves owned by Crown Lands. The road is a rural gravel access road. Aerial images are attached as Appendix 9 (D33).

Crown Lands has informed Council that discussions have been held with the owner of Lots 211 & 212, DP 753258, regarding access to the property. It has been agreed that an easement will be created to provide legal access.

Crown Lands are currently responsible for maintenance of the entire road, although they have indicated that if Council decides against transfer of the road reserve, Council will become responsible for maintenance of the section of road.

RELATIONSHIP TO STRATEGIC PLAN, DELIVERY PLAN AND OPERATIONAL PLAN:

Strategy: S.01 Sound Local Government Administration, Governance and Financial Management are provided.

Term Achievement: S.01.10 Best Practice in Land Use Administration has been adopted and implemented.

Operational Objective: S.01.10.01 To provide and maintain a modern efficient and reliable land use administration system which enables the effective and efficient management of Shire land.

POLICY IMPLICATIONS:

Nil.

CHIEF FINANCIAL OFFICERS COMMENT:

Nil.

LEGAL IMPLICATIONS:

Nil.

RECOMMENDATION:

That the Committee recommend to Council that Council has no interests which may be affected by the closing of the road.

APPENDIX 1

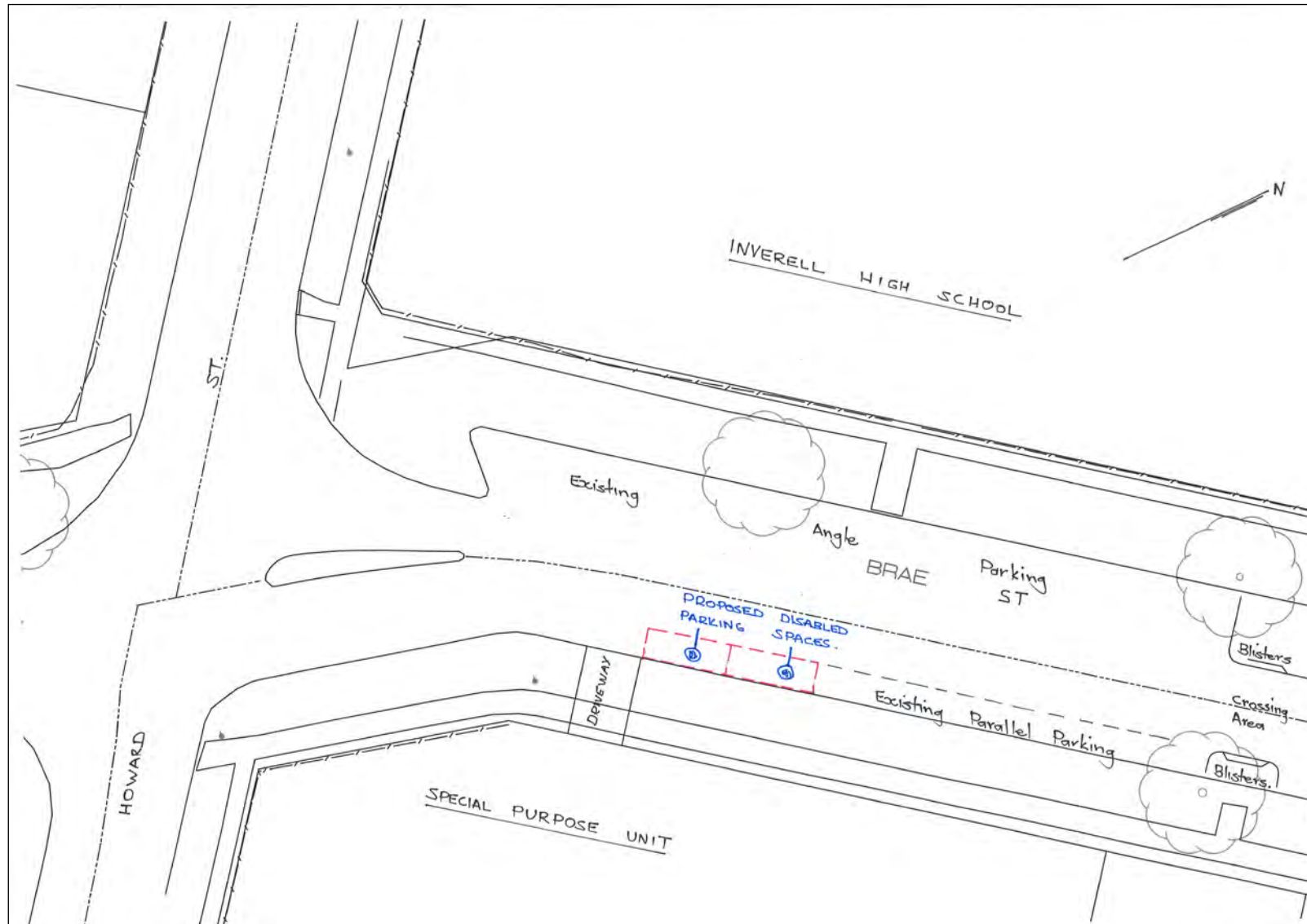
2015-2016 Bitumen Resurfacing Program

Road No.	Road Name	Length (m)	Area (m2)	Classification	Reseal Estimated Cost
MR 462	Bruxner Way	48362	312940.1	Regional	\$ 1,157,878
SR 33	Limestone Road	1610	8855	Local	\$ 30,993
SR 60	Nullamanna Road	1130	8500	Local	\$ 29,750
SR 72	Coopers Lane	350	1400	Local	\$ 4,900
SR 118	Oakwood Road	10110	51759	Local	\$ 181,157
SR 123	Mt Russell Road	1460	8760	Local	\$ 30,660
SR 192	Copeton Dam Rd	6030	37748	Local	\$ 132,118
SR 204	Alsace Road	880	4200	Local	\$ 14,700
SR 214	Old Bundarra Rd	4880	28732	Local	\$ 100,562
SR 246	Elsmore Road	1260	6804	Local	\$ 23,814
SR 271	Masons Lane	360	1800	Local	\$ 6,300
IU024	Brae St	120	1752	Urban	\$ 6,658
IU028	Brown St	250	2300	Urban	\$ 8,740
IU050	Clive St	300	2790	Urban	\$ 10,602
IU057	Crestview Pl	240	2400	Urban	\$ 9,120
IU073	Evans St	246	2263.2	Urban	\$ 8,600
IU078	Gilchrist St	110	1001	Urban	\$ 3,804
IU095	Hindmarsh St	258	2347.8	Urban	\$ 8,922
IU096	Hopper St	235	2162	Urban	\$ 8,216
IU097	Howard St	140	1288	Urban	\$ 4,894
IU098	Jacaranda Cres	200	1860	Urban	\$ 7,068
IU120	Macintyre St	860	9916	Urban	\$ 37,681
IU147	Oswald St	400	4000	Urban	\$ 15,200
IU169	George St	490	4900	Urban	\$ 18,620
IU169	Sapphire St	310	2790	Urban	\$ 10,602
IU193	Vivian St	55	951.5	Urban	\$ 3,616
IU198	Whittingham St	255	2488	Urban	\$ 9,454
AU210	Bala St	227	1135	Village	\$ 4,313
AU215	David St	945	4725	Village	\$ 17,955
AU217	Duff St	287	1435	Village	\$ 5,453
AU218	Ely St	750	4477	Village	\$ 17,013
AU220	Frome St	222	1221	Village	\$ 4,640
AU224	Jubilee St	185	1425	Village	\$ 5,413
AU230	Sinclair St	156	646	Village	\$ 2,455
	Sunhaven Lane	174	626	Village	\$ 2,380
Totals		83847	532397.5		\$ 1,944,251

APPENDIX 2

2015-2016 Gravel Resheet Program				
Road No.	Road Name	Length (m)	Classification	Resheet Estimated Cost
13	APPLETREE FLAT RD	1,560	Minor	\$ 28,080.00
16	KEETAH ROAD	1,650	Local	\$ 29,700.00
17	HOLDFAST ROAD	13,391	Local	\$ 241,038.00
18	MILKOMI RD	2,140	Local	\$ 38,520.00
19	YETMAN WEST RD	2,053	Local	\$ 36,954.00
58	ROCKY CREEK ROAD	12,462	Collector	\$ 224,316.00
65	TUCKA TUCKA RD	11,455	Local	\$ 206,190.00
104	LECOIN ROAD	7,034	Local	\$ 126,612.00
105	GLENESK ROAD	2,844	Local	\$ 51,192.00
108	KERRI RD	800	Local	\$ 14,400.00
109	CHERRY TREE HILL RD	8,017	Local	\$ 144,306.00
124	LAMONTS RD	600	Minor	\$ 10,800.00
125	MAHERS LANE	2,020	Minor	\$ 36,360.00
128	DELUNGRA ROAD	3,462	Arterial	\$ 62,316.00
131	GEORGESONS LANE	1,780	Minor	\$ 32,040.00
133	TOMES LANE	1,803	Local	\$ 32,454.00
143	MACKIE LANE	802	Local	\$ 14,436.00
146	GRATYNS RD	700	Minor	\$ 12,600.00
152	TOMS DRIVE	530	Local	\$ 9,540.00
164	HAYWOOD ROAD	3,178	Local	\$ 57,204.00
165	PRETORIA PARK RD	600	Minor	\$ 10,800.00
174	ABBOTTS LANE	920	Local	\$ 16,560.00
175	LEADERS LANE	1,620	Minor	\$ 29,160.00
181	HAVILAH PARK RD	1,770	Collector	\$ 31,860.00
183	TRAFALGAR LANE	1,040	Minor	\$ 18,720.00
188	EDDY PARK LANE	1,580	Local	\$ 28,440.00
189	HOUGHS LANE	500	Minor	\$ 9,000.00
191	KRAUSES RD	1,450	Minor	\$ 26,100.00
193	WILTSHIRE ROAD	5,556	Local	\$ 100,008.00
194	GLENWOOD RD	1,200	Minor	\$ 21,600.00
196	ONUS RD	2,280	Local	\$ 41,040.00
198	GOWRIE RD	1,080	Minor	\$ 19,440.00
205	FOXS LANE	2,032	Local	\$ 36,576.00
217	BEAULIEU LANE	1,000	Local	\$ 18,000.00
236	LONG PLAIN LANE	2,048	Local	\$ 36,864.00
242	TAMBOURA CL	540	Minor	\$ 9,720.00
250	ROSENEATH LANE	1,070	Minor	\$ 19,260.00
252	McLACHLANS RD	3,350	Local	\$ 60,300.00
283	STAGGY CREEK RD	466	Minor	\$ 8,388.00
354	NASHS LANE	300	Minor	\$ 5,400.00
357	MCNEILS ROAD	522	Local	\$ 9,396.00
Unallocated	Reactionary	8,350		\$ 150,309.96
Totals		117,556		\$ 2,116,000.00

APPENDIX 3



APPENDIX 4

Inverell Shire Council**Rural Sealed Roads –
Rehabilitation Program 2015**

Construction of MR73-010 Bundarra Rd

Introduction

This program addresses the ongoing rehabilitation requirements of the rural sealed road network.

Currently Inverell Shire has some 950 km of sealed roads, 88 km of which are on the NSW state controlled, State Highway 12. The remaining 862 km are controlled by Inverell Shire Council and are referred to as local roads, this includes the section of the network known as regional roads. This program covers the 735 km of sealed roads in the rural area. The remaining 127 km of sealed urban roads are covered in the *Inverell Shire Council Urban Sealed Road Rehabilitation Program*.

In order to manage such an extensive road network in the most cost effective manner it is necessary to undertake maintenance, rehabilitation and renewal works at the most appropriate time. Road rehabilitation can be defined as, *'any activity that improves the functional or structural condition of a pavement while using some or all of its existing structure'*.

Types of treatments used for rehabilitation include:

- Major reconstruction, including realignment and pavement widening
- Minor reconstruction, including stabilisation
- Major heavy patching
- Minor heavy patching
- Crack Sealing
- Shoulder Reconstruction

The road network has been analysed on a segment by segment basis, utilising information from Councils asset management system. A condition assessment on the entire road network was undertaken by an independent contractor in 2014. This condition assessment was undertaken in accordance with nationally recognised data capture and asset management principals.

In order to determine rehabilitation priorities ten criteria have been assessed, and for each criterion a score has been calculated and a weighting applied according to road class and function. These scores have then been combined for each segment and the segments prioritised from highest score to lowest. A technical tour was then undertaken by Councils Works and Engineering staff to validate the process, make any adjustments as necessary and to determine the appropriate treatment type for each segment.

Funding available for rural road rehabilitation comes from a number of sources including, NSW Government Regional Roads REPAIR Program, Federal Roads to Recovery Program, Councils own source revenue and other non-recurrent funding as becomes available from time to time. The nature of the above funding programs deems it necessary to divide the funding allocations according to Councils road hierarchy. As such, one priority list has been created for regional roads and another that prioritises all other rural local road segments. These lists are included in the tables of Appendix 1 and Appendix 2.



MR137-140 Reconstructed

The ten criteria that have been assessed are:

Class factors:

- School Bus Routes
- Traffic Volume
- Heavy Vehicle Volume

Defect measures:

- Five Year Accident History
- Roughness
- Rutting
- Seal Width
- Cracking Severity
- Cracking Extent
- Road Patches

Assessment

Cracking

Cracking of the road surface comes in three forms – longitudinal, transverse and crocodile. Strong correlation exists between crocodile cracking and pavement failure. A score for the extent and severity of crocodile cracking is determined using the below tables.

Crack Severity is recorded as either S, M or X resulting in a score of 1, 2 or 3 points (maximum = 3).

CRACK SEVERITY	POINTS
S (<2mm)	1
M (2-5mm)	2
X (>5mm)	3

Crack Extent is recorded as 1 of 3 ranges resulting in a score of 1, 2 or 3 points (maximum = 3).

CRACK EXTENT	POINTS
<5% area over 50m	1
5 - 15% area over 50m	2
>15% area over 50m	3

Road Patches

Road patching is a common maintenance method aimed at remediating localised pavement defects and prolonging the life of the road segment. The existence and extent of road patches is a clear indication of pavement failure.

The road patches value is recorded as 1 of 5 ranges resulting in a score of 1, 2, 3, 4 or 5 points (maximum = 5).

PATCHES	POINTS
<1% area	1
1 - 5% area	2
5 - 10% area	3
10 - 20% area	4
>20% area	5

Roughness

The roughness score is simply the recorded roughness value (IRI) as recorded against each segment, in Councils asset management system. The maximum recorded value for local road segments is 291 and the maximum recorded value for regional road segments is 200. This information was collected utilising specialised, sophisticated asset data capture technology, including a vehicle mounted laser profiler.

Rutting

A rut is a depression or groove worn into the road surface, caused by passing traffic. The rutting score is dependant on the existence, depth, width and extent of recorded rutting within each segment. This information was collected utilising specialised, sophisticated asset data capture technology, including a vehicle mounted laser profiler, then recorded in Councils asset management system. The maximum recorded value for local road segments is 40 and the maximum recorded value for regional road segments is 16.

School Bus Routes

The safe passage of children to and from school is a vital consideration in road rehabilitation. Segments which are School Bus Routes are given a score of 3, and 0 otherwise. It was determined that allocation of 3 points to bus routes was consistent with point allocation for other criteria.

Traffic Volume

Average Annualised Daily Traffic (AADT) levels as recorded in Councils Asset management system have been used.

The traffic value is recorded as 1 of 7 ranges resulting in a score of 0, 1, 2, 3, 4, 5 or 6 points (maximum = 6).

AADT (Vehicles per day)	POINTS
1	0
>50	1
>100	2
>250	3
>500	4
>1000	5
>1500	6

Heavy Vehicle Traffic Volume

The heavy vehicle value from Councils asset management system, expressed as vehicles per day, is recorded as 1 of 6 ranges resulting in a scale of 0, 1, 2, 3, 4, or 5 points (maximum = 5).

Heavy Vehicles per day	POINTS
1	0
10	1
20	2
40	3
80	4
>150	5

Seal Width

Narrow seal width can contribute to shoulder erosion as vehicles cross onto the unsealed shoulder when passing heavy vehicles or negotiating curves. Damage to the shoulder results, which is dangerous and expensive to repair.

Narrow seal width also contributes to early pavement failure of the left wheel path. This is caused by the ingress of moisture into the pavement structure from beside the seal.

The NSW RMS lists the target seal width as a function of traffic volume for a given road segment.

Traffic Volume (AADT)	Appropriate Seal Width (m)
1	7
>501	8
>2001	9

The following table lists the point allocation for seal width deficiency, which is recorded as 1 of 4 ranges resulting in a score of 0, 1, 3 or 5 points (maximum = 5).

Seal Width Deficiency (m)	POINTS
0	0
0 – 1.0	1
1.0 – 2.0	3
>2.0	5

Five Year Accident History

Traffic accidents that have occurred in each segment, in the last five years, have been collated using RMS crash data. This can be updated on an annual basis when Council is provided with statistics.

This value was recorded in 1 of 6 ranges resulting in a score of 0, 1, 2, 4, 7 or 10 points (maximum = 10).

Accidents in last 5 years	POINTS
0	0
3	1
6	2
9	4
12	7
15	10

Weighting Calculation

In order to place each defect criteria into perspective and to produce a priority list that truly reflects the segments in need of rehabilitation, a weighting process was undertaken.

Each of the ten criteria used was assigned a weighting that represents the standing of that criteria, compared to the others, in terms of relevance. The weighting scale used for rural roads is:

Crack Severity	Crack Extent	Patches	Roughness	Rutting	Bus	Traffic Volume	HV Volume	Width	Accident History
3%	8%	8%	20%	15%	5%	10%	10%	15%	6%

The determination of the weighting scale was dependant of asset management principles as well as consideration of localised factors associated with Councils sealed road network.

The calculation for determining the weighted criteria score is:

Score (S) divided by maximum score for that criteria (MAX) multiplied by criteria weighting (CW)

$$= S / (\text{MAX}) \times (\text{CW})$$

An example for determining the weighted criteria score for road patches on Segment 543 on MR137 Ashford Road is shown below:

MR137-543	Road Patch Points	= 5
	Maximum	= 5
	Points/maximum	= 5/5
		= 1
	Criteria Weight	= 8

Therefore the calculated, weighted score for the road patches criteria on Segment 543 on MR137 Ashford Road is 8.

Priority List:

Once each segment has been assessed against these criteria, with points allocated and the weighting calculation completed. The weighted scores are added together. The segments are then ranked from highest score to lowest, and a shortlist developed prior to further investigation.

Each segment at the top of the list is then inspected carefully to identify the best method of rehabilitation, and whether current data used in the analysis adequately describes the segment condition. In particular, the question of whether the entire segment needs rehabilitation or whether patching localised failures would extend the asset life more economically. Shoulder widening of segments should also be considered at this point if the centre of the pavement is sound and of sufficiently low roughness to be acceptable for the life of the shoulders.

Conclusion:

Inverell Shire Council has a standardised procedure for the assessment and prioritisation of sealed road rehabilitation.

This procedure analyses each road segment against ten criteria including roughness, general traffic volume, heavy vehicle volume, seal width, school bus usage, accident history, roughness, rutting, crack extent and crack severity.

The entire sealed network has been assessed and ranked according to these criteria.

The priority list for rehabilitation of sealed regional roads is given in Appendix 1. The priority list for construction of sealed local roads is given in Appendix 2.

Local Sealed Roads Rehabilitation Plan (subject to annual review)

Priority	Road Name	Road ID	Segment Number	Length (m)	Start Chainage (km)	End Chainage (km)	Cracking Severity	Crack Extent	Patches	Roughness	Rutting	School Bus Route	Traffic Volume	Heavy Vehicle Traffic Volume	Seal Width Deficiency	Accident History	Technical Pavement Score
1	Bolands Lane	SR148	20	234	0.513	0.747	3	8.0	1.6	7.7	7.1	0.0	3.0	3.2	15.0	0.0	48.6
2	Michell Lane	SR168	60	404	2.839	3.243	1	2.7	1.6	11.2	12.5	0.0	2.0	1.6	15.0	0.0	47.6
3	Michell Lane	SR168	90	1643	3.548	5.191	3	8.0	1.6	9.1	5.0	0.0	2.0	1.6	15.0	0.0	45.3
4	Michell Lane	SR168	10	1802	0	1.802	1	2.7	1.6	10.0	6.4	5.0	2.0	1.6	15.0	0.0	45.2
5	Auburn Vale Road	SR199	50	1475	1.781	3.256	1	2.7	1.6	5.6	3.5	5.0	5.0	4.8	15.0	0.0	44.2
6	Auburn Vale Road	SR199	60	1371	3.256	4.627	1	2.7	1.6	6.0	3.0	5.0	5.0	4.8	15.0	0.0	44.1
7	Bolands Lane	SR148	10	513	0	0.513	3	8.0	3.2	7.9	6.5	0.0	3.0	3.2	9.0	0.0	43.7
8	Tarwoona Road	SR010	200	1219	20.251	21.47	3	8.0	1.6	8.1	2.5	0.0	1.0	3.2	15.0	0.0	42.4
9	Tullochard East Road	SR367	10	752	0	0.752	2	5.3	1.6	6.7	7.4	0.0	2.0	1.6	15.0	0.0	41.6
10	Oakwood Road	SR118	120	1111	6.854	7.965	3	8.0	1.6	6.3	2.3	5.0	3.0	3.2	9.0	0.0	41.4
11	Old Bundarra Road	SR214	110	1453	10.389	11.842	1	2.7	1.6	3.6	1.1	5.0	5.0	6.4	15.0	0.0	41.4
12	Michell Lane	SR168	20	929	1.802	2.731	1	2.7	1.6	7.3	5.2	5.0	2.0	1.6	15.0	0.0	41.3
13	Tarwoona Road	SR010	240	2800	22.593	25.393	2	5.3	3.2	8.9	4.0	0.0	1.0	1.6	15.0	0.0	41.1
14	Oakwood Road	SR118	190	373	13.428	13.801	1	2.7	1.6	7.6	5.9	5.0	3.0	3.2	9.0	0.0	39.0
15	Michell Lane	SR168	40	64	2.751	2.815	1	2.7	1.6	10.7	4.2	0.0	2.0	1.6	15.0	0.0	38.8
16	Copeton Dam Road	SR192	200	1699	17.304	19.003	1	2.7	1.6	6.9	3.5	5.0	4.0	4.8	9.0	0.0	38.5
17	Kings Plains Road	SR234	210	1921	16.657	18.578	2	5.3	1.6	9.4	2.5	5.0	2.0	1.6	9.0	0.0	38.4
18	Tarwoona Road	SR010	180	2075	18.146	20.221	2	5.3	1.6	7.3	3.0	0.0	1.0	3.2	15.0	0.0	38.4
19	Tarwoona Road	SR010	160	2191	13.88	16.071	1	2.7	3.2	8.6	3.6	0.0	1.0	3.2	15.0	0.0	38.2
20	Wallangra Road	SR036	190	1354	16.545	17.899	1	2.7	1.6	6.6	2.4	5.0	2.0	1.6	15.0	0.0	38.0
21	Oakwood Road	SR118	210	792	13.816	14.608	1	2.7	1.6	8.4	3.6	5.0	3.0	3.2	9.0	0.0	37.4
22	Copeton Dam Road	SR192	120	741	12.163	12.904	1	2.7	1.6	6.0	3.2	5.0	4.0	4.8	9.0	0.0	37.3
23	Copeton Dam Road	SR192	60	1930	6.42	8.35	1	2.7	1.6	6.0	3.0	5.0	4.0	4.8	9.0	0.0	37.1
24	Wallangra Road	SR036	130	1154	11.743	12.897	1	2.7	1.6	6.5	1.7	5.0	2.0	1.6	15.0	0.0	37.1
25	Copeton Dam Road	SR192	140	1096	12.911	14.007	1	2.7	1.6	5.7	3.2	5.0	4.0	4.8	9.0	0.0	37.0
26	Copeton Dam Road	SR192	190	1549	15.755	17.304	1	2.7	1.6	5.8	3.2	5.0	4.0	4.8	9.0	0.0	37.0
27	Michell Lane	SR168	120	945	5.774	6.719	1	2.7	1.6	7.5	5.3	0.0	2.0	1.6	15.0	0.0	36.7
28	Copeton Dam Road	SR192	70	1667	8.35	10.017	1	2.7	1.6	5.8	2.8	5.0	4.0	4.8	9.0	0.0	36.7
29	Copeton Dam Road	SR192	150	431	14.007	14.438	1	2.7	1.6	6.4	1.9	5.0	4.0	4.8	9.0	0.0	36.4
30	Copeton Dam Road	SR192	50	886	5.534	6.42	1	2.7	1.6	6.0	2.3	5.0	4.0	4.8	9.0	0.0	36.4
31	Michell Lane	SR168	100	542	5.191	5.733	1	2.7	1.6	8.1	4.2	0.0	2.0	1.6	15.0	0.0	36.2
32	Copeton Dam Road	SR192	160	575	14.438	15.013	1	2.7	1.6	5.2	2.8	5.0	4.0	4.8	9.0	0.0	36.1
33	Copeton Dam Road	SR192	40	1492	4.042	5.534	1	2.7	1.6	4.8	3.0	5.0	4.0	4.8	9.0	0.0	35.9
34	Oakwood Road	SR118	140	1626	7.983	9.609	1	2.7	1.6	7.1	3.2	5.0	3.0	3.2	9.0	0.0	35.8
35	Michell Lane	SR168	80	275	3.273	3.548	1	2.7	1.6	8.8	3.0	0.0	2.0	1.6	15.0	0.0	35.6

Note: Chainage begins at nearest cross road.

APPENDIX 5

ITEM NO:	1.	FILE NO: S15.8.22
DESTINATION 5:	The communities are served by sustainable services and infrastructure	S
SUBJECT:	REGIONAL ROADS REPAIR PROGRAM - REVIEW OF BUSINESS RULES	
PREPARED BY:	Justin Pay, Manager Civil Engineering	

SUMMARY:

Council receives State Government funding for rehabilitation and development of the regional road network through the Regional Roads REPAIR program. This program is undertaken on a four (4) year cycle and the 2014/2015 financial year is the final year of the current program. A number of changes to the program have been suggested, particularly relating to the allocation of funds and project selection. Council is being asked to endorse the proposed changes to the REPAIR program business rules.

COMMENTARY:

The REPAIR Program is one (1) of two (2) programs under which the State Government assists Councils in the management of their Regional Road infrastructure. The objective of the REPAIR Program is to provide additional assistance to Councils to undertake larger works of rehabilitation, and development on Regional Roads to minimise the long term maintenance costs of these roads. Funding under the program is administered by Roads and Maritime Services (RMS) and is supplied on a 50:50 basis. A Consultative Committee comprising of delegates from each Council oversee the implementation of the REPAIR program and are responsible for the business rules. A Technical Sub-Committee, a sub-set of the Consultative Committee, oversees the project selection process and is responsible for project allocation and prioritisation.

Under the current business rules, Councils in the Northern Tablelands area of the State undertake a competitive assessment process, preceding each four (4) year program. During the assessment process, individual Councils submit projects for assessment and prioritisation against other Councils in the Region. A standard assessment criterion is used and a point score is allocated to each project based on the set criteria. There are many benefits to the current business rules, including:

- Geography, geology and topography vary greatly with in the Region, meaning that some Councils have better road building conditions than others. The current business rules make allowance for this.
- All Regional roads in the area are assessed under the same criteria and in theory; the funding is applied to the sections of roads that are in most need, on a regional level.

This merit based selection of projects is one of the fundamental principals underpinning the success of the REPAIR program.

The current method of project selection is however, not without flaw. Deficiencies in the current business rules include:

- Point score system can be manipulated by poor asset management practises. Not applying cost effective early intervention techniques and effectively allowing a section of road to "fall apart" can yield a higher point score.

- High point score allocation to vehicle counts and disproportionate allocation of points for heavy vehicle percentages have large impact on overall project point score.
- The current system is not flexible toward introduction of new or substituted projects. Effectively the program is set five (5) years in advance and it is not possible to address changed priorities that may arise from changing road usage or environmental impacts such as flooding events.
- The current system is weighted toward high quality funding submissions rather than improving the regional road network.

As such a proposal has been put forward to change the business rules and base the allocation of funding on the Block Grant Formula, whilst retaining the merit based project selection aspect of the current scheme.

The proposal is for REPAIR program funding to be initially offered to Councils based on their percentage of Block Grant funding of the preceding year. Block Grant funding is allocated based on a formula that takes into consideration length of regional road, traffic factors and length of any timber bridges on regional roads, within each Shire. This is a long standing formula that is generally considered a fair way to distribute State Government funding for maintenance of Regional Roads.

Under the new business rules Councils nominate projects that meet the REPAIR program objectives. Councils would then be required to nominate their preferred funding cash flow for the four year program. Meaning that Council is able to undertake projects that are the highest priority on a local level, provided that the prioritisation of the project is done by best practise asset management techniques and on a merit based process with in Council's network.

The proposed changes will achieve a fairer distribution of funding and reduce "red tape", allowing Council to better use existing asset management and data. This will allow for a better whole-of-life asset management approach across the Regional road network. If the proposed changes were implemented it would give Council certainty about the extent of REPAIR program funding while ever the program continues. This allows for better forward works planning, which will in turn lead to greater program efficiencies and greater overall benefit to the Regional road network.

Under the proposed changes Council would receive approximately \$1.6M over the 2015-2019 REPAIR Programs, equating to approximately \$400K per year. When matched with Councils 50% contribution \$800K would be available per year for rehabilitation on the Regional road network. This is an approximate \$270K increase from Councils 2011-2014 REPAIR program allocation of approximately \$1.33M.

The proposed changes were brought about by a submission to RMS from a group of Councils requesting changes to the business rules. The RMS then formulated the proposed business rules and consulted with the respective Technical Sub-Committees. The changes were supported in principal at the Technical Sub-committee meetings and will become effective if accepted by a majority of Councils in the Northern Region.

The proposed changes will mitigate many of the deficiencies of the current business rules and provide a wide range of benefits. If adopted, the proposed business rules will provide certainty to Council regarding the amount of REPAIR program funding available. This will allow better forward works programming and give Council the opportunity to deal with local priorities that are not eligible for funding under the current rules. The proposed funding allocation model will not only provide Council with a slight financial advantage when compared to the previous program, it will also result in fairer distribution of funding on a Regional level, which will inturn lead to a better Regional road network.

RELATIONSHIP TO STRATEGIC PLAN, DELIVERY PLAN AND OPERATIONAL PLAN:

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

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

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

POLICY IMPLICATIONS:

Nil.

CHIEF FINANCIAL OFFICERS COMMENT:

Nil.

LEGAL IMPLICATIONS:

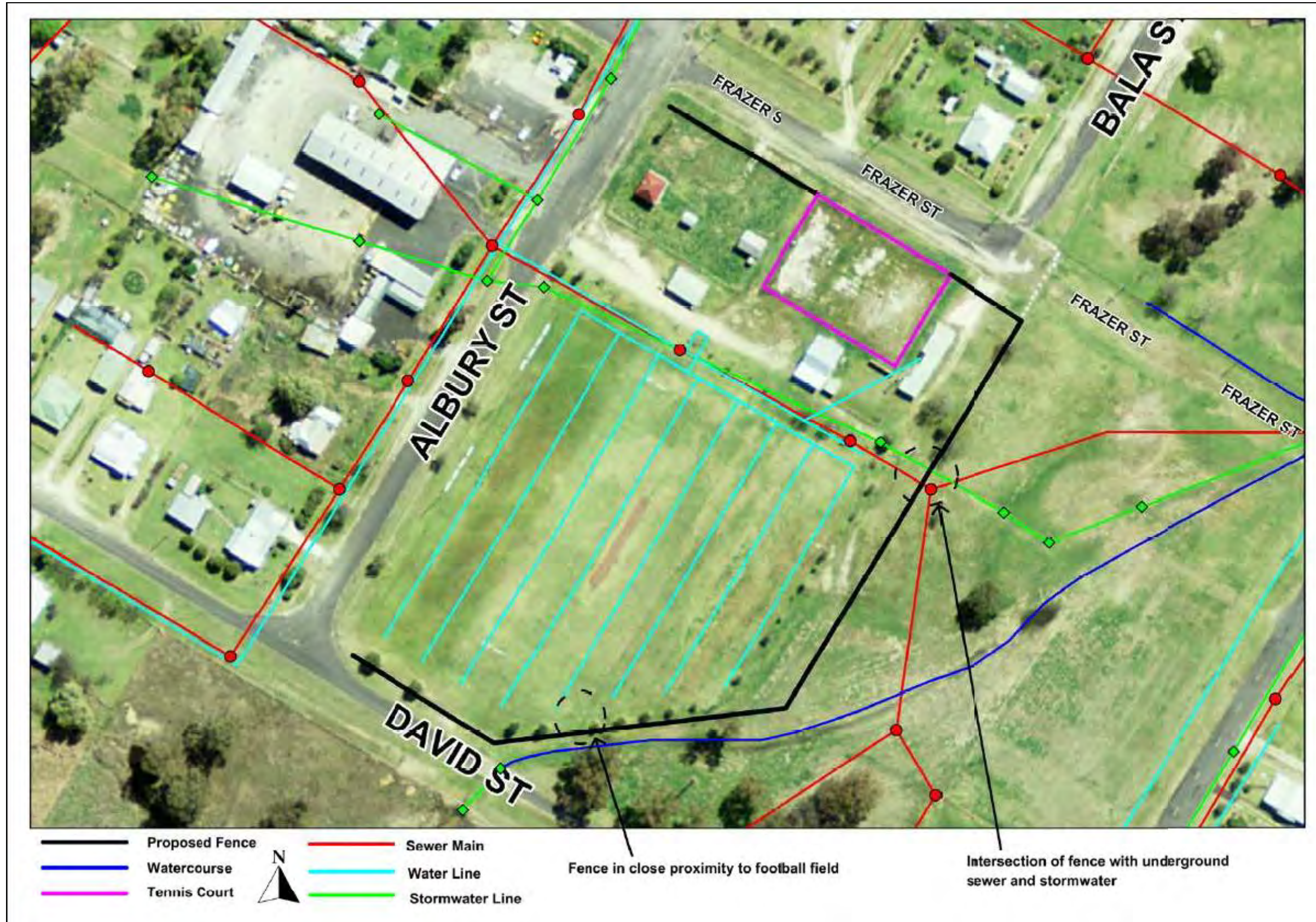
Nil.

RECOMMENDATION:

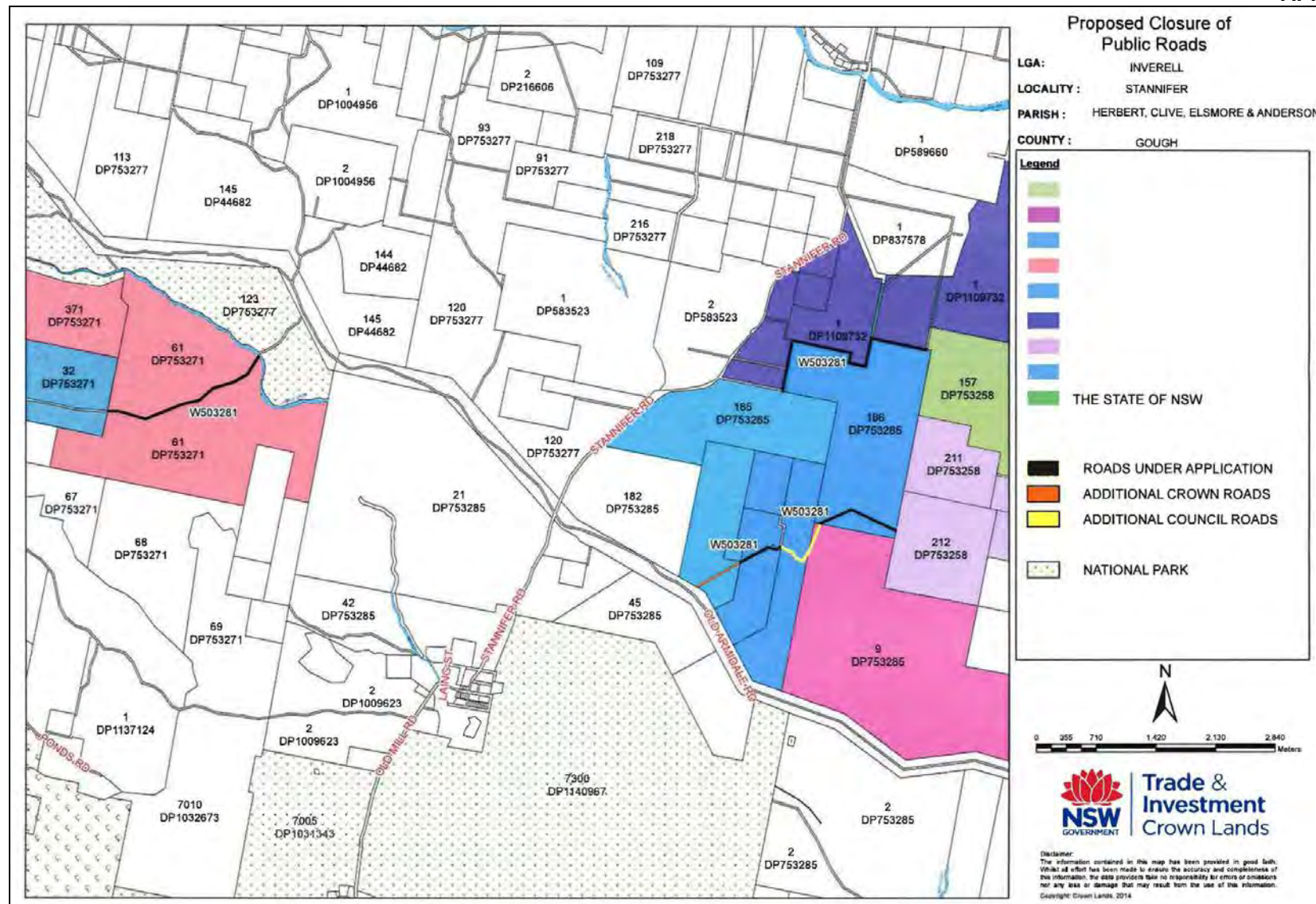
That the Committee recommend to Council that the proposed changes to the Business Rules of the Regional Roads REPAIR program be endorsed.

APPENDIX 6

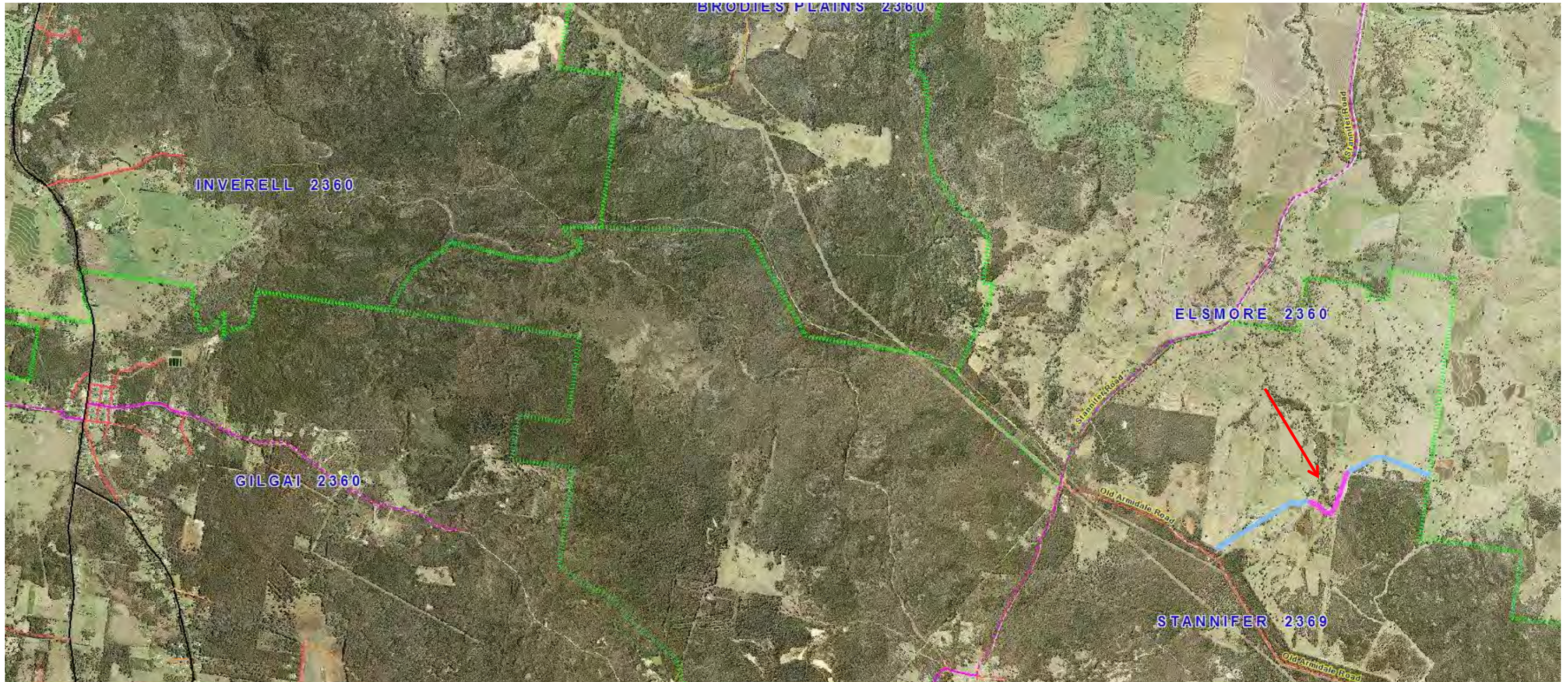
Regional Roads Rehabilitation Plan (subject to annual review)																	
Priority	Road Name	Road ID	Segment Number	Length (m)	Start Chainage	End Chainage	Cracking Severity	Crack Extent	Patches	Roughness	Rutting	School Bus Route	Taffic Volume	Heavy Vehicle Traffic Volume	Seal Width Deficiency	Accident History	Technical Pavement Score
1	Inverell-Bonshaw Road	MR137	543	838	71.248	72.086	3.33	5.33	8	12.81	5.02	5	3	4.8	9	0	56.30
2	Inverell-Bonshaw Road	MR137	100	1502	10.555	12.057	1.67	2.67	8	9.27	4.59	5	5	3.2	15	0	54.39
3	Bruxner Way	MR462	30	486	84.614	85.1	3.33	5.33	8	14.50	6.17	5	4	4.8	3	0	54.14
4	Inverell-Bonshaw Road	MR137	585	1272	77.006	78.278	3.33	5.33	4.8	10.20	9.47	5	3	3.2	9	0	53.34
5	Warialda Road	MR063	25	379	52.203	52.582	3.33	5.33	3.2	9.25	3.01	5	3	4.8	15	0	51.92
6	Warialda Road	MR063	29	297	52.61	52.907	3.33	5.33	3.2	9.25	3.01	5	3	4.8	15	0	51.92
7	Inverell-Bonshaw Road	MR137	530	1000	69.133	70.133	3.33	5.33	4.8	10.14	5.42	5	4	4.8	9	0	51.83
8	Inverell-Bonshaw Road	MR137	555	583	73.121	73.704	3.33	5.33	3.2	16.33	7.69	5	3	4.8	3	0	51.68
9	Inverell-Bonshaw Road	MR137	550	1008	72.098	73.106	3.33	5.33	3.2	11.03	6.31	5	3	4.8	9	0	51.01
10	Inverell-Bonshaw Road	MR137	370	1762	49.155	50.917	3.33	5.33	3.2	14.97	8.34	5	4	3.2	3	0	50.38
11	Inverell-Bonshaw Road	MR137	90	1655	8.9	10.555	1.67	2.67	4.8	8.37	4.65	5	5	3.2	15	0	50.36
12	Inverell-Bonshaw Road	MR137	310	1491	40.823	42.314	1.67	2.67	1.6	14.60	6.89	5	4	4.8	9	0	50.22
13	Yetman Road	MR187	425	113	62.658	62.771	1.67	2.67	1.6	15.17	8.89	5	3	3.2	9	0	50.18
14	Inverell-Bonshaw Road	MR137	180	1869	24.171	26.04	3.33	5.33	1.6	11.05	7.16	5	4	3.2	9	0	49.68
15	Inverell-Bonshaw Road	MR137	575	980	75.579	76.559	3.33	5.33	1.6	9.90	7.68	5	3	4.8	9	0	49.65
16	Warialda Road	MR063	110	1417	63.244	64.661	1.67	2.67	1.6	8.46	5.16	5	3	6.4	15	0	48.96
17	Inverell-Bonshaw Road	MR137	520	1470	67.641	69.111	1.67	2.67	1.6	11.18	8.75	5	4	4.8	9	0	48.66
18	Yetman Road	MR187	440	1486	65.365	66.851	3.33	5.33	1.6	12.00	6.14	5	3	3.2	9	0	48.61
19	Inverell-Bonshaw Road	MR137	70	1319	6.508	7.827	1.67	2.67	1.6	6.54	7.67	5	5	3.2	15	0	48.35
20	Warialda Road	MR063	170	625	71.464	72.089	1.67	2.67	1.6	10.00	4.61	5	3	4.8	15	0	48.35
21	Inverell-Bonshaw Road	MR137	510	1519	66.122	67.641	1.67	2.67	1.6	10.67	8.93	5	4	4.8	9	0	48.34
22	Warialda Road	MR063	49	352	55.567	55.919	1.67	2.67	1.6	10.78	3.75	5	3	4.8	15	0	48.26
23	Yetman Road	MR187	290	1718	43.145	44.863	3.33	5.33	3.2	10.75	10.55	5	2	4.8	3	0	47.96
24	Inverell-Bonshaw Road	MR137	490	1319	63.104	64.423	3.33	5.33	6.4	10.23	5.78	5	4	4.8	3	0	47.87
25	Inverell-Bonshaw Road	MR137	290	1064	38.248	39.312	3.33	5.33	1.6	10.33	6.04	5	4	3.2	9	0	47.83
26	Warialda Road	MR063	190	1513	74.044	75.557	1.67	2.67	1.6	16.51	5.17	5	3	3.2	9	0	47.81
27	Bruxner Way	MR462	490	1631	146.015	147.646	3.33	5.33	6.4	12.69	4.21	5	3	4.8	3	0	47.76
28	Inverell-Bonshaw Road	MR137	250	1141	33.503	34.644	3.33	5.33	1.6	11.50	6.32	5	4	1.6	9	0	47.69
29	Yetman Road	MR187	450	926	66.851	67.777	3.33	5.33	3.2	10.00	5.56	5	3	3.2	9	0	47.62
32	Yetman Road	MR187	430	1681	63.684	65.365	1.67	2.67	1.6	14.25	7.05	5	3	3.2	9	0	47.44
33	Yetman Road	MR187	310	1703	46.596	48.299	1.67	2.67	1.6	11.11	10.02	5	3	3.2	9	0	47.26
34	Yetman Road	MR187	110	1406	14.895	16.301	1.67	2.67	1.6	11.85	8.12	5	4	3.2	9	0	47.10
35	Inverell-Bonshaw Road	MR137	160	1313	20.789	22.102	3.33	5.33	3.2	8.70	5.30	5	4	3.2	9	0	47.06



APPENDIX 8



APPENDIX 9



*Road in question shown in blue, Council owned section pink. (Green lines show suburb/township borders).

TO CIVIL & ENVIRONMENTAL SERVICES COMMITTEE MEETING 12/08/2015

ITEM NO:	1.	FILE NO: S28.21.1/08
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:**Cameron Park Upgrade**

Work is continuing on the Cameron Park Upgrade Project. The bitumen seal in Cameron Street is now complete. Watermain replacement and construction of kerb and gutter in Medora Street has commenced. Construction of perimeter fencing, cricket practice nets and playground are ongoing. The project has been delayed due to wet weather and the urban construction crew being utilised on other priority works, such as the Mansfield Street project and the Yetman Road Saleyards to Fullers Lane Project. Now that the Yetman Road project is complete, the Urban Construction crew will focus on completing the remaining works at Cameron Park. Tenders have been called for the Amenities Block.

Ashford Road “Karoola” Reconstruction 3 Sisters – Stage Two

Major earthworks were completed early in July. The project was temporarily suspended for a two (2) week period to allow the earthwork material to consolidate, to identify any perceived issues with the earthworks and surrounding subgrade material and to progress another project on the Yetman Road. Works recommenced mid July with the haulage of pavement material from the Ashford Tip.

The recent period of wet weather has saturated the natural surface surrounding the project and has caused significant drainage issues. Underground water in the area has infiltrated the pavement layers of the road, with a number of “springs” opening up. Construction of subsoil drains is taking place and the project will be delayed for 3-4 weeks in order to allow the drains to remove the sub-surface moisture from the pavement. The sub-base and base layers will be constructed once the construction crew return in late August, the project will reach practical completion by the end of September.

Yetman Road “Saleyards to Fullers Lane” Project

This project has reached the stage of practical completion. Pavement widening and rehabilitation as well as drainage works are now completed. The bitumen seal was applied in July, minor works such as line marking and installation of signage will be completed in August.

Gilchrist Street Kerb and Gutter Renewal

Works are substantially completed to renew the kerb and gutter in Gilchrist Street between Jack and Shirley Streets. A concrete footpath is also being constructed in the area; this is work that was identified in Council's PAMP plan. The kerb and gutter work is now completed; however the recent period of wet weather has caused drainage issues.

Sub-surface water has infiltrated the pavement, causing difficulties. Subsoil drains have been constructed in order to remove the moisture to allow construction to be finalised. It is planned to leave the project for 3-4 weeks to allow the drains to take effect. In the interim, a temporary emulsion seal has been applied to prevent any moisture ingress and to mitigate issues relating to dust. Once the work crew returns, the pavement will be reconstructed and the final bitumen seal will be applied.

Blackspot Funding Applications

State and Federal Blackspot funding program funding applications closed on 31 July. At a previous Committee Meeting, the intersection of Fernhill Road and Gwydir Highway was highlighted as a potential project. Council staff have investigated the matter and unfortunately this location does not meet the criteria for Blackspot funding as the number of recorded casualty crashes is insufficient. Given that this location has been identified as a safety issue, it is planned to complete further investigation, survey and design, to determine the most appropriate solution. Plans will be developed and other funding opportunities explored for the completion of safety improvement works.

Several sites were identified that did meet the number of reported crash criteria of the program. Funding submissions were put forward for a number of intersections in Inverell, with varying treatments proposed. A further report will be provided to the Committee once the outcome of the application process is known.

Cattle Trucks – Disposal of Effluent

A local Police Officer recently conveyed to Council concerns from the livestock carting industry in relation to dump points for effluent tanks. The Police have been issuing fines to operators in instances where the law is breached (spillage from trucks); in some instances the breached vehicle did have effluent storage tanks fitted. The truck operators state that they are taking measures to limit the problem by installing tanks, however, they claim that a lack of disposal points limit their effectiveness. This is an ongoing issue that is being faced by many regional Councils. A long term solution is yet to be determined; however the matter is being pursued via heavy vehicle industry forums. Council is participating in these forums.

Maintenance Grading

Maintenance grading works were undertaken on the following roads during July, 2015:

SR 59	Graman Road	24.26km
SR 38	Craddock Road	2.82km
SR 39	Girraween Road	5.42km
SR 40	Willowie Road	3.28km
SR 33	Limestone Road	23.89km
SR 34	Sandy Creek Road	6.67km
SR 55	South Valley Road	9.89km
SR 52	Emmaville Road	28.01km
SR 58	Rocky Creek Road	10.0km
SR 109	Cherry Tree Hill Road	15.0km
SR 244	Western Reeder Road	8.3km
SR 243	Waterloo Road	19.0km
SR 105	Glenesk Road	12.5km
	Total	169.04km

Gravel Resheeting Program

No Gravel resheeting works were undertaken during July, 2015.

The 2015/16 Gravel Resheeting program is programmed for commencement in August, with a Northern Crew and Southern Crew operating in their respective regions.

Gravel Patching

Gravel patching works were undertaken on the following road during July, 2015:

SR 33 Limestone Road

Other Maintenance Activities

Council's State, Regional and Local Roads, Urban and Village Street maintenance activities are continuing as required. Town maintenance will continue as required.

ITEM NO:	2.	FILE NO: S18.8.3/08
DESTINATION 3:	An environment that is protected and sustained	E
SUBJECT:	ANNUAL HERITAGE REPORTING 2014-2015	
PREPARED BY:	Chris Faley, Development Planner	

SUMMARY:

As part of the Heritage Advisor and Local Heritage Assistance Fund funding agreements between Inverell Shire Council and the Office of Environment and Heritage, Council is required to submit two (2) annual reports to the Heritage Council of NSW. These reports are due by 15 May each year and the 2014-2015 reports were submitted to the Office of Environment and Heritage as required.

COMMENTARY:

A requirement of the NSW Heritage Grants Local Government Heritage Management Program is that each Council must prepare, adopt and implement a three (3) year heritage strategy. The Inverell Shire Council Heritage Strategy 2013-2016 was adopted by Council on 19 March, 2013.

Additionally, as part of the funding agreement for Council's Heritage Advisor, Council must prepare an annual report on the implementation of the adopted heritage strategy and submit it to the Heritage Council by 15 May each year.

Council's Heritage Advisor, Mr Mitch McKay and Development Planner, Chris Faley prepared and submitted Inverell Shire Council's Heritage Strategy Annual Report 2014-2015 which is attached as Appendix 1 (E5 – E20).

Council must also submit a claim to the Heritage Council for reimbursement of funds from the implementation of the 2014/15 Local Heritage Assistance Fund. This report is used to outline the projects funded through 2014-2015 and calculate the amount that Council can claim. The Heritage Branch will then reimburse the funding share according to the funding agreement with Council for that financial year.

The current agreement is that for every \$3.00 Council's Local Heritage Assistance Fund distributes, the Heritage branch will reimburse \$1.00.

Council prepared and submitted Inverell Shire Council's 2014-2015 Claim for reimbursement of funds expended from local heritage fund which is attached as Appendix 2 (E21 – E26). This report has been prepared in accordance with the report template provided by the Heritage Council.

It is anticipated that Council's Heritage Advisor, Mr Mitch McKay, will attend the September 2015 Committee meeting to brief the Committee on the Local Heritage Assistance Fund over the last year.

RECOMMENDATION:

That the items contained in the Information Reports to the Civil & Environmental Services Committee Meeting held on Wednesday, 12 August, 2015, be received and noted.

APPENDIX 1

Private local government heritage advisors and local heritage funds grants Heritage strategy annual report template for 2014/15

Application LGP00402014 from Inverell Shire Council

Project completion and claim for payment

** indicates a required field.*

Local Government heritage advisor

Local council name * Inverell Shire Council

I confirm that the total ex GST expenditure for this financial year (inclusive of an estimate for the June visit) was * \$13,500.00
Must be a dollar amount

All claims must be submitted before 15 May each year.

To claim your funding, using your local council's adopted Heritage Strategy, complete the Heritage strategy annual report template on the following pages of this acquittal form.

For assistance email heritage.grants@environment.nsw.gov.au or phone (02) 9873 8577

Heritage strategy annual report template

** indicates a required field.*

A requirement of the NSW Heritage Grants Local Heritage Places - Local government heritage advisor sub-program is that each council funded through this sub-program must prepare, adopt and implement a three-year heritage strategy for 2014 - 2017.

This strategy must be based on Recommendations for local government on heritage management (Office of Environment and Heritage and the Heritage Council of NSW 2013).

As part of the funding agreement for each council's heritage advisor, the council must prepare and submit an annual report on the implementation of their heritage strategy to the Heritage Council by 15 May each year.

Generally, this report will be prepared by the council's heritage advisor and heritage officer.

The outcomes and indicators in the Heritage Strategy Annual Report template are based on a standardised heritage strategy developed from the OEH publication, *Recommendations for local government on heritage management*.

Councils must use this reporting template to summarise their achievements throughout the year.

Please complete this template as follows:

1. Fill in the key performance indicator data for each heritage strategy recommendation.
2. Using this data, complete all four evaluation questions for each outcome.
3. If you would like to include extra information about and for your council, please add your comments in the 'optional comments'.

The Office of Environment and Heritage and Heritage Council of NSW will include this data in their annual report on the NSW Heritage Grants Local Government Heritage Management Program.

This report will be made available on the Office of Environment and Heritage's (OEH's) website.

Private local government heritage advisors and local heritage funds grants

Heritage strategy annual report template for 2014/15

Application LGP00402014 from Inverell Shire Council

Lodging your heritage strategy annual report

As per the heritage advisor agreement, a copy of this annual report must be:

1. Lodged with your council for adoption
2. Lodged with the Heritage Council.

Recommendation 1

Establish a heritage committee to deal with heritage matters in your area

Outcome 1

Caring for our heritage. Increased community participation, awareness and appreciation of heritage in the local area.

Key performance indicators

Heritage committee
established? *

No

Optional comments

Inverell Shire does not plan to establish a committee in the foreseeable future. To meet the objectives of a Committee which are to increase community participation, awareness and appreciation of Inverell Shire's heritage and promote its conservation and maintenance Council will undertake the following actions. Ensure the Heritage Advisor has opportunity to address Council/community on any significant issues arising relevant to heritage to heritage and at least at time of annual report preparation. Include highlights of the Heritage Strategy Annual Report in the Council Annual Report. Ensure any new proposed listings or proposals for significant works to places of heritage significance are the subject of broad community consultation processes, including dialogue with owners. Issue media releases as necessary on relevant issues/topics, and establish a local heritage consultants and services and suppliers directory.
Must be no more than 200 words

Heritage committee
constituted under s377 of
Local Government Act 2009?
*

No

Heritage policy written and
adopted by council? *

Yes

Date completed? *

2011 - 2015

Date/s reviewed and
updated?

2011 - 2015
Please select all of the dates for reviews and updates

Optional comments

Must be no more than 200 words

Heritage committee
advice/input to council
decision making? *

No

Private local government heritage advisors and local heritage funds grants

Heritage strategy annual report template for 2014/15

Application LGP00402014 from Inverell Shire Council

Optional comments Must be no more than 200 words

Local heritage consultants directory established? * No

Optional comments Must be no more than 200 words

Local services and suppliers directory established? * No

Optional comments Must be no more than 200 words

Council website link provided to the OEH website Heritage Consultants Directory * Yes

Optional comments Must be no more than 200 words

Outcome 1 Evaluation

Social, environmental and economic factors

1.1 What do the KPIs show about this outcome? * The possibility of a Heritage Committee in Inverell has previously been considered but dismissed. The area has an active Family History Group which contributes to heritage issues at Council and community level.
Must be no more than 200 words

1.2 What were the key results or achievements for this year? * Discussions continue to be held with representatives of the Inverell Family History Group and now with the Inverell Men's Shed about possible projects Council can collaborate on.
Must be no more than 200 words

1.3 Were there any challenges or disappointments that had a major effect on your results? Briefly describe what actions have been taken to address these. * There were no challenges or disappointments that had a major effect on results.
Must be no more than 200 words

1.4 What will you do next year? * Continue discussions with representatives of the Inverell Family History Group and Inverell Men's Shed.
Must be no more than 200 words

Outcome 2

*** indicates a required field.**

Recommendation 2

Identify the heritage items in your area and list them in your local environment plan (LEP).

Outcome 2

Private local government heritage advisors and local heritage funds grants

Heritage strategy annual report template for 2014/15

Application LGP00402014 from Inverell Shire Council

Increased knowledge and proactive management of heritage in your local area.

Key performance indicators

Community based heritage study completed? *	Yes
Date completed? *	2006 - 2010
Date/s reviewed and updated? *	2011 - 2015 <small>Please select all of the dates for reviews and updates.</small>
Number of items recommended for inclusion in your LEP heritage schedule? *	0
Optional comments	There are also 5 conservation areas. <small>Must be no more than 200 words</small>
Aboriginal heritage study completed? *	No
Date completed? *	Not completed
Date/s reviewed and updated? *	Not completed <small>Please select all of the dates for reviews and updates.</small>
Optional comments	<small>Must be no more than 200 words</small>
No. of heritage items included in existing LEP heritage schedule? *	187
Date completed? *	2011 - 2015
Date/s reviewed and updated? *	2011 - 2015 <small>Please select all of the dates for reviews and updates.</small>
Optional comments	<small>Must be no more than 200 words</small>
Council has gazetted a principal LEP with model heritage provisions in accordance with Standard Instruments (LEPs) Order? *	Yes
Date gazetted? *	2011 - 2015
Optional comments	<small>Must be no more than 200 words</small>

Private local government heritage advisors and local heritage funds grants

Heritage strategy annual report template for 2014/15

Application LGP00402014 from Inverell Shire Council

Statement of significance for all heritage items in existing LEP? *

No

Date completed? *

Not completed

Date/s reviewed and updated? *

Not completed

Please select all of the dates for reviews and updates

Optional comments

Historical information continues to be obtained for all heritage items identified in the ILEP to assist with preparing Statements of Significance for each item over a period of time. Must be no more than 200 words

Outcome 2 Evaluation

Social, environmental and economic factors

2.1 What do the KPIs show about this outcome? *

Council has an up to date LEP with heritage listings.

2.2 What were the key results or achievements for this year? *

Council is slowly gathering relevant historical information for items of heritage significance listed within the LEP. Photographs for all items is nearing completion. A request has also been made by a property owner to have their property listed in the Inverell LEP. Investigation is pending.

2.3 Were there any challenges or disappointments that had a major effect on your results? Briefly describe and show what action has been taken to address this *

Lack of historical information available for several items continues to be challenge more than a disappointment.

2.4 What will you do next year? *

Complete Council heritage register, continue to gather historical information and commence preparing statements of significance for the SHI continue to identify potential heritage items for inclusion in LEP.

Outcome 3

* indicates a required field.

Recommendation 3

Appoint a heritage and urban advisor to assist the council, the community and owners of listed heritage items.

Outcome 3

Increased community participation and proactive heritage and urban management in your local area.

Key performance Indicators

Number of heritage site visits 20

Private local government heritage advisors and local heritage funds grants

Heritage strategy annual report template for 2014/15

Application LGP00402014 from Inverell Shire Council

undertaken in last year? *

Optional comments

Must be no more than 200 words

Number of heritage/urban design consultations provided in last year? *

13

Optional comments

Must be no more than 200 words

Number of requests for pre-DA advice on heritage/urban design issues? *

4

Optional comments

Must be no more than 200 words

Number of council DA's projects provided with heritage/urban design advice? *

0

Optional comments

Must be no more than 200 words

Outcome 3 Evaluation

Social, environmental and economic factors.

3.1 What do the KPIs show about this outcome? *

As with last year there is still a downturn in developments, however, heritage enquiries and requests for Heritage Advisor input still remains strong.

Must be no more than 200 words

3.2 What were the key results or achievements for this year? *

The redevelopment of the Byron Arcade site, the building having been all but destroyed by fire in 2010, commenced. The remains of the façade are being incorporated in the redevelopment.

Must be no more than 200 words

3.3 Were there any challenges or disappointments that had a major effect on your results? Briefly describe and show what action has been taken to address this. *

There were no challenges or disappointments that had a major effect on results.

Must be no more than 200 words

3.4 What will you do next year? *

Continue to offer a Heritage Advisory Service and provide input for pre-DA meetings and advice to property owners and proactively increase community awareness to the benefits of managing the area's heritage.

Must be no more than 200 words

Outcome 4

* indicates a required field.

Private local government heritage advisors and local heritage funds grants

Heritage strategy annual report template for 2014/15

Application LGP00402014 from Inverell Shire Council

Recommendation 4

Manage local heritage in a positive manner.

Outcome 4

Proactive heritage and urban design management in your local area.

Key Performance Indicators

Heritage development control
plan completed? *

Yes

Date completed *

2011 - 2015

Date/s reviewed and updated
*

Not completed

Please select all of the dates for reviews and updates

Optional comments

Must be no more than 2000 words

Urban design development
control plan prepared by
council? *

No

Date completed? *

Not completed

Date/s reviewed and
updated? *

Not completed

Please select all of the dates for reviews and updates

Optional comments

Must be no more than 200 words

Waive or reduce development
application fees? *

Yes

Optional comments

Must be no more than 200 words

Adopt a flexible approach to
planning and building
requirements? *

Yes

Optional comments

Must be no more than 200 words

Outcome 4 Evaluation

Social, environmental, economic

4.1 What do the KPIs show
about this outcome? *

That Council continues to manage heritage and urban design proactively.
Must be no more than 200 words

4.2 What were the key results

Private local government heritage advisors and local heritage funds grants

Heritage strategy annual report template for 2014/15

Application LGP00402014 from Inverell Shire Council

or achievements for this year? *	The Bryon Arcade redevelopment commenced. The redevelopment will include interpretation of the site and the display of artefacts uncovered from the charred remains. Must be no more than 200 words
4.3 Were there any challenges or disappointments that had a major effect on your results? Briefly describe and show what action has been taken to address this. *	There were no challenges or disappointments that had a major effect on results. Must be no more than 200 words
4.4 What will you do next year? *	Continue to provide a Heritage Advisory Service and continue to liaise with Council staff, property owners and developers. Must be no more than 200 words

Outcome 5

* indicates a required field.

Recommendation 5

Introduce a local heritage incentives fund to provide small grants to encourage local heritage projects.

Outcome 5

Caring for our heritage - Increased community participation and proactive conservation and management of heritage in your local area.

Key Performance Indicators

Local heritage fund operational this financial year? *	Yes
Optional comments	Must be no more than 200 words
Number of heritage projects funded this financial year? *	5
Optional comments	Must be no more than 200 words
Total dollar project value? *	\$43,925.67 Must be a dollar amount
Optional comments	Must be no more than 200 words
Total amount of owner contribution to projects? *	\$36,925.67 Must be a dollar amount
Optional comments	

Private local government heritage advisors and local heritage funds grants Heritage strategy annual report template for 2014/15

Application LGP00402014 from Inverell Shire Council

Must be no more than 200 words

Number of heritage projects
that contributed to local
tourism? *

1

Optional comments

Must be no more than 200 words

Number of projects that
created paid employment? *

5

Optional comments

Must be no more than 200 words

Number of projects that
created volunteer
opportunities? *

0

Optional comments

Must be no more than 200 words

Outcome 5 Evaluation

Social, environmental and economic factors.

5.1 What do the KPIs show
about this outcome? *

That the funding programme continues to be successful.
Must be no more than 200 words

5.2 What were the key results
or achievements for this
year? *

The implementation of a more process of notifying property owners of the fund being
available and a more transparent process in accessing applications.
Must be no more than 200 words

5.3 Were there any
challenges or
disappointments that had a
major effect on your results?
Briefly describe and show
what action has been taken to
address this. *

There were no challenges. The only disappointment was that Council could not fund all
applicants.
Must be no more than 200 words

5.4 What will you do next
year? *

Continue to offer a Local Heritage Assistance Fund.
Must be no more than 200 words

Outcome 6

* Indicates a required field.

Recommendation 6

Run a heritage main street program.

Outcome 6

Private local government heritage advisors and local heritage funds grants

Heritage strategy annual report template for 2014/15

Application LGP00402014 from Inverell Shire Council

Caring for our heritage - Council, owners and the community actively participate in attractive and well managed heritage main streets.

Key Performance Indicators

Does your council have an operational heritage main street committee? *

No

Optional comments

Must be no more than 200 words

Heritage main street study completed? *

No

Date completed? *

Not completed

Date/s reviewed and updated? *

Not completed

Optional comments

Although Council has not adopted a Main Street program a Town Centre Renewal project has been established as part of Council's Community Strategic Plan 2013-2016. Council at its Ordinary Meeting held 26 February, 2014, endorsed the draft Town Centre Renewal Plan (TCRP) for the purposes of community consultation. The Town Centre Renewal Plan was placed on public exhibition from 18 March 2014 – 17 April 2014. In addition the Inverell Local Environmental Plan 2012 includes a Heritage Conservation Zone over the CBD which will encourage positive heritage outcomes within the Town Centre Renewal project.

Must be no more than 200 words

If you answered Yes above to completing a heritage main street study, have the recommendations been implemented? *

Not applicable

Date completed? *

Not completed

Optional comments

Must be no more than 200 words

Has the heritage main street program expanded to other main streets in your local government area? *

No

Optional comments

Must be no more than 200 words

Outcome 6 Evaluation

Social, environmental and economic factors.

6.1 What do the KPIs show

Private local government heritage advisors and local heritage funds grants

Heritage strategy annual report template for 2014/15

Application LGP00402014 from Inverell Shire Council

about this outcome? *

Inverell has two main streets Otho and Bryon Streets and Council has acknowledged the importance of these streets by not only identifying items of heritage significance within the ILEP but also having the majority of the town centre identified, which these streets are within, as a Conservation Area within the ILEP.

As further recognition of the importance of these two streets to Council and the community Council is embarking on a Town Centre Renewal Plan as part of Council's Community Strategic Plan 2013-2016.

Must be no more than 200 words

6.2 What were the key results or achievements for this year? *

Council commenced street tree planting as part of Town Centre Renewal Plan.

Must be no more than 200 words

6.3 Were there any challenges or disappointments that had a major effect on your results? Briefly describe and show what action has been taken to address this. *

There were no challenges or disappointments that had a major effect on results.

Must be no more than 200 words

6.4 What will you do next year? *

Council will continue implementation through staged physical works and I will provide heritage input as/when required.

Must be no more than 200 words

Outcome 7

* indicates a required field.

Recommendation 7

Present educational and promotional programs.

Outcome 7

Valuing our heritage - Increased awareness and appreciation of heritage by the Council, owners and the community in your local area.

Key Performance Indicators

Does your council have heritage information available for the local government area (eg brochures, website, guidelines)? *

Yes

Date originally set up? *

1986 - 1990

Date most recently reviewed and updated? *

2011 - 2015

Optional comments

Private local government heritage advisors and local heritage funds grants

Heritage strategy annual report template for 2014/15

Application LGP00402014 from Inverell Shire Council

Council reviewed, added additional information and revitalised the history and heritage component on its website. This will be an ongoing project and additional information will be included over a period of time.
 Must be no more than 200 words

Does your council have heritage information available for the local government area (eg brochures, website, guidelines)? *

Yes

Optional Comments

The 'Ultimate Sacrifice' was a display/exhibition developed by the Inverell Family History Group, following a suggestion and preliminary research by the Heritage Advisor, and formed part of the National Trust Heritage Festival. The display/ exhibition ran for the duration of the month long festival at the Inverell library and was promoted in the local media and the National Trust Festival booklet.
 Must be no more than 200 words

Local/regional heritage tourism strategy completed? *

No

Date completed? *

Not completed

Date/s reviewed and updated? *

Not completed
 Please select all of the dates for reviews and updates

Optional comments

Must be no more than 200 words

The council has a local/regional tourism information centre? *

Yes

Optional comments

Must be no more than 200 words

Heritage trail completed? *

Yes

Date completed? *

1986 - 1990

Date/s reviewed and updated? *

2011 - 2015
 Please select all of the dates for reviews and updates

Optional comments

Must be no more than 200 words

Heritage training for your council staff? *

No

If Yes, number of staff that attended heritage training? *

0

Optional comments

Must be no more than 200 words

Heritage training for your

No

Private local government heritage advisors and local heritage funds grants

Heritage strategy annual report template for 2014/15

Application LGP00402014 from Inverell Shire Council

Councillors? *

If Yes, number of Councillors
that attended heritage
training? *

0

Optional comments

Must be no more than 200 words

Heritage training/workshop
for local heritage owners? *

No

If Yes, number of heritage
owners that attended heritage
training/workshops? *

0

Optional comments

Must be no more than 200 words

Heritage training/workshops
for local professionals? *

No

If Yes, number of heritage
professionals that attended
heritage training/workshops?
*

0

Optional comments

Must be no more than 200 words

Outcome 7 Evaluation

Social, environmental and economic factors.

7.1 What so the KPIs show
about this outcome? *

That Council is now refocussing on how it gets its message out to the community and visitors alike of the Shire's proud history and heritage. It is hoped that with Council's revitalisation of the history and heritage component on the website and the recent staff training opportunities grasped, Council will once again be seen as actively promoting the heritage of the Inverell District.

Must be no more than 200 words

7.2 What were the key results
or achievements for this
year? *

Developing additional history and heritage content on Council's website and revitalising the website.

Must be no more than 200 words

7.3 Were there any
challenges or
disappointments that had a
major effect on your results?
Briefly describe and show
what action has been taken to
address this. *

There were no challenges or disappointments that had a major effect on results

Must be no more than 200 words

7.4 What will you do next
year? *

Continue to seek additional heritage information for inclusion on Council's website, hopefully participate in the National Trust Heritage Festival and continue to identify opportunities for Council staff to attend relevant training courses.

Private local government heritage advisors and local heritage funds grants

Heritage strategy annual report template for 2014/15

Application LGP00402014 from Inverell Shire Council

Must be no more than 200 words

Outcome 8

*** indicates a required field.**

Recommendation 8

Set a good example to the community by properly managing places owned or operated by the council.

Outcome 8

Caring for our heritage - Council proactively conserves and manages its heritage assets.

Key Performance Indicators

The council has asset management plans with action plans for heritage assets? *

No

Optional comments

A Council Asset Register is being prepared to identify heritage items under Council's care and control.

Must be no more than 200 words

Number of control management plans and strategies prepared for state significant heritage assets? *

0

Optional comments

Council is not the owner of any items of heritage significance that have been identified on the State Heritage Register (SHR).

Must be no more than 200 words

Does your council have an annual works budget secured for heritage asset maintenance and repairs? *

Yes

Optional comments

Must be no more than 200 words

Outcome 8 Evaluation

Social, environmental and economic factors.

8.1 What do the KPIs show about this outcome? *

While Council is not the owner of any item of heritage significance identified on the SHR Council is the owner and/or Trust Manager and several items of heritage significance that are listed in ILEP.

Must be no more than 200 words

8.2 What were the key results or achievements for this year? *

There were no key results or achievements this year.

Must be no more than 200 words

Private local government heritage advisors and local heritage funds grants

Heritage strategy annual report template for 2014/15

Application LGP00402014 from Inverell Shire Council

8.3 Were there any challenges or disappointments that had a major effect on your results? Briefly describe and show what action has been taken to address this. *

The continued limited financial resources especially for the maintenance of graves within cemeteries that Council is responsible for will always be an issue.
 Must be no more than 200 words

8.4 What will you do next year? *

Endeavour to seek funding opportunities to assist Council maintain its heritage assets.
 Must be no more than 200 words

Outcome 9

*** indicates a required field.**

Recommendation 9

Promote sustainable development as a tool for heritage conservation.

Outcome 9

Caring for our heritage - Proactive heritage and sustainable development in your local area.

Key Performance Indications

Number of heritage development application approvals for adaptive reuse works? *

1

Optional comments

Must be no more than 200 words

Number of development application approvals for regeneration and urban design works? *

0

Optional comments

Must be no more than 200 words

Number of heritage development application approvals for infill and/or additions works? *

0

Optional comments

Must be no more than 200 words

Number of pre-DA consultations given on

1

Private local government heritage advisors and local heritage funds grants Heritage strategy annual report template for 2014/15

Application LGP00402014 from Inverell Shire Council

sustainable and energy
efficient modifications?
(power, water, waste, carbon
neutral) *

Optional comments

Must be no more than 200 words

Does your council offer
sustainability and heritage
awareness courses for
councillors, council staff,
heritage owners and
community? *

No

If Yes, number of people who
attended? *

0

Optional comments

Must be no more than 200 words

Outcome 9 Evaluation

Social, environmental and economic factors.

**9.1 What do the KPIs show
about this outcome? ***

That there was interest to adaptively re-use part of a building. The building was an existing commercial building located within the Inverell CBD converting the upper level to residential and incorporating open space areas and introducing natural light into the adaptation.

Must be no more than 200 words

**9.2 What were the key results
or achievements for this
year? ***

There were no key results or achievements of note.

Must be no more than 200 words

**9.3 Were there any
challenges or
disappointments that had a
major effect on your results?
Briefly describe and show
what action has been taken to
address this. ***

While, as with previous years some property owners have placed more priority on sustainability over heritage, this year there appeared to be more owners/developers and their consultants showing and awareness of sustainability and heritage when considering a development or redevelopment.

Must be no more than 200 words

**9.4 What will you do next
year? ***

Continue to promote the Burra Charter principles of doing as much as is necessary but as little as possible in intervening in heritage fabric. Continue to encourage appropriate change of use for heritage buildings to ensure an ongoing use and maintenance of these buildings.

Must be no more than 200 words

APPENDIX 2

Inverell Shire Council local heritage fund for 2014-15 financial year					
Applicant	Heritage item address	Project description	Total project cost	Applicant's contribution	Local heritage funding
Mrs Kate Dight & Mrs Jenny Mitchell	42-44 Warialda Street Yetman	Repair Church Roof	\$11,600.00	\$9,100.00	\$2,500.00
Mrs Jennifer Donaldson	Bukkulla Homestead, 3103 Ashford Road, Bukkulla	Repair the Veranda	\$15,116.67	\$13,116.67	\$2,000.00
Sapphire City Security	107 Otho Street, Inverell	Painting	\$10,824.00	\$9,824.00	\$1,000.00
Mrs Jill Brown	54 Brae Street, Inverell	Painting	\$2,805.00	\$2,305.00	\$500.00
Ms Kim Kelleher	Blair Athol, 37 Blair Athol Road, Inverell	Electrical Replace Electrical Switchboards	\$3580.00	\$2,580.00	\$1,000.00
			\$	\$	\$
			\$	\$	\$
			\$	\$	\$
			\$	\$	\$
			\$	\$	\$
			\$	\$	\$
TOTAL			\$43,925.67	\$36,925.67	**\$7,000.00

Based on the approved funding agreement for the 2014-15 financial year, the Office of Environment and Heritage will reimburse your council \$ 2,333.33

** The council can claim reimbursement of this amount from the Office of Environment and Heritage, according to the approved council funding agreement.

Inverell Shire Council local heritage fund for 2014/15 financial year**Final project report**

Heritage item address: 42-44 Warialda Street, Yetman

Project description: Repair Church Roof

Reason for the project: To address water damage and weather proof building

Heritage item listing: I199

Applicant name: Mrs Kate Dight & Mrs Jenny Mitchell

Date commenced: March 2015

Date completed: April 2015

Total project cost: \$ 11,600.00

Applicant contribution: \$ 9,100.00

Local heritage fund contribution: \$ 2,500.00

Before project photo:



After project photo:



Inverell Shire Council local heritage fund for 2014/15 financial year**Final project report**

Heritage item address: Bukkulla Homestead, 3103 Ashford Road, Bukkulla

Project description: Repair the verandah

Reason for the project: Verandah was structurally un-sound

Heritage item listing: I026

Applicant name: Mrs Jennifer Donaldson

Date commenced: November 2014

Date completed: December 2014

Total project cost: \$ 15,116.67

Applicant contribution: \$ 13,116.67

Local heritage fund contribution: \$ 2,000.00

Before project photo:



After project photo:



Inverell Shire Council local heritage fund for 2014/15 financial year**Final project report**

Heritage item address: 107 Otho Street, Inverell
Project description: Painting
Reason for the project: General maintenance and improve aesthetics
Heritage item listing: I151
Applicant name: Sapphire City Security
Date commenced: April 2015
Date completed: April 2015
Total project cost: \$ 10,824.00
Applicant contribution: \$ 9,824.00
Local heritage fund contribution: \$ 1,000.00
Before project photo:



After project photo:



Inverell Shire Council local heritage fund for 2014/15 financial year**Final project report**

Heritage item address: 54 Brae Street, Inverell

Project description: Painting

Reason for the project: General maintenance and improve aesthetics

Heritage item listing: I060

Applicant name: Mrs Jill Brown

Date commenced: March 2015

Date completed: March 2015

Total project cost: \$ 2,805.00

Applicant contribution: \$ 2,305.00

Local heritage fund
contribution: \$ 500.00

Before project photo:



After project photo:



Inverell Shire Council local heritage fund for 2014/15 financial year**Final project report**

Heritage item address: Blair Athol, 37 Blair Athol Road, Inverell
Project description: Replace Electrical Switchboards
Reason for the project: Switchboards were exposed and were a hazard
Heritage item listing: I118
Applicant name: Ms Kim Kelleher
Date commenced: March 2015
Date completed: April 2015
Total project cost: \$ 3,580.00
Applicant contribution: \$ 2,580.00
Local heritage fund contribution: \$ 1,000.00
Before project photo:



After project photo:

