

INVERELL SHIRE COUNCIL
NOTICE OF MEETING
CIVIL & ENVIRONMENTAL SERVICES COMMITTEE

5 February, 2016

A Civil & Environmental Services Committee Meeting will be held in the Committee Room, Administrative Centre, 144 Otho Street, Inverell on Wednesday, 10 February, 2016, commencing at 8.30 am.

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

P J HENRY PSM

GENERAL MANAGER

A G E N D A






SECTION A	APOLOGIES CONFIRMATION OF MINUTES DISCLOSURE OF CONFLICT OF INTERESTS/PECUNIARY AND NON-PECUNIARY INTERESTS PUBLIC FORUM BUSINESS ARISING FROM PREVIOUS MINUTES
SECTION B	ADVOCACY REPORTS
SECTION C	COMMITTEE REPORTS
SECTION D	DESTINATION REPORTS
SECTION E	INFORMATION REPORTS
SECTION F	GENERAL BUSINESS
SECTION G	CONFIDENTIAL MATTERS (COMMITTEE-OF-THE-WHOLE)

8.35AM	SAPPHIRE WIND FARM PROJECT UPDATE – ED MOUNSEY, CWP RENEWABLES
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Quick Reference Guide

Below is a legend that is common between the:

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

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

CIVIL & ENVIRONMENTAL SERVICES COMMITTEE MEETING

Wednesday, 10 February, 2016

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MINUTES OF THE CIVIL & ENVIRONMENTAL SERVICES COMMITTEE MEETING
HELD IN THE COMMITTEE ROOM, 144 OTHO STREET, INVERELL ON
WEDNESDAY, 11 NOVEMBER, 2015, COMMENCING AT 8.30 AM.

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

Also in attendance: Crs J A Watts, D F Baker and P J Girle.

Paul Henry (General Manager), Ken Beddie (Director Corporate and
Economic Services), Justin Pay (Manager Civil Engineering) and
Anthony Alliston (Manager Development Services).

APOLOGIES:

There were no apologies received.

SECTION A

1. CONFIRMATION OF MINUTES

*RESOLVED (Michael/Jones) that the Minutes of the Civil and Environmental Services
Committee Meeting held on 14 October, 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

There were no interests declared.

3. PUBLIC FORUM S13.5.6/08

There were no members of the public present to speak.

4. BUSINESS ARISING FROM PREVIOUS MINUTES

Nil.

SECTION B
ADVOCACY REPORTS

Cr Paul Harmon Emu Crossing

The Mayor and General Manager attended the opening of
the new Emu Bridge. Council was acknowledged for their
supports in ensuring this project came to fruition.

Cr Paul Harmon Sapphire City Festival

The Mayor attended the 'wind-up' meeting for the successful
2015 Festival. Planning has commenced for the 60th
Anniversary Festival to be held in 2016.

Cr Paul Harmon Varley Oval Official Opening

The Official Opening of the redeveloped facility was noted.

SECTION D
DESTINATION REPORTS

1. REQUEST FOR SIGNAGE - NATIONAL TRANSPORT MUSEUM
S28.27.17
 - MCE-A *RESOLVED (Harmon/Michael) that the Committee recommend to Council that the National Transport Museum be advised that Council is not able to accede to their request in this matter.*
 2. PROPOSED DEDICATION OF CROWN ROADS TO INVERELL SHIRE COUNCIL - PART STANNIFER ROAD AND TINGHA STREET, STANNIFER
S28.22.1/08
 - DP-A *RESOLVED (Jones/Harmon) that the Committee recommend to the Council that Council accept dedication of Part Stannifer Road and Tingha Street in the village of Stannifer.*
 3. ROAD CLOSURE - VENETIAN CARNIVAL S28.23.1/08
 - MCE-A *RESOLVED (Jones/Harmon) that the Committee recommend to Council that:*
 - i) *Council grant a permit for the Venetian Carnival and permission for the closure of Captain Cook Drive between the Byron Street Roundabout and the entrance of Pasterfield car park between the hours of 5pm and 10pm on Saturday, 5 December, 2015;*
 - ii) *Council not accede to the request for placement of the carnival rides on the Captain Cook Drive road surface; and*
 - iii) *Council provide a donation of \$200.00 towards the cost of the road closure for the carnival.*
 4. APPLICATION FOR RESTRICTED ACCESS VEHICLE ROUTE - ELSMORE ROAD S28.15.3
 - MCE-A *RESOLVED (Jones/Johnston) that the Committee recommend to Council that 8.76km of SR 246 Elsmore Road, from MR135 Guyra Road to Paradise Road and 5.89km of SR 260 Paradise Road, from SR 246 Elsmore Road to the property entrance at "Paradise Station" be approved and gazetted as B-Double Route.*
 5. PREPARATION OF STRUCTURE PLANS FOR NEW RESIDENTIAL AREAS
S18.13.1
 - DP-A *RESOLVED (Jones/Harmon) that the Committee recommend to Council that:*
 - i) *a brief be prepared for the preparation of Structure Plans for New Residential Areas identified in the Inverell Development Control Plan 2013;*
 - ii) *based on the brief, expressions of interest be called from suitably qualified consultants to complete the Structure Plans; and*
 - iii) *a further report be prepared for Council to consider the expressions of interest and if it wishes to proceed with the project.*
 6. SCAVENGING RIGHTS - INVERELL LANDFILL (LISTING) S31.2.8
- RESOLVED (Harmon/Jones) that the matter be referred to Closed Committee for consideration as:*

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

SECTION E INFORMATION REPORTS

1. BUSINESS PROCESS MAPPING OF COUNCIL PROCESSES FOR LODGEMENT OF DEVELOPMENT APPLICATIONS S18.6.11
2. THE STATE ENVIRONMENTAL PLANNING POLICY (CODES AND AFFORDABLE HOUSING) AMENDMENT (MISCELLANEOUS) 2015 S18.6.29
3. WORKS UPDATE S28.21.1/08

RESOLVED (Jones/Harmon) that the items contained in the Information Reports to the Civil & Environmental Services Committee Meeting held on Wednesday, 11 November, 2015, be received and noted.

SECTION F GENERAL BUSINESS

CSOP-A Cr Watts Delungra Tennis Courts S5.19.2

Can Cr Watts be advised of who owns the Delungra Tennis Courts.

Cr Watts Elsmore Common

Cr Watts noted the ongoing issue of the Elsmore Common gate neighbour disputes, and garbage truck access.

The General Manager noted that Council would be installing a grid on the Common to overcome the issues noted when a work crew becomes available.

Cr Jones Mobile Phone Services

Cr Jones noted the work being undertaken on the White Rock Mountain phone tower. The facility should be available from 21 December, 2015.

General Manager Fit for the Future

The General Manager noted the responses he had received to date from neighbouring Councils following Council's resolved position on the Fit for the Future program.

Suspension of Standing Orders

At this juncture, the time being 10.17am, the Chairperson sought agreement to suspend Standing Orders to attend the Remembrance Day Ceremony.

Resumption of Standing Orders

At this juncture, the time being 11.19am, Standing Orders resumed and the Committee considered the balance of the Agenda.

GM-A	General Manager	<u>Fixing Country Roads Program</u> <u>S15.8.48/02</u>
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The General Manager noted the Program and expected future heavy freight requirements, especially in the northern area of the Shire. Council nominated five (5) projects in the last round of the Program with two (2) receiving funding.

The proposed projects for the next round are:

- Replacement of Mathers Bridge on the Nullumanna Road,
- Upgrade of MR187 to allow for higher productivity heavy vehicles.

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

- i) the projects to be submitted to the Fixing Country Roads Program be the replacement of Mathers Bridge and the upgrade of MR187; and*
- ii) a further report be prepared in respect of the opening up of the roads in the northern area of the Shire to higher productivity heavy vehicles.*

SECTION G
CONFIDENTIAL REPORTS IN CLOSED COMMITTEE
(SECTION 10A(2) OF THE LOCAL GOVERNMENT ACT 1993)

At 11.43am, the Chairperson offered the opportunity to members of the public to make representations as to whether any part of the Committee Meeting should not be considered in Closed Committee. There were no members of the public present.

CLOSED COMMITTEE REPORTS

RESOLVED (Jones/Michael) that the Committee proceed into Closed Committee to discuss the matters referred to it, for the reasons stated in the motions of referral.

Upon resuming Open Committee, at 12.27pm, the Chair verbally reported that the Committee, with the Press and Public excluded, having considered the matters referred to it, recommends as follows:

1. SCAVENGING RIGHTS - INVERELL LANDFILL S31.2.8

GM-A	<i>That the Committee recommend to Council that:</i>
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- i) the Scavenging Rights Schedule be as follows:*

Product	Allocation
<i>Glass/Aluminium Cans/PET/Paper</i>	<i>Northaven</i>
<i>E-Waste</i>	<i>Warra-Li</i>
<i>Revolve Store</i>	<i>Warra-Li</i>
<i>Ferrous/Non-Ferrous Metals</i>	<i>Council</i>
<i>Tyres</i>	<i>Council</i>
<i>Concrete</i>	<i>Council</i>
<i>Batteries</i>	<i>Council</i>
<i>Timber</i>	<i>Council</i>
<i>Green Waste</i>	<i>Council</i>
<i>All Other Material</i>	<i>Council</i>

- ii) *the granting of certain scavenging rights to Warra-Li be dependent on the organisation completing the construction of the required infrastructure and dependent on their ability to manage the Revolve Store on a continuing basis to Council's satisfaction; and*
- iii) *the allocation of scavenging rights from the waste stream be subject to annual review at Council's sole discretion.*

ADOPTION OF RECOMMENDATION

RESOLVED (Michael/Harmon) that the recommendation from Closed Committee be adopted.

There being no further business, the meeting closed at 12.31pm.

CR H N CASTLEDINE

CHAIRPERSON

TO CIVIL & ENVIRONMENTAL SERVICES COMMITTEE MEETING 10/02/2016

ITEM NO:	1.	FILE NO: S18.6.36 & S15.8.15/08
DESTINATION 3:	An environment that is protected and sustained	E
SUBJECT:	PROMOTION OF HERITAGE CONSERVATION IN THE INVERELL SHIRE	
PREPARED BY:	Chris Faley, Development Planner	

SUMMARY:

This report has been prepared to provide Committee Members with options to further promote heritage conservation in the Inverell Shire.

Committee Members are requested to determine how to proceed with the promotion of heritage in the Inverell Shire.

COMMENTARY:

At the Civil and Environmental Services Committee Meeting in September, 2015, Committee Members were provided with an update in relation to Council's Heritage Advisory Service. As part of the update, Committee Members discussed opportunities to further promote heritage conservation, with a report to be prepared on this matter.

Council's Development Services, in consultation with Council's Heritage Advisor, have identified two (2) primary options of promoting heritage conservation in the Inverell, being:

- Expansion of the Local Heritage Assistance Fund; and
- Increased community engagement.

These options are discussed below.

Local Heritage Assistance Fund

Each year, Inverell Shire Council, with assistance from the Heritage Branch of the NSW Office of Environment and Heritage, offers small grants to property owners for maintenance works on heritage items.

The total amount available for each year is \$7,000.00, which is divided amongst successful applicants. The funding is on a dollar for dollar basis and the maximum level of funding per project is usually limited to \$1,000.00.

A summary of the number of projects and the cost of works facilitated through the Local Heritage Assistance Fund in recent years is provided in the table below.

Year	Cost of Works	No. of Projects
2012/2013	\$49,290.00	4
2013/2014	\$28,891.40	4
2014/2015	\$43,925.67	5
2015/2016*	\$40,454.00	5
Total	\$162,561.07	18

* Projection – works are due to be completed by April 2016.

Given the success of the Local Heritage Assistance Fund, an increase in the amount of funding would further promote heritage conservation works throughout the Shire. By increasing the funding available, it would also provide Council with the avenue to support larger one-off conservation projects.

For example, an increase in the \$7000 Local Heritage Assistance Fund per year would enable Council to fund one or two large projects, whilst continuing to offer small grants as per the current scheme.

Community Engagement

Community engagement is also an important aspect of heritage conservation. Below are several ideas put forward by Council's Heritage Advisor for engagement with residents and/or tourists:

- CBD Banners – When not required for other events (e.g. Sapphire City Festival) banners could be erected in the CBD depicting industries that have helped shape the district, e.g. sapphires, tobacco growing, sheep, cattle, etc. They could also be of prominent past personalities who have contributed to 'putting the district on the map'.
- Interpretative Panels – Interpretative panels could be located within the Inverell CBD. The panels could include a potted history of the town, images of how the streetscape once looked and show buildings that no longer exist. The panels would complement (not replicate) the brochure 'A Heritage Walk in Inverell' that is available at the Visitor Information Centre. Panels could be incorporated into street furniture (e.g. seating).
- Village Walking Tour Brochures – Similar to the brochure 'A Heritage Walk in Inverell', but for the villages outside of Inverell, e.g. Ashford, Delungra, etc., which would encourage people to explore outside of the Inverell CBD but still within the Shire.
- Cemetery Walking Tour Brochures – A single brochure or suite of brochures that promote the Shire's public and not private cemeteries, especially those outside of Inverell.

Committee Members may also have their own additional ideas for community engagement.

Conclusion

The Local Heritage Assistance Fund is considered to be the better option for the promotion of heritage conservation in the Inverell Shire. Due to the age of most heritage items, repair and maintenance works are vital to maintain integrity and prevent loss of heritage buildings through deterioration. The Local Heritage Assistance Fund has been successful for a number of years and promotes construction works well beyond the value of the funding.

By increasing the amount of funding through the Local Heritage Assistance Funding, even for a limited time (e.g. 2-3 years) Council would be able to facilitate more conservation works and possibly fund larger one-off projects.

The community engagement concepts would promote heritage in the Inverell Shire, including the rural villages; however, they are not considered as high a priority as the local heritage assistance fund. There may be scope for Council to seek funding from the Heritage Branch of the NSW Office of Environment and Heritage, under the upcoming 'Heritage Near Me' program, to undertake community engagement.

Matters for Council determination

Councillors are requested to consider the following matters:

- a) Does the Committee support additional funding for heritage conservation?
- b) If so, what are the preferred programs to promote a higher degree of heritage conservation?

Should the Committee wish to increase expenditure in the Heritage conservation area, it is suggested that the Committee refer an 'amount' to the 2016/2017 Budget Meeting for consideration with other expenditure priorities.

RELATIONSHIP TO STRATEGIC PLAN, DELIVERY PLAN AND OPERATIONAL PLAN:

Strategy: E.03 Protect, rehabilitate and manage all impacts on the built and natural environment.

Term Achievement: E.03.03 The Shire's built and natural heritage is being promoted, protected and conserved.

Operational Objective: E.03.03.01 To facilitate the protection and rehabilitation of significant examples of the built environment.

POLICY IMPLICATIONS:

Nil.

CHIEF FINANCIAL OFFICERS COMMENT:

Nil.

LEGAL IMPLICATIONS:

Nil.

RECOMMENDATION:

A matter for the Committee.

ITEM NO:	2.	FILE NO: S28.10.SR214
DESTINATION 5:	The communities are served by sustainable services and infrastructure	S
SUBJECT:	PETITION – CONDITION OF UNSEALED SECTION OLD BUNDARRA ROAD	
PREPARED BY:	Justin Pay, Manager Civil Engineering	

SUMMARY:

Council is in receipt of a signed petition regarding the condition and maintenance regime of the unsealed section of Old Bundarra Road. This petition has initiated a detailed investigation into the condition of the road as well as current maintenance practices.

COMMENTARY:

In November, 2015 Council received a signed petition from numerous residents of Monterey Road, outlining concerns relating to the condition of Old Bundarra Road. A copy of the petition has been circulated to Committee members separately for their information.

Background

Old Bundarra Road is a 14.7km road, linking the Gwydir Highway to Bundarra Road. The road is a "Collector" class road under Council's adopted local road hierarchy. The majority of the road is bitumen sealed with 2.9km of the road being unsealed. The unsealed section starts 90m from the Bundarra Road intersection and continues north west towards Inverell.

It is a school bus route and a waste collection route. It is not a B-Double route and heavy vehicle traffic accounts for approximately 10% to 15% of the vehicle usage of the road. A map of Old Bundarra Road has been included as Appendix 1 (D9) for the Committee's information.

Council considered the extension of bitumen of Old Bundarra Road in 1997, following a similar petition from 50 residents in the area. At the April, 1997 Ordinary meeting of Council it was resolved;

'(R6/SR 214:2100) That Council undertake sealing of a 70m section of the Old Bundarra Road at the TR 73 intersection and a 300m section at the Northern end of the Old Bundarra Road with funding sourced from Section 94 contributions.'

These works have since been completed.

Investigation – Usage

The most recent traffic count assessment of the unsealed section of Old Bundarra Road was undertaken during the month of February, 2011, during the assessment period the average daily vehicle count was 51, with 9% of those vehicles being heavy vehicles.

The results were also compared to a previous assessment from November, 2009. The average daily vehicle count during the previous assessment period was 46 vehicles, with 9% heavy vehicles during this period.

The mean average speed travelled over this section for both assessments was less than 60km/h.

In order to obtain more up-to-date data, traffic classifiers have been placed on this section of road, the outcome of the survey will be presented to the Committee at the meeting.

By comparison, some average daily vehicle counts have been provided below for other gravel roads in the Shire:

Local Gravel Roads:

Rifle Range Road - 83 vehicles per day
 Eddy Park Lane - 39 vehicles per day
 Gunnee Road - 31 vehicles per day

Collector Gravel Roads:

SR 58 Rocky Creek Road – 103 vehicles per day
 SR 218 Old Stannifer Road – 144 vehicles per day

Investigation – Previous Maintenance

Council's asset management system indicates maintenance of Old Bundarra Road has been undertaken on the following dates:

15/10/2013	Gravel patching
11/11/2013	Drainage maintenance on the gravel section
17/3/2014	Reactive grading
10/6/2014	Maintenance grading
3/7/2014	Drainage maintenance on the gravel section
1/12/2014	Maintenance grading
10/3/2015	Drainage maintenance at the causeway in Segment 20
25/5/2015	Spot grading – reactive

4/6/2015	Spot grading – reactive
26/11/2015	Maintenance grading

The road has received gravel resheeting during the following years:

1999 - Entire gravel section
2005 – Extensive gravel patching totalling 1km
2009 - Segment 30
2012 - Segment 20
2014 - Segment 10

Note: the gravel section of the road is comprised of Segments 10, 20 and 30. The remaining segments are bitumen sealed.

Council's road maintenance management policy states that the maintenance regime on Collector roads be consistent with:

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

Investigation - Inspections

The above data shows that maintenance grading of Old Bundarra Road over the past three (3) years has been consistent with the adopted regime. The Manager Civil Engineering and Supervisor Rural Maintenance have undertaken a number of inspections of the road over the months of November/December, 2015 and January, 2016.

During January 2016, in conjunction with the above mentioned inspections, a Road Safety Audit was undertaken by the Manager Civil Engineering, in accordance with Austroads Guide to Road Safety. This audit determined that the level of risk associated with Old Bundarra Road was at an acceptable level, at the time of the audit.

Accident History

Roads and Maritime Services records indicate one (1) reported traffic accident on the unsealed section of Old Bundarra Road in the last five (5) years. This makes the section ineligible for State or Federal Black Spot Grant funding.

Issues Raised in Petition

The author of the petition, Mr Craig Pearce, has made representations to Council staff over a number of years to have the bitumen seal on Old Bundarra Road extended. It has been indicated to Mr Pearce that this proposal is not included in any forward works program or identified as a priority by Council. Sealing of this section of road would transfer significant traffic volumes from the Regional Road network onto the Local Road network, which in turn transfers financial burden from State Government supplemented sources onto Council's own sources.

There are a number of sections of Old Bundarra Road that comprise less than optimal horizontal and vertical alignment and narrow pavement widths. Should the traffic volume considerably increase as a result of sealing the gravel section, the existing infrastructure would struggle to provide an adequate level of service. Whilst Council has carried out significant works in recent times to improve the condition and safety aspects of the sealed section of Old Bundarra Road, considerably more work would be required on the entire length of Old Bundarra Road to handle an increased traffic volume.

Complaints regarding the safety of roads in the area are noted in the petition, it has been standard practise for Council staff to make an inspection of the road following each report that it is in dangerous condition and take action as required. Mr Pearce notes the erection of signage informing motorist to drive to the conditions. This signage was erected as part of the speed limit review and subsequent changes made by RMS in 2015.

Also noted in the petition is the condition of Schwenkes Lane and Bonvale Lane. Issues surrounding Schwenkes lane are well known to Council. It is a highly utilised gravel road that receives maintenance above that stated in Council's management policy. Its condition does deteriorate rapidly after rain fall events given the hilly terrain of the area and high traffic loading. Council staff do undertake frequent inspections of the Lane to ensure safety for road users. Bonvale Lane is a very narrow road that connects Old Bundarra Road to Bundarra Road. Given the narrow width and winding nature of the lane, traffic speeds are very low, averaging approximately 40km/h – 50km/h. This road does receive less maintenance given the low traffic volume and low traffic speeds. The lane is inspected when staff are in the area working on Old Bundarra Road and Schwenkes Lane and maintenance is undertaken when necessary.

The main issues noted in the petition relate to pot holes, corrugations and wash outs, which are typical maintenance issues for rural unsealed roads. These issues and their safety concerns are no more significant on the Old Bundarra Road area than any other area in the Council. These risks are mitigated by regular inspections and maintenance in accordance with Council's policy.

Capital Cost - Bitumen Extension Old Bundarra Road

The current unsealed pavement width of Old Bundarra Road is between 4-5m. In order to be consistent with the adjoining segments this would need widening out to 7m. The estimated cost to seal the currently unsealed 2.9km of Old Bundarra Road, including widening, pavement upgrade, associated drainage and vegetation removal is \$1,305,000.

Conclusion

Mr Pearce has provided his interpretation of discussions with Council officers regarding Old Bundarra Road as well as putting forward a case for the road to be bitumen sealed. The capital cost of such works is extensive, however ongoing maintenance cost for the entire length of Old Bundarra Road would increase significantly should the bitumen seal be extended. This would in effect move the maintenance cost burden from State Government supplemented source onto Council's own sources. Routine road assessments have not indicated that safety issues in the Old Bundarra Road area are any more significant than other areas of the Shire. The maintenance regime on the road is consistent with Council's policy and other similar roads in the Shire.

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:

No budget provision currently exists or is included in any future works program to fund the sealing of 2.9km on Old Bundarra Road. The current level of Section 94 funds held in relation to Old Bundarra Road is \$15,000.

LEGAL IMPLICATIONS:

Nil.

RECOMMENDATION:

That Committee recommend to Council that:

- i) the concerns raised by residents of Old Bundarra Road be acknowledged;*
- ii) Council confirm the status of the Old Bundarra Road as a collector road in accordance with its road hierarchy classification;*
- iii) the road continue to be inspected and maintained in accordance with Council policy, in line with the classification as a collector road; and*
- iv) the author of the petition be formally advised of Council's decision.*

ITEM NO:	3.	FILE NO: S30.9.6
DESTINATION 5:	The communities are served by sustainable services and infrastructure	S
SUBJECT:	PETITION – GILGAI PEDESTRIAN CROSSING	
PREPARED BY:	Justin Pay, Manager Civil Engineering	

SUMMARY:

Council is in receipt of a signed petition from the residents of the village of Gilgai advising Council of their concerns associated with the shared crossing on Bundarra Road in Gilgai.

COMMENTARY:

A signed petition has been received from the residents of the village of Gilgai, outlining their concerns associated with the shared crossing on Bundarra Road in Gilgai.

The two (2) main concerns relate to the speed of vehicular traffic and that the layout of the current crossing is unsafe. The trigger for the petition was a traffic incident where a child was struck by a vehicle whilst trying to cross at the location. A preliminary investigation into the matter was undertaken at the end of 2015 following Council staff being made aware of the incident and that a petition from village residents may be forthcoming.

A map is attached as Appendix 2 (D10), showing the location of the current speed zones and the crossing, for the information of the Committee.

Traffic classifiers were located in the vicinity of the crossing during the period between 26 November, 2015 and 10 December, 2015. The results were alarming, with 50% of south bound vehicles breaking the school zone speed limit and up to 75% of north bound vehicles travelling over the school hours limit. Outside of school zone hours the percentage of speeding vehicles is lower, however still concerning at 16% breaking the 60km/h speed limit. These results have been provided to the Police for their information.

The petition requests a review of the current speed limit and increased signage in the area. Council has forwarded the petition onto Roads and Maritime Service (RMS), requesting them to undertake a review of the speed limit in the area. The speed statistics collected during the investigation indicate that a change in speed limit may not be adequate in relieving the issue.

Council staff are undertaking further investigations into other options, such as physical traffic calming, that may be needed to improve the safety of the crossing. The investigations will be conducted in conjunction with the speed limit review undertaken by RMS. Once suitable options are determined and the speed zone review has been completed, a further report will be provided to the Civil and Environmental Services Committee.

The author of the petition has been notified that Council staff are investigating the matter and will keep them advised of the outcome. Also, that RMS are the authority responsible for speed limits in NSW and that Council has requested a speed limit review on their behalf.

A copy of the petition has been circulated to Committee members separately for their 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.

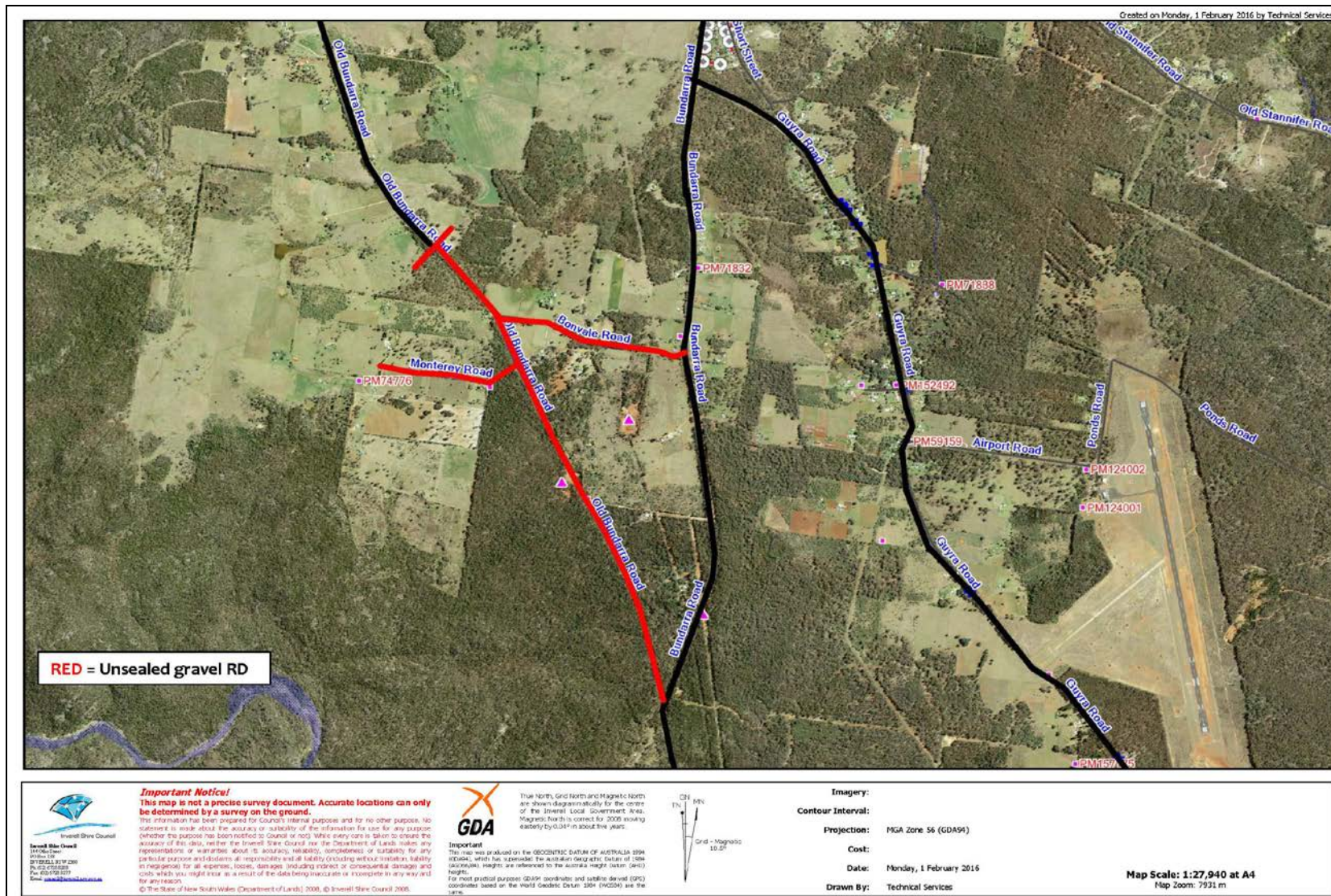
LEGAL IMPLICATIONS:

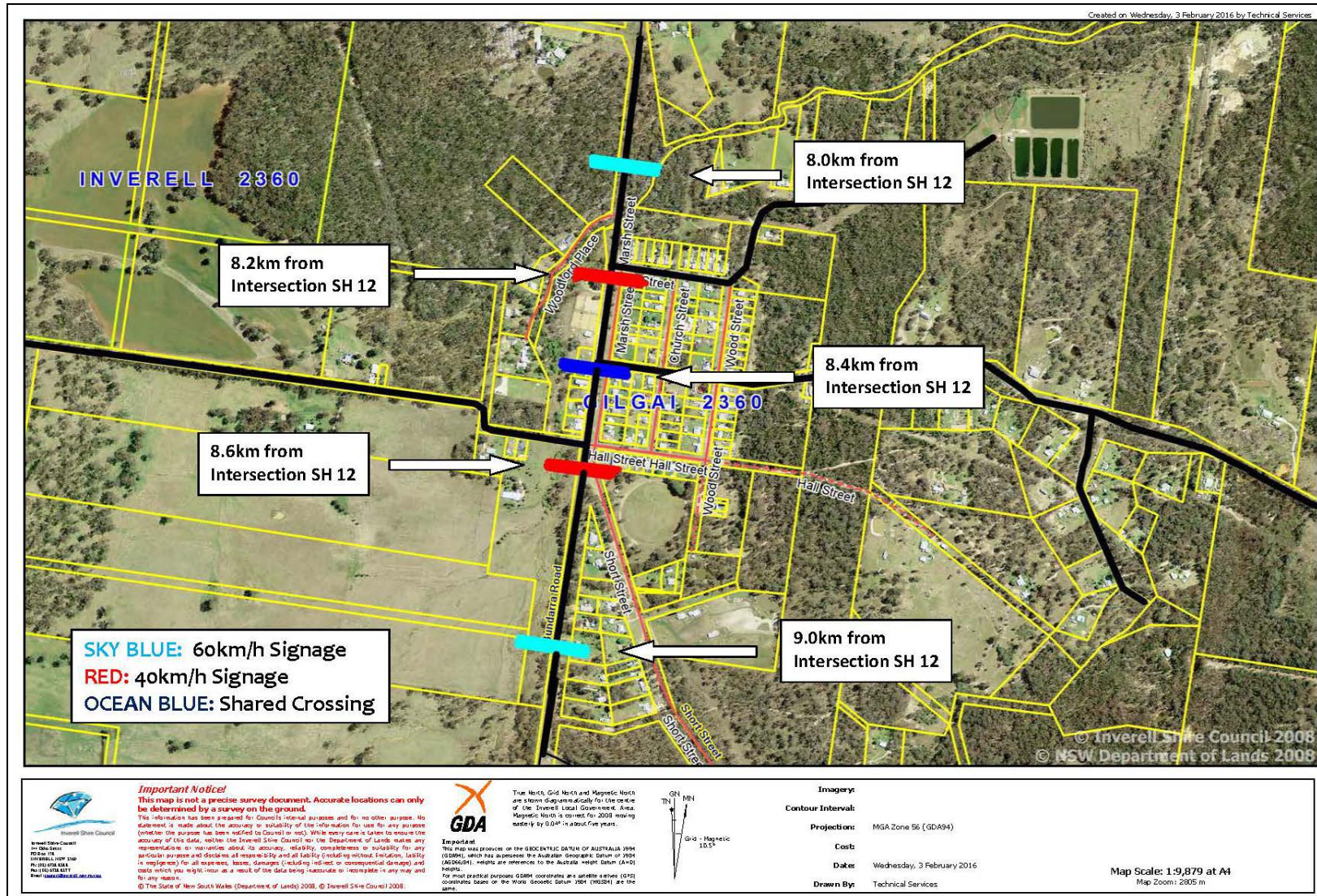
Nil.

RECOMMENDATION:

That the Committee recommend to Council that:

- i) the information be received and noted;*
- ii) a further report be presented to the Civil and Environmental Services Committee at the conclusion of investigations; and*
- iii) the author of the petition be kept informed of progress in the matter.*

APPENDIX 1

APPENDIX 2

TO CIVIL & ENVIRONMENTAL SERVICES COMMITTEE MEETING 10/02/2016

ITEM NO:	1.	FILE NO: S28.21.1/09
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**

Construction works are continuing on the amenities building, cricket nets and playground area. The amenities building is progressing well with works commencing on the framework and brickwork. Completion of the amenities building is planned for the end of February, 2016. The cricket nets are at practical completion with the artificial turf to be laid shortly. The playground equipment supplied by Rotary will be installed at the end of February, 2016. The sporting fields are open and are being utilised by the cricket association and the general public. Parks and Gardens staff are currently in the process of completing a tree planting plan for the park, once the plan is finalised extensive tree planting will be undertaken to provide shade and visual amenity.

HW12 Gwydir Highway Rehabilitation & Widening

Construction works, on behalf of Roads and Maritime Services, have recommenced on a two (2) kilometre section of the Gwydir Highway, 24 kilometres west of Inverell. 1.3 kilometres has been widened and rehabilitated to date with a final seal planned for early February, 2016. The remaining 700 metres will commence shortly after with the sub base and base layers being constructed. The project is planned for completion late February, 2016.

Old Bundarra Road Subdivision Roadwork

A section of Old Bundarra Road has been widened and rehabilitated in conjunction with a recently approved subdivision at 133 Old Bundarra Road, Inverell. Council were engaged by Bundarra Business Solutions to extend the water and sewer infrastructure to the new subdivision and to construct kerb and gutter and road widening work along a 150 metre section of Old Bundarra Road, south of Devon Street. In conjunction with the development, Council took the opportunity to widen a narrow section of roadway opposite the subdivision, significantly improving the adverse cross fall of the existing road pavement. The water and sewer infrastructure and kerb and gutter works were completed in December, 2015 with pavement widening and rehabilitation works completed in January, 2016.

Maintenance Grading

Maintenance grading works were undertaken on the following roads during December, 2015 and January, 2016:

SR 44	Pindaroi Road	16.8km
SR 46	Pocket Road	28.4km
SR 48	Pindari Dam Road	4.3km
SR 49	Upper Severn River Road	4.9km
SR 50	Bukkulla Road	10.5km
SR 51	Wells Crossing Road	11.0km
SR 52	Glengowrie Road	1.5km
SR 54	Emmaville Road	28.0km
SR 55	South Valley Road	9.9km
SR 58	Rocky Creek Road	12.0km
SR 59	Graman Road	12.0km
SR 60	Nullamanna Road	35.0km
SR 154	Arrawatta Road	11.5km
SR 203	Minnamurra Lane	1.3km
SR 215	Schwenkes Lane	1.9km
SR 218	Old Stannifer Road	3.3km
SR 225	Goomerah Lane	8.1km
SR 234	Kings Plains Road	21.3km
SR 235	Orchard Place	1.7km
SR 245	Eastern Feeder	9.4km
SR 350	Jindalee Road	6.7km

Total 239.5km

Reactive /Spot Grading

Reactive/spot grading works were undertaken on the following roads during December, 2015 and January, 2016:

SR 32	Coalmine Road	8.0km
SR 33	Limestone Road	3.0km
SR 60	Nullamanna Road	5.2km
SR 64	Voss Road	3.0km
SR 74	Goberts Road	7.0km
SR 226	McInerneys Lane	2.4km

Total 28.6km

Concrete Works – Ashford Water Treatment Plant

Council's concrete construction crew are undertaking significant works at the new Ashford Water Treatment Plant (WTP). These works include construction of driveways, footpaths, adjacent concrete slabs, block retaining walls, kerbing and other associated works. These works have been underway since the end of 2015 and are due for completion during February, 2016.

Heavy Patching

Heavy patching works were undertaken on the following road during January, 2016:

SR 148	Bolands Lane	0.5km
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No heavy patching works were undertaken in December, 2015.

Gravel Resheeting

Gravel resheeting works were undertaken on the following roads during December, 2015 and January, 2016:

SR 105	Glenesk Road	2.0km
SR 109	Cherry Tree Hill Road	8.0km

SR 124 Lamonts lane	0.6km
SR 125 Mahers Lane	2.4km
SR 131 Georgensons Lane	1.8km
SR 133 Tomes Lane	1.8km
SR 181 Havilah Park Road	1.1km
SR 183 Trafalgar Lane	1.0km
SR 193 Wiltshire Road	5.5km

Total 24.2km

Gravel Patching

Gravel patching works were undertaken on the following roads during December, 2015.

SR 59 Graman Road
 SR 130 Waddells Lane
 SR 215 Schwenkes Lane
 SR 232 Poolbrook Road

No gravel patching works were undertaken in January, 2016.

Other Maintenance Activities

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

ITEM NO:	2.	FILE NO: S18.6.11
DESTINATION 3:	An environment that is protected and sustained	E
SUBJECT:	2014-2015 LOCAL DEVELOPMENT MONITORING REPORT	
PREPARED BY:	Chris Faley, Development Planner	

SUMMARY:

This report has been prepared following the release of the 2014/2015 Performance Monitoring Report by the New South Wales Department of Planning and Environment.

COMMENTARY:

The New South Wales Department of Planning and Environment has recently released the 2014/2015 Performance Monitoring Report for all Councils across the state. A copy of the latest data can be accessed at <http://datareporting.planning.nsw.gov.au/>.

This information provides details on the total number, type and value of development within Local Government Areas, as well as the number of days each Council takes to determine Development Applications (DA's), modification to Development Applications (s.96) and Complying Development Certificates (CD's).

A summary of the Inverell Shire Council's 2014/2015 key performance statistics are provided below.

Inverell Shire Council Development Assessment Data by Financial Year

	<u>No. of DA's</u>	<u>DA Gross Mean Processing Times</u>	<u>DA Net Mean Processing Times</u>	<u>No. of CD's</u>	<u>CD Mean Gross Processing Times</u>	<u>Total Value of Development Approved</u>
2014/2015	174	24	19	61	14	\$24,742,093
2013/2014	146	21	17	58	9	\$28,060,038
2012/2013	154	27	19	77	7	\$21,628,648
2011/2012	152	32	20	61	7	\$21,110,028
2010/2011	174	35	26	90	8	\$22,152,172
2009/2010	227	38	31	109	9	\$34,751,746
2008/2009	192	34	24	91	15	\$30,086,573

**Development Assessment Data - Comparison between Inverell Shire Council and State
Averages**

	<u>DA mean Gross</u>	<u>DA Mean Net</u>	<u>s.96 Mean Gross</u>	<u>CD Mean Gross</u>	<u>CD % of Overall Approvals</u>
2014/2015					
<i>Inverell</i>	24	19	7	14	27%
<i>NSW</i>	71	48	54	22	32%
2013/2014					
<i>Inverell</i>	21	17	12	9	28%
<i>NSW</i>	70	45	53	18	29%

The above figures demonstrate that the level of development in the Shire has remained relatively stable from 2013/2014 to 2014/2015 with a small increase in applications approved, but the total value of development decreasing slightly from 2013/2014.

DA assessment times have increased by a small amount from 2013/2014 to 2014/2015 indicative of the increase in applications and consistent with the NSW trends. The increased CDC assessment times follow the introduction of mandatory neighbour notification for CDC's.

Generally, Council's assessment times remain consistent with previous years and compared to the State average assessment times, Inverell has performed significantly better across all applications.

RECOMMENDATION:

That the items contained in the Information Reports to the Civil & Environmental Services Committee Meeting held on Wednesday, 10 February, 2016, be received and noted.