



Inverell residents, including Inverell Shire Council's Mayor, Cr Harmon attended a free community barbecue held on Thursday, July 9, 2015 at the BEST Food Garden to learn more about composting and worm farms as a part of Council's recent initiative 'Compost Revolution', which offers compost bins and worm farms to residents for \$40 each.

Business Paper Ordinary Meeting of Council 26 August, 2015

INVERELL SHIRE COUNCIL

NOTICE OF ORDINARY MEETING OF COUNCIL

20 August, 2015

An Ordinary Meeting of Council will be held in the Council Chambers, Administrative Centre, 144 Otho Street, Inverell on Wednesday, 26 August, 2015, commencing at **3pm**.

Your attendance at this Ordinary Meeting of Council 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	QUESTIONS WITHOUT NOTICE
SECTION G	CONFIDENTIAL MATTERS (COMMITTEE-OF-THE-WHOLE)






2PM

AFTERNOON TEA

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.

<i>Destinations</i>	<i>Icon</i>	<i>Code</i>
<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



MEETING CALENDAR

October 2014 – September 2015

	TIME	OCT	NOV	DEC	JAN	FEB	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPT
		Wed	Wed	Wed	Wed	Wed	Wed	Wed	Wed	Wed	Wed	Wed	Wed
Ordinary Meetings	3:00 pm	22	26	17	No Meeting	25	25	22	27	^24	22	26	*23
Major Committees		Wed	Wed	Wed	Wed	Wed	Wed	Wed	Wed	Wed	Wed	Wed	Wed
Civil and Environmental Services	8:30 am	8	12	No Meetings	No Meetings	11	11	8	13	10	8	12	9
Economic and Community Sustainability	10:30 am												

^ Meeting at which the Management Plan for 2015/2016 is adopted. *Mayoral Election, to be conducted. (September)

- Members of the public are invited to observe meetings of the Council.
Should you wish to address Council, please contact the Office of the General Manager on 6728 8206.

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MINUTES OF THE ORDINARY MEETING OF INVERELL SHIRE COUNCIL HELD IN THE COUNCIL CHAMBERS, ADMINISTRATIVE CENTRE, 144 OTHO STREET, INVERELL ON WEDNESDAY, 22 JULY, 2015, COMMENCING AT 3 PM.

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

The General Manager (Paul Henry), Director Corporate & Economic Services (Ken Beddie) and Director Civil & Environmental Services (Brett McInnes).

APOLOGIES **S13.6.9/08**

The General Manager advised that Cr Baker tendered her apology and sought leave of absence for personal reasons.

53/15 RESOLVED (Watts/Girle) *that the apology from Cr Baker due to her absence for personal reasons be accepted, and that leave of absence be granted.*

CONFIRMATION OF MINUTES **S13.5.2/08**

54/15 RESOLVED (Castledine/Johnston) *that the Minutes of the Ordinary Meeting of Council held on 24 June, 2015, as circulated to members, be confirmed as a true and correct record of that meeting.*

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

There were no interests declared.

PUBLIC FORUM **S13.5.6/08**

At this juncture, the time being 3.03pm, the Mayor welcomed the members of the public and opened the Public Forum Session by inviting members of the public to speak:

Mrs Sam Birch DA 137/2014

Mrs Birch noted that she has obtained legal advice in respect of this matter and that they would be seeking to have the approval overturned in the Land and Environment Court.

At this juncture, the time being 3.06pm, the Public Forum Session closed and Council resumed the balance of the Agenda.

SECTION C
COMMITTEE REPORTS

1. **INVERELL LIQUOR CONSULTATIVE COMMITTEE MEETING MINUTES**
S19.9.1

55/15 RESOLVED (Jones/Castledine) *that the Minutes of the Inverell Liquor Consultative Committee Meeting held on Tuesday, 3 March, 2015, be received and noted.*

2. **CIVIL & ENVIRONMENTAL SERVICES COMMITTEE MEETING MINUTES –**
8 JULY 2015 **S4.11.16/07**

56/15 RESOLVED (Castledine/Jones) *that:*

- i) *the Minutes of the Civil & Environmental Services Committee Meeting held on Wednesday, 8 July, 2015, be received and noted; and*
- ii) *the following recommendation of the Civil & Environmental Services Committee be adopted by Council:*

1. FERAL CATS S11.1.1

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.*

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

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.*

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

That the Communications Strategy for the Inverell Public Open Space Strategy be endorsed.

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

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.*

5. CRITERIUM CYCLE TRACK S7.2.7/08

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.*

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

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.*

7. MANSFIELD STREET/HIGHWAY INTERSECTION S28.10.IN144

That the Director Civil & Environmental Services seek comments from the Roads & Maritime Services regarding the concept plan prepared for the Mansfield Street/Highway intersection.

3. ECONOMIC & COMMUNITY SUSTAINABILITY COMMITTEE MEETING MINUTES – 8 JULY 2015 S4.11.17/07

57/15 RESOLVED (Girle/Jones) *that:*

- i) *the Minutes of the Economic & Community Sustainability Committee Meeting held on Wednesday, 8 July, 2015, be received and noted; and*
- ii) *the following recommendations of the Economic & Community Sustainability Committee be adopted by Council:*

1. CIVIC RECOGNITION AWARDS S2.2.2

That the information be noted.

2. REQUEST FOR DONATION – KINDAMINDI PRESCHOOL S12.22.1/08

That Council decline the offer to make a donation.

3. 2013/2014 COMPARATIVE DATA REPORT S4.12.2

That a summary report of the performance data be presented to Council.

4. GOVERNANCE - MONTHLY INVESTMENT REPORT S12.12.2/08

That:

- i) *the report indicating Council's Fund Management position be received and noted; and*
- ii) *the Certification of the Responsible Accounting Officer be noted.*

5. E-WASTE FACILITY AND 'BUY BACK' CENTRE S31.8.1

That:

- i) *the concept of establishing a Regional Waste Facility and Buy Back Centre at the Inverell Waste Facility be endorsed; and*
- ii) *the Mayor and General Manager be authorised to hold discussions with Warra-Li on the details of the concept.*

**SECTION D
DESTINATION REPORTS**

1. BLOOD COLLECTION SERVICES S24.20.5

58/15 RESOLVED (Michael/Watts) *that the report be received and noted.*

2. POPPY SCULPTURE - HENDERSON STREET ROUNDABOUT S30.9.4

GM-A **59/15 RESOLVED** (Johnston/Jones) that Council agree to the erection of a temporary 'Kurrajong Re-enactment March' sculpture in the Henderson Street roundabout for the period 1 December, 2015 to 18 January, 2016.

**SECTION E
INFORMATION REPORTS**

1. MANAGEMENT TEAM MEETING MINUTES S4.11.5/08
2. STRATEGIC TASKS – 'SIGN OFF' – JUNE 2015 S4.13.2
3. STREET LIGHTING SCHEDULE (REVISED) S15.8.44/04
4. CONSTRUCTION CERTIFICATES APPROVED FOR
JUNE 2015 S7.2.4/08
5. COMPLYING DEVELOPMENT CERTIFICATES APPROVED DURING JUNE
2015 S7.2.4/08
6. SUMMARY OF BUILDING CONSTRUCTION FOR JUNE 2015 S7.2.4/08
7. DEVELOPMENT CONSENTS AND REFUSALS DURING JUNE 2015
S18.10.2/08
8. SEPTIC TANK APPROVALS FOR JUNE 2015 S29.19.1
9. ORDINANCE ACTIVITIES REPORT FOR JUNE 2015 S18.10.1
10. NORTHERN TOUR - PRELIMINARY AGENDA S2.17.7
11. INVERELL POLICE STATION S3.16.2
12. NEW ENGLAND GROUP OF COUNCILS (NEGOC) MEETING S14.11.2

60/15 RESOLVED (Michael/Johnston) that the items contained in the Information Reports to the Ordinary Meeting of Council held on Wednesday, 22 July, 2015, be received and noted.

**SECTION F
QUESTIONS WITHOUT NOTICE**

GM-A **QWN/ORD 19/15** All-Abilities Playground Equipment – Victoria Park S21.8.31
Cr Harmon

61/15 RESOLVED (Michael/Jones) that Council write to the Minister for Aging and Disability, the Hon John Ajaka seeking a financial contribution towards the cost of the installation of a wheelchair carousel and a range of tactile playground equipment in Victoria Park.

QWN/ORD 20/15 Leave of Absence
Cr Peters

Cr Peters noted he would be an apology for the August, 2015 meeting of Council.

There being no further business, the meeting closed at 3.34pm.

CR P J HARMON

CHAIRPERSON

TO ORDINARY MEETING OF COUNCIL 26/08/2015

ITEM NO:	1.	FILE NO: S31.9.3
DESTINATION 5:	The Communities are served by sustainable services and infrastructure.	S
SUBJECT:	WASTE MANAGEMENT SUNSET COMMITTEE MEETING MINUTES – 5 AUGUST 2015	
PREPARED BY:	Hayley Nichols, Corporate Support Officer – Publishing	

SUMMARY:

Meeting held on Wednesday, 5 August, 2015.

For the consideration of Council.

COMMENTARY:

MINUTES OF THE WASTE MANAGEMENT SUNSET COMMITTEE MEETING HELD IN THE COMMITTEE ROOM, ADMINISTRATION CENTRE, 144 OTHO STREET, INVERELL ON WEDNESDAY, 5 AUGUST, 2015 COMMENCING AT 10.30AM

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

Also in attendance: Paul Henry (General Manager), Brett McInnes (Director Civil and Environmental Services), Ken Beddie (Director Corporate and Economic Services), Graham Bendeich (Manager Environmental Engineering) and Phil Sutton (Environmental Compliance Coordinator).

APOLOGIES:

An apology was received from Cr Phil Girle.

CONFIRMATION OF MINUTES

RESOLVED (Castledine/Johnston) that the minutes of the Waste Management Sunset Committee meeting held on Wednesday, 26 November, 2014, as circulated to members be confirmed as a true and correct record of that meeting.

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

There were no interests declared.

MATTERS ARISING

Nil.

SECTION D
DESTINATION REPORTS

Mr McInnes highlighted the changing operating environment for waste management authorities and the increased scrutiny/compliance/expectations from the oversight authorities. These factors combine to direct consideration of management responsibility of a waste facility residing with Council.

It is also a principle of law that, if responsibility for a function is vest by legislation with Council, then Council cannot "contract away" that responsibility.

1. INVERELL LANDFILL MANAGEMENT S31.16.12

RESOLVED (Castledine/Johnston) that the Waste Management Sunset Committee recommend to Council that:

- i) Council assume management responsibility for the Inverell Landfill and associated activities that occur on the site;*
- ii) an extension under the terms of the existing contract until 30 June, 2016 be provided to the current managers to facilitate an orderly transition;*
- iii) Council authorise the staffing structure proposed in the report; and*
- iv) a formal transition plan be prepared for future consideration of the Waste Management Sunset Committee.*

SECTION F
GENERAL BUSINESS1. RECYCLING AND SOCIAL ENTERPRISES S31.16.13

Mr Henry advised that one element of the transition plan that will need to be addressed is the awarding of scavenging rights at the waste facility.

In this regard, Council has shown a history of being prepared to encourage a "social enterprise" to deal with certain elements of the waste stream to achieve the dual outcomes of diverting material from the landfill and providing the "social enterprise" with an income stream. This approach has worked and the dual outcomes have been delivered over an extended period.

It is suggested that the benefits of engaging with "social enterprises" for the purpose of recycling waste acknowledged as a guide principle when considering the granting of scavenging rights. Also, the existence of organisations like Northaven, with an interest in this area has been known to Council. Therefore, a general advertisement of the opportunity for "social enterprises" to express an interest in various elements of the waste stream could provide Council with information that may prove helpful when deciding the scavenging rights after transition from the current arrangement.

RESOLVED (Jones/Castledine) that the Waste Management Sunset Committee recommend to Council that:

- i) the benefits of recycling be acknowledged and that Council endorse a continuation of the philosophy of encouraging "social enterprises" to recycle waste products; and*
- ii) Expressions of Interest (EOI) be invited from "Social Enterprises" interested in recycling waste material. The EOI should include the following information:*

- a. *The social outcomes that are the focus of the submitting organisation,*
- b. *The specific elements of the waste stream that the organisation seeks to treat, and*
- c. *Details of the business model proposed for the treatment of the parts of the waste stream covered by the organisation.*

NEXT MEETING

The next meeting will be held on a date to be determined.

There being no further business, the meeting closed at 11.25 am.

RECOMMENDATION:

That:

- i) *the Minutes of the Waste Management Sunset Committee Meeting held on Wednesday, 5 August, 2015, be received and noted; and*
- ii) *the following recommendation of the Waste Management Sunset Committee be considered by Council:*

1. INVERELL LANDFILL MANAGEMENT S31.16.12

That:

- i) *Council assume management responsibility for the Inverell Landfill and associated activities that occur on the site;*
- ii) *an extension under the terms of the existing contract until 30 June, 2016 be provided to the current managers to facilitate an orderly transition;*
- iii) *Council authorise the staffing structure proposed in the report; and*
- iv) *a formal transition plan be prepared for future consideration of the Waste Management Sunset Committee.*

2. RECYCLING AND SOCIAL ENTERPRISES S31.16.13

That:

- i) *the benefits of recycling be acknowledged and that Council endorse a continuation of the philosophy of encouraging "social enterprises" to recycle waste products; and*
- ii) *Expressions of Interest (EOI) be invited from "Social Enterprises" interested in recycling waste material. The EOI should include the following information:*
 - a. *The social outcomes that are the focus of the submitting organisation,*
 - b. *The specific elements of the waste stream that the organisation seeks to treat, and*
 - c. *Details of the business model proposed for the treatment of the parts of the waste stream covered by the organisation.*

TO ORDINARY MEETING OF COUNCIL 26/08/2015

ITEM NO:	2.	FILE NO: S4.11.16/07	
DESTINATION 2 DESTINATION 3 DESTINATION 5:	A Community that is healthy, educated and sustained. An environment that is protected and sustained. The Communities are served by sustainable services and infrastructure.		CES
SUBJECT:	CIVIL & ENVIRONMENTAL SERVICES COMMITTEE MEETING MINUTES – 12 AUGUST 2015		
PREPARED BY:	Hayley Nichols, Corporate Support Officer - Publishing		

SUMMARY:

Meeting held on Wednesday, 12 August, 2015.

For the consideration of Council.

COMMENTARY:

**MINUTES OF THE CIVIL & ENVIRONMENTAL SERVICES COMMITTEE MEETING
HELD AT THE YETMAN HALL, YETMAN ON WEDNESDAY, 12 AUGUST, 2015,
COMMENCING AT 10.43 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), Brett McInnes (Director Civil and Environmental Services), Ken Beddie (Director Corporate and Economic Services), Stephen Golding (Executive Manager Corporate and Community Services), Anthony Alliston (Manager Development Services) and Justin Pay (Manager Civil Engineering).

APOLOGIES:

There were no apologies received.

SECTION A**1. CONFIRMATION OF MINUTES**

RESOLVED (Michael/Johnston) that the Minutes of the Civil and Environmental Services Committee Meeting held on 8 July, 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

There were no public forum items raised.

4. BUSINESS ARISING FROM PREVIOUS MINUTES

Nil.

SECTION B
ADVOCACY REPORTS

Cr Jones Mobile Phone Blackspot Funding

Cr Jones provided details of the funding approved for installing mobile phone towers in the shire. He also indicated that he believes that Telstra will be upgrading the Yetman tower to 4GX in the near future. This will greatly improve data services.

Cr Baker Inverell Equestrian Centre Committee AGM

Cr Baker informed the Committee of the recent AGM held by the Inverell Equestrian Centre. Matters discussed were a shelter over the seating, fencing and a cover over the Equestrian Arena.

SECTION D
DESTINATION REPORTS

1. BITUMEN RESURFACING PROGRAM 2015/16 S28.21.1/08

RESOLVED (Jones/Baker) 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.*

2. GRAVEL RESHEET PROGRAM 2015/16 S28.21.1/08

RESOLVED (Jones/Baker) 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.*

3. DISABLED PARKING SPACES - INVERELL HIGH SCHOOL S28.27.2

RESOLVED (Harmon/Watts) that the Committee recommends 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.

4. RURAL SEALED ROAD REHABILITATION PROGRAM S28.21.1/08

RESOLVED (Harmon/Baker) that the Committee recommends to Council that the Rural Sealed Roads – Rehabilitation Program and associated Local Road Plan be adopted.

5. REGIONAL ROADS REHABILITATION PROGRAM – REPAIR PROGRAM
S15.8.22

RESOLVED (Michael/Johnston) 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.*

6. REQUEST FOR FENCING - ASHFORD SPORTS GROUND S21.8.4

RESOLVED (Johnston/Jones) that the Committee recommends to Council that:

- i) the matter be referred to the Inverell Sports Council for consideration when determining their priority list for funding; and*
- ii) further information on the requirements of Group 19 in respect of fencing and crowd control be determined in order for Council to make a determination of this matter.*

7. REQUEST FOR TRANSFER OF ROAD RESERVE TO CROWN LANDS
S28.22.1/08

RESOLVED (Baker/Jones) that the Committee recommend to Council that Council has no interests which may be affected by the closing of the road.

**SECTION E
INFORMATION REPORTS**

1. WORKS UPDATE S28.21.1/08

2. ANNUAL HERITAGE REPORTING 2014-2015 S15.8.8

RESOLVED (Michael/Jones) 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.

**SECTION F
GENERAL BUSINESS**

Cr Baker Street Lighting and Road Lines

Cr Baker asked when the lighting will be repaired and when the white lines will be repainted in Evans and Brissett Streets.

The General Manager advised Cr Baker that the white lines will be repainted in October/November and that the street lighting upgrade to LED's as part of the Northern Lights Program will commence in October. Until then, street lighting that is out needs to be reported in the normal manner to Essential Energy.

Cr Johnston Bonshaw/Texas Road

Cr Johnston commended Council on the condition and maintenance of the Bonshaw/Texas Road which is reflective of the Asset Management Program and scheduling.

There being no further business, the meeting closed at 11.40am.

RECOMMENDATION:*That:*

- i) the Minutes of the Civil & Environmental Services Committee Meeting held on Wednesday, 12 August, 2015, be received and noted; and*
- ii) the following recommendation of the Civil & Environmental Services Committee be considered by Council:*

1. BITUMEN RESURFACING PROGRAM 2015/16 S28.21.1/08

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.*

2. GRAVEL RESHEET PROGRAM 2015/16 S28.21.1/08

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.*

3. DISABLED PARKING SPACES - INVERELL HIGH SCHOOL S28.27.2

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.

4. RURAL SEALED ROAD REHABILITATION PROGRAM S28.21.1/08

That the Rural Sealed Roads – Rehabilitation Program and associated Local Road Plan be adopted.

5. REGIONAL ROADS REHABILITATION PROGRAM – REPAIR PROGRAM
S15.8.22

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.*

6. REQUEST FOR FENCING - ASHFORD SPORTS GROUND S21.8.4

That:

- i) the matter be referred to the Inverell Sports Council for consideration when determining their priority list for funding; and*
- ii) further information on the requirements of Group 19 in respect of fencing and crowd control be determined in order for Council to make a determination of this matter.*

**7. REQUEST FOR TRANSFER OF ROAD RESERVE TO CROWN LANDS
S28.22.1/08**

That Council has no interests which may be affected by the closing of the road.

ITEM NO:	3.	FILE NO: S4.11.17/07
DESTINATION 1 DESTINATION 4:	A recognised leader in a broader context. A strong economy.	RB
SUBJECT:	ECONOMIC & COMMUNITY SUSTAINABILITY COMMITTEE MEETING MINUTES – 12 AUGUST 2015	
PREPARED BY:	Hayley Nichols, Corporate Support Officer - Publishing	

SUMMARY:

Meeting held on Wednesday, 12 August, 2015.

For the consideration of Council.

COMMENTARY:

MINUTES OF THE ECONOMIC & COMMUNITY SUSTAINABILITY COMMITTEE
MEETING HELD AT THE YETMAN HALL, YETMAN ON WEDNESDAY,
12 AUGUST, 2015, COMMENCING AT 11.41 AM.

PRESENT: Cr J A Watts (Chairperson), Crs D F Baker, P J Girle, P J Harmon
and A A Michael.

Also in attendance: Crs H N Castledine, B C Johnston and D C Jones.

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

APOLOGIES:

There were no apologies received.

SECTION A

1. CONFIRMATION OF MINUTES

RESOLVED (Michael/Harmon) that the Minutes of the Economic and Community Sustainability Committee Meeting held on 8 July, 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 interests were declared:

- Cr Jones declared a non-pecuniary interest in Section G, Confidential Reports, Item #2, "Appointment of State Emergency Service (SES) Controllers". The nature of the interest relates to Cr Jones being the Deputy SES Unit Controller.

3. BUSINESS ARISING FROM PREVIOUS MINUTES

Nil.

SECTION B
ADVOCACY REPORTS

Cr Michael Henderson Street Roundabout Art Sculpture

Cr Michael informed the Committee that following the closing date for Expressions of Interest, approximately 20 submissions had been received. Four (4) submissions have been shortlisted. The two (2) week voting period is now open with the final art work being chosen on 12 September, 2015. Voting is available at the Inverell Art Gallery and the Council Administration Centre.

SECTION D
DESTINATION REPORTS

1. ROADS TO RECOVERY PROGRAM 2015/2016 S15.8.23/09

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

- i) *the additional \$0.78M to be received for the 2015/2016 Roads to Recovery Program be allocated as follows:*
 - a) *Additional Bitumen Reseals* *\$0.12M*
 - b) *Additional Gravel Resheeting* *\$0.66M*
- ii) *a further Report be submitted to the Committee in respect of the specific projects that can be undertaken from the additional \$2.1M 2016/2017 allocation in the areas of Bitumen Roads Shoulder Widening, Bitumen Road Re-alignment and New Bitumen; and*
- iii) *Council write to the Deputy Prime Minister, Hon Warren Truss expressing Council's gratitude for the substantial additional allocation of funds for the Roads to Recovery Program and respectfully request that the Roads to Recovery Program additional allocations be maintained in future years from the Fuel Excise indexation.*

2. COMMUNITY BUILDING PARTNERSHIP PROGRAM S15.8.25/08

RESOLVED (Harmon/Michael) that the Committee recommend to Council that the 2015 Community Building Partnership Applications be endorsed.

3. EXPIRING LEASE AGREEMENT – BILLABONG BLUE S5.10.105

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

- i) *Council renew the Agreement for a further three (3) year period with a further three (3) year option under the same terms and conditions;*
- ii) *the Lease Fee be \$5850 per annum (GST Inclusive) with a 3% increase per annum; and*
- iii) *the Lease Agreement be subject to any other terms and conditions as negotiated by Council's General Manager.*

4. REQUEST FOR REDUCTION ON WATER ACCOUNT (LISTING)
S32.10.1/08

RESOLVED (Michael/Harmon) that the matter be referred to Closed Committee for consideration as:

- i) the matters and information are 'the personal hardship of any resident or ratepayer.' (Section 10A(2)(b) 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.*

5. APPOINTMENT OF STATE EMERGENCY SERVICE (SES)
CONTROLLERS (LISTING) S9.1.2

RESOLVED (Michael/Harmon) that the matter be referred to Closed Committee for consideration as:

- i) the matters and information are 'Personnel matters concerning particular individuals (other than councilors).' (Section 10A(2)(a) 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 F
QUESTIONS WITHOUT NOTICE

Cr Michael Newstead Homestead

Cr Michael enquired about the status of the historic Newstead Homestead and the ongoing arrangement to oversee and direct the long term management and conservation of the Homestead.

Cr Watts Delungra Police Officer

Cr Watts asked if the vacant Delungra Police Officer position was going to be refilled.

The General Manager advised that there is a lengthy process to be followed and that filling of the vacancy is currently in progress.

Cr Harmon Drugs – ICE

Cr Harmon informed the Committee that the Police and Hospital advised that reports of the ice drug epidemic is not reflective through the Hospital Service and Police statistics.

Cr Watts Homelessness Awareness Event

Cr Watts noted the criticism of Council in the Inverell Times Newspaper regarding non attendance by a Council representative.

The General Manager advised that Council was not invited to send a representative to the event. The event was to inform people that are or may be homeless about services available to assist them.

Cr Johnston Yetman Community

Cr Johnston made mention of Council's Waste Management Strategy and the direction of landfill sites inline with the EPA; such as transfer stations and closing of small village tips.

The Director Civil and Environmental Services informed the Yetman public at the Committee Meeting of the reason, issues and current situation. There are a number of factors that will determine the specific date for establishing the Yetman transfer station.

SECTION H
GOVERNANCE REPORTS

1. STORES & MATERIALS STOCKTAKE S23.16.5/08

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

- i) the stores and materials Stocktake information be received and noted; and*
- ii) the adjustment of **\$600.03** be made in the Stores Ledger.*

2. GOVERNANCE - MONTHLY INVESTMENT REPORT S12.12.2/08

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

- i) the report indicating Council's Fund Management position be received and noted; and*
- ii) the Certification of the Responsible Accounting Officer be noted.*

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

At 12.05pm, 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 was no response from the public.

CLOSED COMMITTEE REPORTS

RESOLVED (Harmon/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 12.06pm, the Chair verbally reported that the Committee, with the Press and Public excluded, having considered the matters referred to it, recommends as follows:

1. REQUEST FOR REDUCTION ON WATER ACCOUNT S32.10.1/08

That the Committee recommend to Council that Council issue an amended account of \$136.00 for the past two (2) quarters based on the average consumption for the last five (5) accounts and write off \$699.90.

It is noted that, having declared a non-pecuniary interest in Section G, Confidential Reports, Item #2, "Appointment of State Emergency Service (SES) Controllers", Cr Jones did not participate in discussion or voting.

2. APPOINTMENT OF STATE EMERGENCY SERVICE (SES) CONTROLLERS S9.1.2

That the Committee recommend to Council that the Acting Regional SES Controller, North West Region be advised that Council concurs with the following recommended appointments:

*Ms Melanie Press - Ashford Unit Controller.
Ms Marie Crompton - Yetman Unit Controller.
Mr Dale Hersee - Inverell Unit Controller.*

ADOPTION OF RECOMMENDATION

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

There being no further business, the meeting closed at 12.19pm.

RECOMMENDATION:

That:

- i) the Minutes of the Economic & Community Sustainability Committee Meeting held on Wednesday, 12 August, 2015, be received and noted; and*
- ii) the following recommendations of the Economic & Community Sustainability Committee be considered by Council:*

1. ROADS TO RECOVERY PROGRAM 2015/2016 S15.8.23/09

That:

- i) the additional \$0.78M to be received for the 2015/2016 Roads to Recovery Program be allocated as follows:*
 - a) Additional Bitumen Reseals \$0.12M*
 - b) Additional Gravel Resheeting \$0.66M*
- ii) a further Report be submitted to the Committee in respect of the specific projects that can be undertaken from the additional \$2.1M 2016/2017 allocation in the areas of Bitumen Roads Shoulder Widening, Bitumen Road Re-alignment and New Bitumen; and*
- iii) Council write to the Deputy Prime Minister, Hon Warren Truss expressing Council's gratitude for the substantial additional allocation of funds for the Roads to Recovery Program and respectfully request that the Roads to Recovery Program additional allocations be maintained in future years from the Fuel Excise indexation.*

2. COMMUNITY BUILDING PARTNERSHIP PROGRAM S15.8.25/08

That the 2015 Community Building Partnership Applications be endorsed.

3. EXPIRING LEASE AGREEMENT – BILLABONG BLUE S5.10.105

That:

- i) Council renew the Agreement for a further three (3) year period with a further three (3) year option under the same terms and conditions;*
- ii) the Lease Fee be \$5850 per annum (GST Inclusive) with a 3% increase per annum; and*
- iii) the Lease Agreement be subject to any other terms and conditions as negotiated by Council's General Manager.*

4. STORES & MATERIALS STOCKTAKE S23.16.5/08

That:

- i) the stores and materials Stocktake information be received and noted; and*
- ii) the adjustment of **\$600.03** be made in the Stores Ledger.*

5. GOVERNANCE - MONTHLY INVESTMENT REPORT S12.12.2/08

That:

- i) the report indicating Council's Fund Management position be received and noted; and*
- ii) the Certification of the Responsible Accounting Officer be noted.*

6. REQUEST FOR REDUCTION ON WATER ACCOUNT S32.10.1/08

That Council issue an amended account of \$136.00 for the past two (2) quarters based on the average consumption for the last five (5) accounts and write off \$699.90.

7. APPOINTMENT OF STATE EMERGENCY SERVICE (SES) CONTROLLERS
S9.1.2

That the Acting Regional SES Controller, North West Region be advised that Council concurs with the following recommended appointments:

*Ms Melanie Press - Ashford Unit Controller.
Ms Marie Crompton - Yetman Unit Controller.
Mr Dale Hersee - Inverell Unit Controller.*

TO ORDINARY MEETING OF COUNCIL 26/08/2015

ITEM NO:	1.	FILE NO: S13.6.1
DESTINATION 1:	A recognised leader in a broader context	R
SUBJECT:	DETERMINATION OF NUMBER OF COUNCILLORS 2016 – 2020 TERM OF OFFICE	
PREPARED BY:	Paul Henry, General Manager	

SUMMARY:

The *Local Government Act 1993* requires Council to determine the number of Councillors for the 2016 – 2020 term of office not less than 12 months before the next ordinary election.

Councillors are being asked to make a determination in respect of this matter.

COMMENTARY:

The *Local Government Act 1993* (the Act) requires Council to determine the number of Councillors for the 2016-2020 term of office not less than 12 months before the next Ordinary Election i.e. before 9 September, 2015.

The Act requires the number of Councillors to be at least five (5) and not more than 15 (one of whom is the Mayor).

If it is proposed to change the number of Councillors, section 224 (3) of the Act requires Council to obtain approval for the change at a constitutional referendum. The practical effect of this provision of the Act is that, if it is proposed to change the number of Councillors, a constitutional referendum would be conducted in conjunction with the September 2016 election seeking approval for the change in the number of Councillors for the 2020-2024 term of office. In this regard, it should be noted that a decision made at a constitutional referendum binds the Council until changed by a subsequent constitutional referendum.

RELATIONSHIP TO STRATEGIC PLAN, DELIVERY PLAN AND OPERATIONAL PLAN:

Strategy: R.07 Council is recognised for and distinguished by its management, innovation and customer service.

Term Achievement: R.07.01 Council's operating culture is flexible, efficient, integrated and aligned to Council's strategic objectives and program delivery.

Operational Objective: R.07.01.01 Implement a structured program of continuous improvement, based on identifying and adopting leading practice, across the organisation.

POLICY IMPLICATIONS:

Nil.

CHIEF FINANCIAL OFFICERS COMMENT:

Nil.

LEGAL IMPLICATIONS:

Nil.

RECOMMENDATION:

A matter for Council.

ITEM NO:	2.	FILE NO: S31.8.1
DESTINATION 3:	An environment that is protected and sustained	E
SUBJECT:	WASTE STRATEGY (LISTING)	
PREPARED BY:	Paul Henry, General Manager	

SUMMARY:

Council is requested to consider a confidential report containing additional information in relation to the proposed E-Waste Recycling Facility and 'Buy Back' Centre.

COMMENTARY:

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

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

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

Grounds for closing part of meeting to be specified

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

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

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

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

RELATIONSHIP TO STRATEGIC PLAN, DELIVERY PLAN AND OPERATIONAL PLAN:

Strategy: E.07 Inverell Shire conducts itself as a responsible Environmental practitioner through prudent consumption of resources and recycling initiatives.

Term Achievement: E.07.01 Council leads the Shire by advocacy, example and partnerships for sustainable waste management initiatives.

Operational Objective: E.07.01.01 Develop and enhance collaborative partnerships for sustainability with the Shire's communities, organisations and business groups.

POLICY IMPLICATIONS:

Nil.

CHIEF FINANCIAL OFFICERS COMMENT:

Nil.

LEGAL IMPLICATIONS:

Nil.

RECOMMENDATION:

That the matter be referred to Closed Council 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.*

ITEM NO:	3.	FILE NO: S30.11.4
DESTINATION 2:	A community that is healthy, educated and sustainable	C
SUBJECT:	PLANE TREES INVERELL TOWN CENTRE	
PREPARED BY:	Brett McInnes, Director Civil & Environmental Services	

SUMMARY:

This report has been initiated by the completion of a Peer Review of the "Tree Report" completed by Arborist Mr Mark Hartley in 2012. Council is being asked to consider the contents of the Peer Review and other information provided in this report and to determine a course of action in relation to the long term management of the London Plane trees in the Inverell CBD.

COMMENTARY:**Introduction**

Subsequent to a meeting with representatives of the Concerned Inverell Ratepayers Association (CIRA), Council at its April 2015 meeting resolved the following:

- i) a suitably qualified Arborist be engaged to provide a peer review of the recommendations contained in the original Arborist's report;*
- ii) the brief for the Peer Review be "Council is seeking the services of a minimum AQF Level 5 qualified and experienced Consulting Arborist to undertake an independent peer review of the recommendations regarding the long term management of London Plane trees in Otho and Byron Street, Inverell as contained in the "Tree Report" prepared by Mr Mark Hartley on 23 April, 2012. The review shall include an onsite general inspection of the subject trees."; and*
- iii) the Concerned Inverell Ratepayer's Association be advised of Council's position.*

Consistent with the resolution, the Peer Review has now been completed.

Peer Review

Council engaged consulting Arborist Mr Roy Cody of Roy's Tree Service to conduct the Peer Review. Mr Cody has obtained international qualifications as an Arborist and has many years experience in the industry.

Unfortunately, due to Mr Cody suffering serious illness there was a significant delay from his initial engagement in late April until he was able to complete his report.

Mr Cody was provided with a copy of the "Tree Report" prepared by Mark Hartley dated 23 April, 2012 and a copy of the associated resolution from the April, 2015 Council meeting.

On 22 July, 2015, Mr Cody undertook an inspection of the Plane Trees and surrounding infrastructure in the Town Centre. Mr Cody's own observations enabled him to make recommendations regarding the long term management of the Plane Trees. Mr Cody was also asked to provide commentary on the management option of retrospectively establishing garden type beds/barriers around the base of the trees. This suggestion was put forward by CIRA as part of their inventory and evaluation exercise completed on the 18 May, 2015.

Council received the Peer Review Report from Roy's Tree Service on 28 July, 2015. Key aspects of the report included the following:

- i) The author considered Mark Hartley to be possibly the most knowledgeable and experienced Arborist in Australia and noted that Mr Hartley is held in high regard on the international arena.
- ii) The installation of garden beds around the base of the trees is only considered a short term solution and would unlikely prevent the escape of roots into surrounding paved areas.
- iii) There are significant risks associated with trimming the surface roots of the trees to deal with infrastructure damage (e.g. root rot and stability issues).
- iv) The original method of planting has seriously reduced the life expectancy of the trees.
- v) The best long term solution is the staged removal and replacement of the London Plane Trees.

A copy of the Peer Review Report is contained in Appendix 1 (D17 – D19) of this report.

CIRA Tree Valuation and Recommendations

Council will recall discussion around a tree valuation exercise completed by CIRA in mid May. CIRA completed their own inventory of street trees in the CBD. From the inventory, they undertook a valuation using a formula applied by Melbourne City Council to place an amenity value on the trees. CIRA concluded the Plane Trees planted in the CBD in the late 1990's have an amenity value in excess of \$1M. The CIRA report contained various recommendations including the retrospective placement of beds and root barriers around the base of the trees.

A copy of the CIRA report has been included as Appendix 2 (D20 – D32) for the information of Council.

Arborist Comment

The opportunity was taken whilst Arborist Mark Hartley was recently in the area to re-inspect the trees and associated hardscape issues. The intent of the inspection was to enable the provision of any additional comments or recommendations. It has been over three (3) years since Mr Hartley originally provided his report recommending the staged replacement of the London Plane Trees in the CBD. Mr Hartley was also asked to comment on the tree valuation and associated recommendations provided by CIRA.

Council was provided with an updated "Tree Report" on 20 July, 2015 from Mark Hartley and Danielle Austin (Arborist who accompanied Mr Hartley when inspecting the trees on 8/7/15). Key aspects of the report included the following:

- i) The problems associated with damage caused by the London Planes will continue and increase in frequency and severity as the trees age.
- ii) The installation of beds around the trees would only give short-term relief and the idea only has limited application.
- iii) The City of Melbourne Urban Forest Tree Valuation is not intended for the purpose for which it has been used (by CIRA).
- iv) The Plane Trees are estimated to provide an annualised benefit of around \$250 per tree per year.
- v) Trees that are planted correctly today will outperform and have greater longevity in the urban forest than the specimens present in the current situation.

- vi) The staged removal and replanting program is still considered to be the best long term solution and this should be commenced as soon as possible.

A copy of the July, 2015 Mark Hartley "Tree Report" has been included as Appendix 3 (D33 – D42).

Current Situation

Council's engineering staff and Urban Maintenance Supervisor have indicated the burden associated with damage to Council's infrastructure from Plane Tree roots is increasing. Large roots in excess of 100 mm in diameter, metres away from the base of a tree, often need to be cut to facilitate repairs (see figures 5, 6 & 7). This is consistent with the Arborist advice indicating the trees planted in the late 1990s are relatively young and as they continue to grow so too will their root upheaval zone.

Council spent \$25,330 in 2014/15 and \$25,099 in 2013/14 undertaking repairs to infrastructure directly damaged from Plane Tree roots in the CBD. Regularly the repairs are superficial in nature; removing trip hazards but not necessarily renewing the damaged infrastructure. It is not sustainable to replace infrastructure to only be damaged again as the tree root system continues to grow.

For example, the preferred crossing area in Byron Street near Otho Lane is being significantly impacted upon by Plane Tree roots. To counter this, Council has ground down the concrete edge beams where they have lifted and placed cold patch bitumen product to minimise trip hazards in the paved section. This is really only a 'band aid' fix and the crossing requires renewal. To give an indication of the full impact of the damage the Plane Trees in this location are contributing to, Council staff have provided an estimate of \$28,648 to renew the crossing.

The scheduling of any renewal work is pending Council's decision in relation to the future management of Plane Trees in the CBD.



Figure 1 – Superficial repairs to preferred crossing area in Byron Street (near Otho Lane).

The damage caused by the Plane Trees is extensive and Figures 2 to 6 have been provided to give an indication of some of the issues currently confronting Council.



Figure 2 (corner of Byron and Lawrence Street) – Damaged brick garden, cracked kerb and the need to regularly re-lay adjoining pavers. The pavers lead to a pram ramp and crossing point.



Figure 3 – Bus Stop island in Otho Street being lifted and damaged by Plane Tree root. The island has been lifted to the extent it has dislodged the bolts fixing the grate to the adjacent kerb.



Figure 4 (corner of Byron and Vivian Street) – Cracked kerb and dislodged pavers surrounding Plane Tree. Cracked and damaged kerb adjacent to Plane Trees planted in the footpath is a common occurrence throughout the CBD



Figure 5 – Excavation for the lift well within the Byron Arcade redevelopment unearthed a Plane Tree root in excess of 100mm in diameter. The lift well is approximately 21 metres from the nearest Plane Tree.

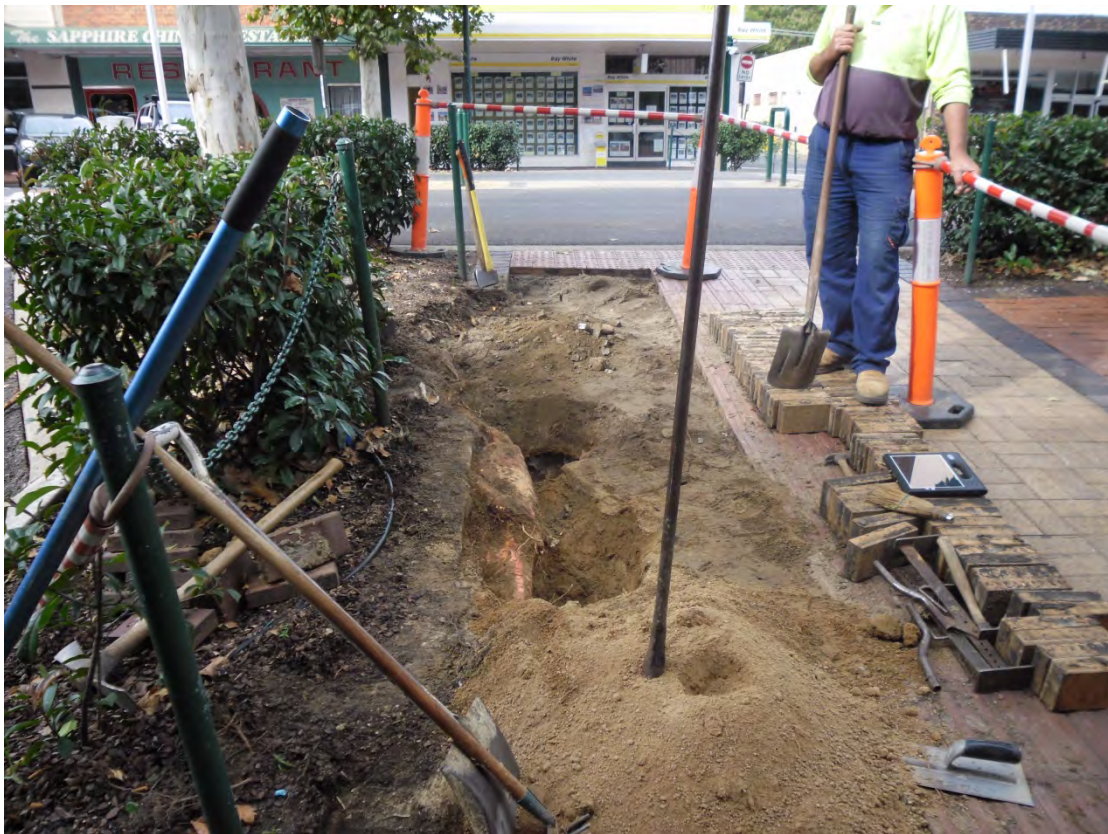


Figure 6 – Large Plane Tree root lifting pavers in walkway at front of Coles metres away from the base of the tree. Note the tree planting in a garden bed.



Figure 7 – Close up shot of the root in figure 6 above. Note the bulbous section where the root was cut several years prior to repair similar damage. Roots need to be cut to repair damage, however the Arborists have indicated there is significant risk associated cutting roots of this size.

Whilst the major concern for Council is the damage caused to above ground infrastructure by the Plane Trees, their reach is not confined to this level. Council staff last month were just able to avert water entering commercial premises from a blocked stormwater drain. Small Plane Tree roots had entered the drain trapping the large leaves that are slow to break down causing a blockage. This is despite regular storm water drainage maintenance.



Figure 8 – Water backed up from blocked stormwater drain near the corner of Byron and Vivian Street.



Figure 9 – Small roots and Plane Tree leaves cleared from blocked drain in Figure 8.

Risk Management

The damage caused by Plane Trees invariably creates hazards in high pedestrian areas such as the CBD.

Council undertakes regular inspections in the CBD to identify potential hazards and program remedial works. These are completed on a priority basis and subject to the resources available. This is becoming an increasingly difficult task and significant strain on resources due to the amount of remedial work required.

A report to the July, 2015 Economic and Community Sustainability Committee highlighted concerns regarding footpath risk management in the CBD. The report identified an increase in the reports of trip hazards, notification of trips and falls and associated public liability claims in the CBD. The report also indicated that investigations and assessments have identified the primary cause of trip hazards within the CBD are the result of tree roots moving and lifting pavers and bitumen in parking areas.

In the five (5) years to the 30 June, 2015, there have been 21 instances of trips and falls in the CBD that have resulted in a claim or the potential for a claim to be lodged. In the 18 months to the 30 June, 2015, there were 19 customer reports of potential trip hazards in the CBD.

As a consequence, Council's insurer has placed a requirement on Council to this financial year to review its footpath inspection/management system to reduce the level of risk of trips and falls in the CBD.

Cost – Benefit Considerations

Council has recorded expenditure of \$25,099 in 2013/14 and \$25,330 in 2014/15 undertaking maintenance and repairs as a direct result of Plane Tree root damage in the CBD. As discussed, these repairs are often superficial in nature focusing on hazard removal and not necessarily renewing the damaged infrastructure (or resolving the underlying problem). This expenditure relates only to works in Otho Street (between Rivers and Byron) and Byron Street (between Campbell and Wood Street). In the area where the money has been expended, there are a total of 60 Plane Trees. This equates to approximately \$415 per tree per annum to try to repair the hazards they create for pedestrians.

There is a general acceptance that the Plane Trees planted on the street edges in the CBD need to be professionally pruned or pollarded on a regular basis if they are to be retained. Council obtained a cost estimate in 2012 of approximately \$500 per tree for this work to be completed by an Australian Qualifications Framework (AQF) level 3 Tree Worker. If this was undertaken every two (2) years to appropriately manage the scale of the trees, it would equate to a \$250 per tree per annum cost.

From this exercise, it is apparent that hazard reduction maintenance and tree pruning alone would cost Council a minimum of \$650 per Plane Tree per annum. Of course there are other costs associated with maintaining the trees which include litter clean up (street sweeping & cleaning furniture etc), pest and disease control (Sycamore Lace Bug is an emerging issue), risk inspections etc. These costs and the initial purchase/planting costs have not been included in the above calculations.

Council's technical staff have prepared an estimate to renew the damaged infrastructure associated with five (5) trees currently causing significant damage in the CBD. The total estimate is \$58,683, which equates to approximately \$11,700 for each tree (or approximately \$1000 per tree when spread over the 60 trees discussed above). It should be noted that it is only feasible to undertake these renewal works if the trees were to be removed.

Whilst there will always be conjecture associated with placing a monetary value on the contribution trees make to the urban environment, the work of leading Australian experts in this field is certainly relevant.

Some of the earliest work in Australia regarding the economic value of trees in urban areas was undertaken in 2002 by Professor Randy Stringer and Phillip Killicoat from the School of Economics at the University of Adelaide. They placed a dollar value on the benefits Adelaide's street trees were considered to provide such as energy savings (cooler environment), air quality improvement (pollutant uptake), carbon dioxide reductions, stormwater runoff reductions, increased property value and related benefits and savings for reductions in repaving streets (longer bitumen or asphalt life from cooler environment). They determined a gross annual benefit of \$171 per tree. At the time the nominated cost of maintaining an Adelaide street tree was approximately \$20 per annum (close to a 9:1 benefit in favour of the tree). This work was reviewed by Professor Stringer and Mark Brindal in 2009 where the annual benefit of an Adelaide Street tree was recalculated to be an estimated gross annual benefit of \$424 per tree. This is not inconsistent with the work of Dr Greg Moore from the University of Melbourne as cited by Mark Hartley in his "Tree Report 2015". Dr Moore calculated the gross economic value for 100,000 large mature urban trees growing in an Australian City to be approximately \$4M per annum (or \$450 per tree). Based on this information Arborist Mark Hartley is of the view the London Plane trees in the Inverell CBD would provide an estimated annualised benefit of around \$250 per tree.

Even if the high end reported value of annual urban tree benefit of \$450 was adopted, Council is clearly spending significantly more than this to try to maintain the Plane trees in the CBD. Based on the advice regarding the trees causing more damage as they continue to grow, this deficit will continue to widen.

Obviously there will always be a cost associated with appropriately maintaining street trees and this needs to be acknowledged and appropriately budgeted for. It is the balance of that cost in relation to the benefit the tree provides that needs to be examined. Not unlike the Adelaide Street tree example above, other studies have shown there is a cost benefit ratio of 6 to 1 in favour of urban trees (a \$6 benefit for every \$1 spent). Given expenditure on the CBD Plane trees significantly exceeds their likely maximum economic benefit, clearly this highlights an issue of concern. Whilst the expenditure is predicted to continue to increase, this raises justifiable questions regarding the sustainability of the current plantings.

Should a tree be removed, the Town Centre Renewal Plan (TCRP) has identified replacement of that tree with a suitable alternate species (Ornamental Pear or Chinese Pistachio) for street edge planting. There is no argument the removal of a semi mature tree will make a dent in the current urban canopy. This temporary negative impact needs to be balanced against the long term benefit of appropriately planting a suitable species now for future generations. Assuming a tree purchase and planting cost of \$2,000 to \$2,500 per tree this is not a significant cost when spread over the likely 60 year life span of the tree.

There has been some criticism of Council for failing to bring to account or adequately recognise what have been identified as "appreciating assets" in the form of street trees. There have also been claims of initial purchase price of \$4000 per tree for the Plane Trees planted during the 1990's CBD redevelopment. These matters were appropriately addressed by Council's Director Corporate and Economic Services when responding to a 'Fit for the Future' submission at the June, 2015 meeting of Council. The relevant comments from the Director Corporate Services have been reproduced below:

In respect of the valuation of street trees and their inclusion in Council's Asset Register as an "appreciating green asset", it should be noted that these assets cannot be included in Council's Asset Register and subsequently Council's Financial Statements. As Council is aware, and which has been confirmed by Council's Auditor, Council is restricted by the requirements placed on it by the NSW Local Government Code of Accounting Practice as specified by the Office of Local Government and the Australian Accounting Standards. Trees are not an asset class that are included in the Local Government Code of Accounting Practice and therefore the value of trees cannot be brought onto Council's Balance Sheet. Under the Australian Accounting Standards trees can only be recognised as an asset for "forestry purposes" (AASB140). To recognise an asset AASB116 is utilised under the Standard. If street trees and the trees in parks were able to be capitalised, which they are not, they could only be recognised under the Standard at either "historic cost" or "fair value".

The "historic cost" of all the trees and shrubs planted in the original CBD Redevelopment in 1996 was \$7,960.00. A "fair value" valuation as noted in the NSW Local Government Code of Accounting Practice is, "the price that would be received to sell an asset or transfer a liability in an orderly transaction between market participants at the measurement date. Where there is no market based evidence of fair value, councils need to estimate the fair value using the depreciated replacement cost approach. Depreciated replacement cost, is the current replacement cost less depreciation". As noted by the Auditor, if trees were able to be included in Council's Assets, and a tree died and was replaced with a \$200.00 tree, the maximum value that could be recorded would be \$200.00 which would then be depreciated. Council has also been advised by valuation specialists Australian Property Valuation – Valuation and Asset Management, who undertake the valuation of Council's Building, Parks and Reserves and other infrastructure (excluding road infrastructure), that the recognition of Assets under the Australian Accounting Standards cannot include amenity, social or other indirect financial matters. That said, Council holds an inventory of the CBD trees as tabled at previous Council meetings.

Retrospectively providing Beds around Plane Trees

Both Arborists (Hartley & Cody) have advised that the placement of beds or planting pits and barriers around the existing trees would only be a short term solution and be of little benefit. That aside, it is worthy of investigating the practical implications such a proposal would have.

Council would likely be aware that Tamworth Regional Council has been facing similar infrastructure damage and risk management issues with the London Plan Trees planted in Queen Street, Barraba. Fortunately for Tamworth Council, the trees in Barraba have not been compromised to the extent of those planted in concrete pipes in the CBD in Inverell. Nevertheless, the future of the trees in Barraba is still uncertain. Tamworth Council's Manager Parks and Horticulture Services, Mr Brian Sheedy recently indicated the trees have been monitored over the last 18 months at the request of Council. He advised that infrastructure damage and risk management issues continue to be observed. As part of the investigations conducted by Tamworth Council when considering the Plane Tree issue in Barraba, they engaged specialist consultants Insite EMLA. Insite EMLA provided Tamworth Council with an appropriate tree bed/pit and root barrier system that should be utilised should a Plane Tree be removed and replaced in a similar location with another Plane Tree. This gives an indication of the type of planting pit/vault considered necessary for a Plane Tree to appropriately grow. A plan of this planting system has been included in Appendix 4 (D43) for the information of Council.

Noting the dimensions (approximately 5m wide by 4m in depth) of the planting system as shown in Appendix 4, the retrospective placement of such around Inverell's trees would range from not feasible to a significant impost. A review of figures 2, 3 & 4 graphically show the limitations that would restrict any planting beds located in the footpath. For those trees planted in the roadway, constructing such pits would see the loss of over 40 car parking spaces in the CBD (two (2) spaces for each tree).

The Barraba Plane Trees that are in the roadway are currently in small beds (planting rings) with root barrier protection between the trees and the kerb. Mr Sheedy has indicated this has done little to combat the damage and risk management issues they are now facing. Hence Tamworth's consideration of an appropriate planting system for any future replacement plantings.

An example worth considering closer to home, is the mature Plane Trees in planting beds at the front of the Council Administration Office in Otho Street. These trees are estimated to be in excess of 50 years of age and contained in planter beds approximately 3 metres by 2 metres. A significant concrete root barrier was also installed approximately 12 years ago between the tree beds and the kerb. Despite this treatment, the tree roots have breached the barrier and have created ongoing issues with lifting pavers. It has been necessary to repair the pavers at least five (5) times around the one (1) tree in the last three (3) years. A number of Councillors witnessed the most recent repairs with large roots needing to be pruned some 9 metres away from the tree. These older trees in this section of Otho Street do not have the added complexity of being contained within a concrete pipe with spill over roots.

Technology now exists that enables the use of structural cells and semi permeable paving to provide tree planting vaults. This results in a flush finish with the surrounding surface and a great benefit when minimising the loss of parking spaces for roadway plantings. Such systems are suitable for new tree plantings.

Options

There are several options Council may wish to consider in response to this report, including:

1) Commence the staged removal and replacement of inappropriately planted London Plane Trees in the CBD as soon as practicable.

Council, at its meeting on 25 June, 2014 resolved inter alia to adopt the enhancement concepts contained in the draft Town Centre Renewal Plan (TCRP) for the purpose of guiding the future development of the town centre. The TCRP included the staged removal and replacement of the London Plane Trees.

This option is consistent with the expert advice provided to Council from two (2) well respected Arborists.

Consistent with the recommendations contained in the TCRP Council has secured over 200 advanced and super advanced trees for future planting around the town centre. These trees are being 'grown on' for Council with significant plantings proposed for Spring 2015 and Autumn 2016. These trees include 32 *Pyrus calleryana* "Chanticleer Pear" that are 4.4 metres tall and in 300L containers (see figure 10 below). The use of ornamental pears combined with Chinese Pistachios as replacement edge plantings is consistent with the concepts contained within the TCRP.

If Council resolved to pursue this option it would be proposed to commence with five (5) trees located throughout the core CBD that are having significant impact on adjoining infrastructure.



Figure 10 – 4.4 metre Chanticleer Pears that Council has secured for future planting.

2) Undertake further investigations and or consultation prior to making a final decision.

A formal report was first presented to Council in 2008 highlighting the emerging problem associated with root damage from the Plane Trees in the CBD. Since that time expert Arborists and a Landscape Architect have examined the issue in detail and reached the same conclusion. Council has also undertaken its own investigations to determine if any other suitable options exist to manage the Plane Trees planted in the concrete pipes. No credible alternative has been identified to date.

A more detailed cost benefit analysis could be undertaken by a suitably qualified third party. Considering the information provided in this report and the comments from Arborist Mark Hartley there would appear to be little to be gained from such an exercise. In particular, Mr Hartley stated in relation to a detailed cost benefit analysis that *"this will be of little to no benefit in this situation where the issues of the existing plantings are set to rapidly increase"*.

Formal consultation with the community regarding the staged removal and replacement of the Plane Trees commenced in March, 2014 as part of the Town Centre Renewal Plan process. Since that time, there has been extensive and ongoing discussion regarding the matter, including the lobbying from CIRA. It is considered there would be very few people who wish to offer a view on the subject who have not already done so.

3) Not proceed with the tree removal and attempt to manage the associated issues into the future.

Whilst this option would receive support from those opposing the removal of the trees it would also present a range of challenges for Council.

Retrospectively trying to surround the trees with planting pits and root barriers would come at a significant cost and according to the experts provide only a short term solution at best. Further, the location of many trees in the footpath restricts what action can be undertaken to minimise conflict with infrastructure. The extent of root spread (as detailed in this report) would mean major root pruning to enable such works around the base of each tree. Arborists have also warned against such activities given the inherent risk.

Should Council proceed with this option, it would place it at odds with the recommendations contained in two (2) expert reports it commissioned. Clearly, this raises issues from a risk management perspective. It is important that Council prudently manages its risk. This is audited on a regular basis by Council's insurers. Failure to appropriately manage risk may incur a financial penalty or denial of future claims.

Conclusion

As indicated by Mark Hartley in his original "Tree Report", the removal of any tree species will often evoke an emotive response in some quarters. Clearly, where a community appreciates and values an urban forest any proposed tree removal is likely to generate significant opposition at the time. Council values the role of the urban forest and has committed to significantly enhancing this in the Town Centre in the coming years.

Council's resource management decision needs to take into consideration a wide range of factors including community sentiment. Information put forward by CIRA has been included in this report and their recommendations actively investigated.

Decisions should focus on the long term and not just the issues we currently encounter. An appropriately planted and selected species is likely to thrive in the urban environment for 60 years and beyond.

Various expert opinion has identified significant issues with the London Plane Trees in the Inverell CBD. This is reflected in the maintenance cost and risk management issues confronting Council. The current trees have also been identified as having a compromised life span.

Whilst any decision to remove a semi mature street tree is difficult, Council needs to consider if it is in the best long term interests of managing the urban forest.

RELATIONSHIP TO STRATEGIC PLAN, DELIVERY PLAN AND OPERATIONAL PLAN:

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

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

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

POLICY IMPLICATIONS:

Nil.

CHIEF FINANCIAL OFFICERS COMMENT:

Nil.

LEGAL IMPLICATIONS:

Nil.

RECOMMENDATION:

A matter for Council.

APPENDIX 1



ROY'S TREE SERVICE

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TAMWORTH NSW 2340

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Fax: 02 67 607511

ABN 96 847 092 856

e-mail: roystree@bigpond.com WEB: www.roystree.com
Roy Cody Pty Ltd ATF Roy Cody Family Trust

Consulting Arborist:

Roy Cody B.Sc., Dip. Ed.

ISA Certified Arborist # WC3670

ISA Certified Tree Worker # 834

Mr Brett McInnes
Director Civil & Environmental Services
Inverell Shire Council
PO Box 138 Inverell NSW 2360

Dear Brett

Thank you for the opportunity to Peer review the report by Mark Hartley written in 2012.

Firstly, my qualifications for writing this report:

I am a Consulting Arborist with International Certificates awarded to me as a result of both theory and practical examinations successfully passed in San Francisco on 14/6/1997.

I was the second in NSW, third in Australia to become an "ISA Certified Arborist" and still, I believe the only Australian to hold the "Certified Tree Worker Certificate". I was the first and probably the only one in the world to gain both these certificates on the same day!

I passed the Certified Arborist exam in USA in 1997 under Northern hemisphere ideology... where the Southern side of the house is the SUNNY side and the Northern side the SHADY side. The exam was brought to Australia in the year 2000 and modified for the Southern Hemisphere. In the year 2000, in Canberra, it was offered to 25 of our BEST TRAINED Arborists in Australia... Trained by Burnley College at University of Melbourne, NSW TAFE or Qld TAFE and NOT ONE of the 25 candidates PASSED the exam. I do not hold an AQS5 certificate but with this accomplishment and 26 years as a practising and Consulting Arborist I am confident that I am way above the basic "Diploma of Horticulture level". I passed the exam with 80% where 70% is the PASS Mark and you must score at least 60% in each of the 10 different lobes to gain a pass. This exam is administered by ISA (International Society of Arboriculture), a World non-profit organisation committed to the improvement of trees, tree work, research and education about trees. Also, in California there are 273 trees on the species list. They laid out 10 samples of foliage and I HAD to score 6 out of 10 or I failed the exam!

In 1997, while on a working trip lasting 7 months to USA I attended a total of 9 seminars. I attended two separate **Tree appraisal seminars**, The first at the University of California in San Diego on 22 and 23 August 1997, (where I was an Invited Guest Speaker), and at Anaheim, California on September, 19th 1997, where the whole day was on TREE APPRAISAL or to be more explicit.... **Calculating a Dollar Value of a tree depending on its Species, Location, Size, Condition, Trunk Diameter, Expected future life, Risk of failure, Fungus and /or Insect damage etc... etc.**

During that 7 months in USA, I worked with some of the most prominent Arborists in USA, some of whom had travelled to Britain to teach the English Arborists some of their rigging techniques and demonstrate special equipment.

In 2004, as a result of my submissions and by presenting reports that I had written, I was recommended as a Consulting Arborist by the NAAA (National Arborists Association of Australia). At that time, I was the only person they recommended outside the Sydney area. NAAA has since changed its name to Arboriculture Australia.

I offer the above as justification for being able to write your report.

.....
PURPOSE OF THE REPORT:

To Peer review the previous Arborist report, Inspect the trees in the two main streets of Inverell and make recommendations concerning the long term management of the London Plane trees.

REPORT:

Firstly Mark Hartley is possibly the most knowledgeable and experienced Arborist in Australia. He has worked on several continents and is held in high regard on the international arena.

On 22/7/15 I travelled to Inverell and examined the trees in Ortho and Byron Streets.

The Plane trees, *Platanus x hybrida*, that were planted in 1200mm pipes, 900mm diameter have all had roots "escape" over the top of the pipes and have caused various degrees of damage to hardscape such as lifting kerbs, concrete edging, broken brick garden surrounds as well as lots of lifting of pavers which causes significant trippage problems if they are not lifted and reset. I could see where Council has had to lift the pavers and reset them at a higher level or on an increased slope to allow for the tree's lifting of hardscapes. The tree roots have come to the surface to escape the root restriction of the concrete pipes and they have found the aggregate or grit base for the pavers a very easy structure to penetrate and are going there looking for water that has come down through the cracks in the pavers. It is not surprising therefore that as soon as the pavers are lifted and these roots cut that the tree reacts by sending new roots looking for the moisture supply that has just been cut off. Each time the roots are cut it is an invitation for armillaria root rot to enter the wound and cause serious root damage that could cause the tree to fall over onto persons or vehicles in the street.

In Tamworth some ill advised council workers attacked the roots of several trees with an axe and trimmed them back from the steel grates instead of trimming a ring or two off the steel grate. The root rot is now well established in these trees which will cut short their life and add a risk of failure and injury to the public and property. See photo below.



A suggestion has been made about installing planter boxes or garden beds around the trees. This would only be a short term solution as the tree roots will still lift these barriers and escape into the paved areas underneath the barriers. You have the added problem that these garden beds will take up parking spaces in the streets which would be unpopular with shop owners as well as shoppers seeking a park in busy times. These planter boxes, if used at all, should only be placed around trees that have not already caused damage and would still only be a costly short term solution.

One of the conferences I attended in USA was specifically on the Evaluation of Street Trees. Unfortunately because of the method of planting these trees in too small of a restricting pipe it has seriously reduced the life expectancy of the trees. This causes a significant devaluation of the city's tree asset because of their reduced life expectancy as well as the cost of maintenance and repairs to the hardscape. The restricting of the roots in the pipe and the trimming of the surface roots also makes the stability of the tree questionable and could allow it to blow out of the ground in a strong wind.

I have closely examined the April 2012 Tree Report written by Mark Hartley and could not disagree with any of the statements and advice given.

CONCLUSION AND RECOMMENDATIONS:

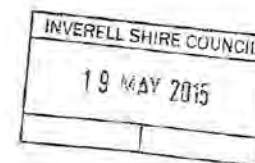
Having studied the report by Mark Hartley, my own inspection of the trees as well as examining your photographs of past infrastructure repairs, I believe that the trees will need to be removed in the near future. This could be done in a staged programme of removing the ones doing the greatest damage first and replacing them over a period of time to soften the impact of the loss of asset. Due to the method of planting in restrictive pipes the tree asset has become a liability due to the ongoing costs of repairs to the infrastructure. I believe the best long term solution is the staged removal and replacement (with suitable species) of the London Plane trees in the Inverell CBD.

Yours faithfully



Roy Cody 28/7/2015

APPENDIX 2

Plane Trees – Inverell Tree Inventory – 18/5/2015**EXECUTIVE SUMMARY**

The ISC has an appreciating green asset in Otho and Byron Street of \$2 million.

A part of that asset is made up of the plane trees that were planted after 1998 (17 years). They are worth over \$1 million dollars.

Their average value is over \$20,000.

They have appreciated in value 24% since that were planted at an original cost of \$4,000.

The fifty 17 year old plane trees have appreciated at a combined total of approximately \$240,000 over 2014/2015.

The deduction of the \$60,000 ISC annual tree maintenance cost still leaves \$180,000 appreciation residual.

Note that appreciation does not take into consideration the appreciation of the older historical amenity Plane Trees in Otho St from Evans Street to Henderson St.

In other words, the ISC has an appreciating asset worth over \$1,000,000 that will appreciate by \$240,000 this financial year 2014-2015 and it costs \$60,000 to maintain them. On those figures alone the plane trees are a very sound investment both now and for future generations of Inverell Shire Citizens.

What is concerning is Inverell Shire Council is planning to remove trees from the CBD without explaining to ratepayers the real financial value the trees have.

Trees similar to other Council assets such as roads, buildings and plant are a valuable asset with many having an initial purchase price of \$4,000 each but importantly also has an appreciated value that has a recognized process for calculation. The Council is planning to remove an asset worth in excess of \$1 million dollars and cart it to the tip as rubbish.

It is concerning that the Council's Balance sheets (the accounting method) used to value all Councils assets such as buildings, roads and plant, does not include the value of environmental assets such as trees by using a baseline initial purchase price which in many cases is four thousand dollars per tree, but also calculating the value as they grow using an internationally recognized method as engaged by

council such as Melbourne city council. Inverell shire council, by not adopting this methodology, must explain to ratepayer's why they are destroying as much as 1 million dollars of ratepayers assets.

CIRA has compiled this Inventory using an internationally recognized methodology of the tree values and their condition in the CBD of Inverell as a result of the TCRP Town Centre Renewal Plan passed by the ISC in 2014.

What has become apparent is the lack of a broad range on information upon which the community can make informed and up-to-date decisions.

Such an unfortunate oversight has resulted in decisions being made that do not effectively consider the long-term implications of the Inverell Shire's asset accumulation or divestment or the impact of such on Local, State and Federal economic, social and environmental programs and targets.

Moreover, decisions must be made that are based upon the best economic and scientific information available so future planning and maintenance can be based on World's Best Practice, thereby avoiding costly, well-intentioned but misguided and irreversible mistakes.

One only has to look how many local councils lost millions of dollars invested in the share market a few years ago. What seemed a good idea was really based on limited information arising from a "fad" driven market.

It is essential that this doesn't continue and that people don't make assumptions about a thing's value based on what was and not what is. The only way to avoid that is to constantly update and review information from a wide range of peer-reviewed sources.

This Tree Inventory is based on advice from arborists implementing internationally recognized and peer-reviewed procedures. The table of valuations used to determine the value of the trees in Inverell's Otho Street and Byron Street is based on the internationally accepted table of values devised by the American Council of Tree and Landscape Appraiser and the international Society of Arboriculture. The values are based on 2013 values so to have 2015 values one can simply factor in the CPI increases of the last two years.

This inventory has been conducted because of the apparent absence of one being conducted by the ISC that;

- 1. Establishes the amenity value of the trees**
- 2. Reviews maintenance procedures and said costs based on World's Best Practice**
- 3. Establishes a timetable of Best Practice maintenance and establishes a tree priority list of those most in need of maintenance.**

This Inventory has not been conducted by a professional arborist but has been developed after consultation with professional arborists and close and detailed application of the values and formulas used across Australia and internationally.

The Formula and Valuation tables are freely available to anybody interested in doing the valuations for themselves. In fact we at CIRA would encourage people to get a tape measure and the formula tables and do some measuring.

EXPLANATION OF HOW THE FORMULAS WERE APPLIED.

We used the formulas set out in the Urban Forest Tree Valuations used by the Melbourne City Council. This Document can be found on the Melbourne City Council Web Site as can the detailed 2013/14 FY DBH base values used when applying the formulas. These are ACTLA values that are broadly applied to different regions and countries.

Applying the Formula

The CBD definition was applied to Otho Street where River Street crosses it to Mansfield Street which means that part of the formula applies the value of 2.5.

Otho Street from Henderson Street to River Street and Byron Street from Mansfield Street to Wood Street was designated as "Significant Street near CBD centre" which means that a lesser value of 2 is applied to the tree formula. It is interesting to note that the original CBD plan designates the CBD as being from Henderson Street to Wood Street however it was decided to apply the tree values in a conservative manner.

The Formula is made up of the following:

A base value of the tree is determined by measuring the diameter of the tree chest height (1.4 metres) up the trunk. If the tree starts to branch before 1.4 metres then the diameter of the branches, at that height is calculated and are added together to get a total.

Taking the base value, a Species Factor is applied based on the natural life span of the tree. In the case of Plane Trees and Pistachios, the factor is 0.9 as they live more than 150 years and are fast growers.

Then an Aesthetics Factor is applied. In this case as the trees are Street or Pathway plantings the factor is 0.9

A Locality Factor is then applied. As the trees from River Street to Mansfield are in the City Centre the factor is 2.5. In the case of the trees in Otho Street from Henderson Street to River Street and in Byron Street from Mansfield Street to Wood Street the Factor of 2 was applied as it was determined that they were in a significant street near the City Centre.

Finally a Tree Condition Factor was applied. Each tree was given a score based on 6 criteria (Trunk, growth, structure, pests and diseases, canopy development and life expectancy).

In the case of the trees planted 15 years ago their Factor rating was 1.0 whereas the older trees from Evans Street to Campbell Street have been pollarded and have canopies that are not full or balanced. Therefore a Factor of 0.8 was applied to them.

Individual trees such as the Plane Tree outside the 4 x 4 shop in Byron Street were heavily penalized due to ill health and trunk damage having, factors as low as 0.2 and 0.4 applied.

The Kurrajong Tree, across the street from the Royal Hotel, was also effected by its unbalanced canopy, being hollow etc.

The trees in the roundabout coming off the bridge into Byron Street were valued but not counted in the total for Byron and Otho Streets. Neither were the six trees next to "The Byron Reconstruction in Evans Street, although they were valued. These tree were note included in the total as the ISC TCRP plan has not mentioned them for removal and the Mayor, in correspondence, has noted that the 6 trees in Evans Street opposite "The Byron Refurbishment", will not be removed. If the 9 trees were counted they would add over \$500,000 to the total as they are "Significant Amenity Trees, six of which have historical importance due to their age and the 3 trees in the Campbell/Byron Street roundabout having significant aesthetic significance.

Inverell Value Tree Inventory – May 2015

Total Value of Otho and Byron Street Trees

69 Plane Trees - \$2,008,846 –(Number of Plane Trees 17 years or less = 50 = Value \$1,024,370)

48 Pistachios - \$488,538

DOWN OTHO ST

27 Plane Trees – Total Value: \$1,142,169

10 Pistachio Trees – Total Value: \$72,270

6 Evans St Median Strip Plane Trees – Total Value: \$408,982(not counted in Byron and Otho St total)

-----Byron St-----

			Formula: Ax.9x.9x2.5x1
Surf and Fashion Raised Crossing Inv. Motel Pathology	Plane Tree – 26cm - \$12,113	Plane Tree – 32cm - \$18,350	Syretts Raised Crossing Raised Crossing Adriennes Body Shop Total = Plane Trees \$183,149 Pistachios \$16,377
	Plane Tree – 35cm - \$21,953	Plane Tree – 33cm - \$19,514	
		Plane Tree – 31cm - \$17,220	
	Plane Tree – 29cm - \$16,746	Plane Tree – 30cm - \$16,127	
	Plane tree – 35cm - \$21,953	Plane Tree – 31cm - \$17,220	
	Pistachio Tree – 25cm - \$11,200	Pistachio Tree – 17cm - \$5,177	
	Plane Tree – 35cm - \$21,953		

-----Evans St-----

			Formula – A x .9 x .9 x 2.5 x .8
Police Station Court House	Plane Tree – 51cm - \$37,289	Pistachio Tree – 24cm - \$10,321	
	Pistachio Tree – 15cm - \$4,031	Plane Tree – 59cm - \$49,905	
	Pistachio Tree – 37cm - \$24,532	Plane Tree – 27cm - \$10,450	
	Plane Tree – 82cm - \$96,401	Plane Tree – 61cm - \$53,346	
	Plane Tree – 78cm - \$87,225		

**DESTINATION REPORTS
TO ORDINARY MEETING OF COUNCIL 26/08/2015**

Govt Offices	Plane Tree – 59cm - \$62,382	Plane Tree – 67cm - \$64,357	Inverell Shire Council
Heavily Pruned	Plane Tree – 76cm - \$82,809	Pistachio Tree? – 53cm - \$6,090	Total = Plane Trees \$595,775 Pistachios \$44,974
	Plane Tree – 60cm - \$51,611		

-----River St-----

	Pistachio Tree – 13cm - \$2,421	Pistachio Tree – 18cm - \$4,644	Total = Plane trees \$363,245 Pistachios \$10,919
	Pistachio Tree – 13cm - \$2,421	Pistachio Tree – 10cm - \$1,433	
	Plane Tree – 64cm - \$46,978	Plane Tree – 75cm - \$64,516	
Regional Finance	Plane Tree – 52cm - \$31,013	Plane Tree – 92cm - \$97,078	Ambulance Station
	Plane Tree – 49cm - \$27,537	Plane Tree – 70cm - \$56,199	Old Service Station Site
Crowe Howarth	Plane Tree – 59cm - \$39,924		

-----Henderson St-----

EVANS ST (Opposite “The Byron” Rebuild)

Evans St Median Strip (Not counted in the Otho St Total)

Plane Tree – 69cm - \$68,257
Plane Tree – 71cm - \$72,271
Plane Tree – 76cm - \$82,809
Plane Tree – 76cm - \$82,809
Plane Tree – 33cm - \$15,611
Plane Tree – 78cm - \$87,225
Total = (\$408,982)

Inverell Tree Inventory – May 2015

Formula: $A \times .9 \times .9 \times 2 \times 1$

DOWN BYRON ST

42 Plane Trees – Total Value: \$866,677

38 Pistachio Trees – Total Value: \$416,268

3 Roundabout Plane Trees – Total Value: \$152,169

Campbell St Byron St Roundabout – (Not counted in Byron Street total)

Plane Tree - 38cm - **\$31,617**

Plane Tree – 58cm - **\$60,286**

Plane Tree – 58cm - **\$60,286**

-----Campbell St-----

Lane Way	Pistachio Tree – 38cm - \$25,877	Pistachio Tree – 24cm - \$10,321	Formula = $A \times .9 \times .9 \times 2.5 \times 1$ Coles
	Pistachio Tree – 25cm - \$11,200	Pistachio Tree – 22cm - \$9,280	
		Pistachio Tree – 25cm - \$11,200	
		Pistachio Tree – 27cm - \$13,063	
Raised Crossing	Plane Tree – 35cm - \$21,953	Plane Tree – 35cm - \$21,953	Raised Crossing Raised Crossing
	Plane Tree – 39cm - \$27,256	Plane Tree – 26cm - \$12,113	
		Plane Tree – 43cm - \$33,135	
	Plane Tree – 30cm - \$16,127	Plane Tree – 35cm - \$21,953	

**DESTINATION REPORTS
TO ORDINARY MEETING OF COUNCIL 26/08/2015**

Bridge Cafe	Pistachio Tree – 22cm - \$8,673 Pistachio Tree – 29cm - \$15,070 Plane Tree – 36cm - \$23,224		Dust Jacket
----- Otho St ----- Otho St Roundabout ----- T- Intersection with Byron St -----			
The Imperial	Plane Tree – 39cm - \$27,256 Pistachio Tree – 31cm - \$17,220 Pistachio Tree – 34cm - \$20,715 Plane Tree – 37cm - \$24,532	Plane Tree – 35cm - \$21,953 Pistachio Tree – 31cm - \$17,220 Pistachio Tree – 25cm - \$11,200 Pistachio Tree – 29cm - \$15,070 Plane Tree – 41cm - \$30,123 Plane Tree – 36cm - \$23,224 Plane Tree – 43cm - \$33,135	Me and Mr Jones
Lane Way			
Raised Crossing	Plane Tree – 35cm - \$21,953		Premier Store
Raised Crossing	Plane Tree – 35cm - \$21,953		Raised Crossing
	Plane Tree – 35cm - \$21,953 Pistachio Tree – 21cm - \$7,901 Pistachio Tree – 25cm - \$11,200 Plane Tree – 25cm - \$11,200	Plane Tree – 42cm - \$31,612 Pistachio Tree – 27cm - \$13,063 Pistachio Tree – 30cm - \$16,127	Total=Plane Trees \$446,608 Pistachios \$225,111

----- Vivian St ----- Vivian St Byron St Roundabout ----- Vivian St Taxi Rank -----

<p>Australian Hotel</p> <p>Raised Crossing</p> <p>Raised Crossing</p> <p>Raised Crossing</p>	Plane Tree – 35cm - \$21,953	Pistachio Tree – 22cm - \$8,470	Formula = A x .9 x.9 x2.5 x1 Freckles
	Pistachio Tree – 23cm - \$9,479	Pistachio Tree – 36cm - \$23,224	
	Pistachio Tree – 24cm - \$10,321	Plane Tree – 32cm - \$18,350	Raised Crossing
	Plane Tree – 38cm - \$25,877	Plane Tree – 39cm - \$27,256	
	Plane Tree – 24cm - \$10,321	Plane Tree – 52cm - \$48,458	
	Plane Tree – 43cm - \$33,135	Plane Tree – 18cm - \$5,805	Furniture Court
	Plane Tree – 35cm - \$21,953	Pistachio Tree – 32cm - \$18,350	
	Plane Tree – 25cm - \$11,200	Pistachio Tree – 25cm - \$11,200	Cinema
	Pistachio Tree – 11cm - \$2,166	Pistachio Tree – 24cm - \$10,321	
	Pistachio Tree – 24cm - \$10,321	Pistachio Tree – 24cm - \$10,321	
	Plane Tree – 36cm - \$23,224	Pistachio Tree – 24cm - \$10,321	Total=Plane Trees \$247,532 Pistachios \$114,173

-----Laurence St----- Laurence St – Byron Street Roundabout -----Laurence St-----
Liquid Amber 30cm – **\$16,127**

Thai Restaurant	Pistachio Tree – 25cm - \$11,200	Pistachio Tree – 20cm - \$7,166	Formula = A x.9 x.9 x2.5 x1
	Pistachio Tree – 25cm - \$11,200	Pistachio Tree – 16cm - \$4,586	
	Plane Tree – 39cm - \$27,256	Plane Tree – 22cm - \$8,673	
		Plane Tree – 25cm - \$11,200	

**DESTINATION REPORTS
TO ORDINARY MEETING OF COUNCIL 26/08/2015**

Raised Crossing	Plane Tree – 31cm – \$17,220	Plane tree – 29cm - \$15070	Raised Crossing
2NZ	Plane Tree – 25cm - \$11,200	Plane Tree – 32cm - \$18,350	McDonalds
Toyota	Plane Tree – 20cm - \$8,759	Pistachio Tree – 28cm - \$14,049	Tradelink
	Pistachio Tree – 29cm - \$15,070		Total=Plane Trees \$117,728 Pistachios \$46,908

-----Mansfield St----- Mansfield St Byron St Roundabout ----- Mansfield St -----

Subaru	Pistachio Tree – 22cm - \$6,983	Plane Tree- 36cm - \$18,579	Formula = A x.9 x.9 x2 x1 KFC
Ford	Pistachio Tree – 26cm - \$9,690	Plane Tree – 30cm - \$12,464	Shabu
Byron Spares	Pistachio Tree – 27cm - \$10,450	Plane Tree – 37cm - \$19,626	Print Anything
	Pistachio Tree – 13cm - \$2,421	Plane Tree – 37cm - \$4,140 (sick)	4 x 4 Total Plane Trees \$54,809 Pistachios \$29,544
	Kurrajong Tree – 63cm - \$26,554	Manchurian Pear Tree – 3cm - \$50	
	Manchurian Pear Tree – 4cm - \$50		

-----Wood St----- Wood St Byron St Roundabout ----- Wood St -----

Lawence and Hanson	Manchurian Pear Tree – 4cm - \$50 Manchurian pear Tree – 4cm - \$50	Manchurian Pear Tree – 4cm - \$50 Manchurian Pear Tree – 4cm \$50 Manchurian Pear Tree – 4cm \$50	Dalgety
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CONDITION OF TREES

In the process of valuing the trees their condition was assessed.
The majority are in good health with the exception of a couple.

The healthiest are the trees that are in beds that allow their base skirts to develop around the trunks as they need to have access to the atmosphere in this area. The trees in the Coles raised crossing are an example of this.

The plane tree is a shallow-rooted tree and a surface feeder, the roots of which can be managed by root barriers to a depth of 1.5 metres and beds that allow the uptake of nutrients as is successfully being applied by other councils such as Sydney and Melbourne.

It was apparent that trees that had bitumen right up to the trunk or have had beds removed to allow closer parking are struggling more than those in beds that are allowed to breath and uptake nutrients easily.

It was interesting to note that the older trees in Otho Street that were allowed to develop a skirt at the trunk base were happier and did not distort road surfaces as significantly as those trees that had to search for nutrient or struggle against the bitumen.

What is clear is that there has been a problem with the application of the right forms of maintenance to many of the trees, (especially the Plane Trees) which may have resulted in waste of maintenance resources. Best Practice procedures and techniques will go a long way to stemming the maintenance costs. Properly applied root barriers and beds reduced much of the problem based on the experience of other cities that have applied them. These city councils are generous with their time and advice.

What is clear from those urban and regional councils who have seen the benefits of accepting that their urban forests are a very valuable and appreciating "Green Asset" that need to be included in any asset audit along with other "Grey Assets", is that the economic benefits are substantial and are not in conflict with the environmental and social benefits and in fact, combine to have a substantial multiplier effect.

To quote from the Melbourne City Council Tree policy;

“Size Matters

A strategically located large-statue tree has a bigger impact on conserving energy and mitigating the urban heat island effect than a corresponding quantity of smaller trees. Larger trees do more to:

1. Reduce storm water run-off.
2. Extend the life of street surfaces.
3. Improve local air, soil and water quality.
4. Reduce atmospheric carbon dioxide.
5. Increase property values.
6. Enhance the attractiveness of an area.
7. Promote human health and wellbeing.

“The bigger the tree, the larger the benefits and, ultimately the better the community’s quality of life.”

What The Tree Values Show

The **69** Plane Trees have a value of **\$2,008,846**

The **50** trees planted 17 years ago have a value of **\$1,024,370** (approx.. value per tree = **\$20,000**)

When planted they cost **\$4,000** each with a total cost of **\$200,000**

The value of the trees has increased at approx. **24%** each year.

The **19** older trees in **Otho Street** have appreciated at a similar rate but for longer.

If annual maintenance cost **\$60,000 pa** then it is easily covered by the appreciating value of the trees alone.

Common sense decisions have to be made after balancing the appreciating Green assets against the maintenance of the depreciating grey assets. For example the linear metre cost of replacing kerbing and guttering is **\$75**. The ISC has its own kerbing and guttering machine.

Recommendations

- That the ISC recognizes that the removal of the Plane Trees from Byron and Otho Street is a retrograde step that will waste potentially \$2 million of appreciating assets.
-
- That a full tree inventory of Inverell trees be conducted, that includes values, tree condition, and long term strategic maintenance and budget plan so any decisions can be based on the most up to date facts, figures and best practice procedures and protocols.
- That the current maintenance program for the trees be reviewed and adopt “Best Practice Methods”.
- That those trees that have bitumen up to their trunks have it removed and beds established and/or replaced where they appear to have been removed as is the case in Byron Street where a number of the trees are in the road and not the footpath.
- As the plane Tree is a shallow rooted tree that needs a surface root skirt to form at the base of the trunk and for its nutrient requirements to be delivered in the top 30 cm of soil depth that beds be established that incorporate root barriers to a depth of 1.5 metres based on a linear metre cost of \$25 plus the cost of a trenching machine or back-hoe with a 300mm bucket. Note the \$25 linear metre cost includes the root barrier and the Sodium Bentonite fixer.

NB. This tree inventory is not complete, in that it does not list all the amenity trees within the Inverell streets outside the CBD. This will continue to be an ongoing growing document that will identify and value all amenity trees and overall urban forest.

In reality this really is something the ISC should be doing.

We at CIRA hope many people will start going out and measuring and valuing their own trees so they can see for themselves what valuable assets they have in their own town.

APPENDIX 3

Tree Report

Site Address: Inverell NSW 2360

Prepared For: Brett McInnes
Inverell Council
PO Box 138
Inverell NSW 2360

Prepared On: 20th July 2015

Report Number: CD1108

Prepared By: **Danielle Austin**
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Member - Society of Risk Analysis Australia & New Zealand

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Brief

The authors have been asked to:

- Visit various sites throughout the City Centre and examine multiple trees, hardscape issues and maintenance issues.
- Review community feedback
- Provide additional recommendations and comments.

Background

There has been a general absence of an overall Tree Management Plan for the town of Inverell. Planting, while in the main has been successful it has not been without problems.

- Large trees have been planted under wires.
- Planting, maintenance and cultural practices have resulted in the longer term complications.
- Trees have caused damage to the infrastructure, and on occasions, that damage has been quite extensive.

Trees in the main streets (Otho Street and Byron Street) were planted in two stages over the last few decades. Planting in the main street included the use of a 1200mm long by 900mm diameter pipe as a form of a root barricade.

The London Plane trees in the main street were lopped several years ago primarily to address problems associated with leaf drop and box gutters. In addition lopping was also undertaken to control growth, including slowing root growth.

An initial arborist report prepared by the Arborist Network was prepared on 23rd April 2012. This report should be read in conjunction with the earlier report.

Method

A site inspection took place on the 8th July 2015. An array of trees was inspected throughout the City Centre of Inverell. The trees that were inspected included *Platanus X hybrida* (London Planes) and *Pistacia chinensis*.

A Stage I Visual Tree Assessment (VTA)¹ was undertaken of a number of the trees.

Multiple hardscape sites were inspected. This included works that have been undertaken such as the removal of existing pavers, reinstallation of subgrade material and relaying of pavers.

Photographs were taken at various sites to:

- detail hardscape issues, and
- record specific tree characteristics, and
- provide suitable benchmarks for comparisons.

Images of hardscape issues and specific tree characteristics, provided by Inverell Shire Council were examined.

Information Provided

The Plane Trees –Inverell Tree Inventory – 18/05/2015. The Inventory was undertaken by the Concerned Inverell's Ratepayer's Association and provided to Inverell Shire Council. The inventory outlines the valuation of Inverell trees assets utilizing the City of Melbourne, Urban Forest Tree Valuation.

Limits

The report is not intended to be a detailed account and assessment of the issues associated with individual trees, individual hardscape issues or the valuation of individual trees or the entire urban forest.

This report must be read in conjunction with the initial report prepared by the Arborist Network dated 23rd April 2012 and be understood to be an adjunct to this earlier report.

¹ VTA – Visual Tree Assessment, as referenced below, is a systematic inspection of a tree for indicators of structural defects that may pose a risk due to failure. The first stage of this assessment is made from ground level and no aerial inspection is undertaken unless there are visual indicators to suggest that this is merited. Details of the visual indicators are contained in *The Body Language of Trees* by Mattheck & Breloer (1994). The use of a Visual Tree Assessment is widely used and standardised approach. Invasive and other diagnostic fault detection procedures will generally only be recommended when visual indicators of potential concern are observed.

¹ Mattheck, C & Breloer, H 1994 *Field guide for visual tree assessment (VTA)*, Arboriculture Journal 18:1-23

Observations

There are multiple trees planted within the commercial City Centre and adjacent areas of Inverell. The two dominant species that have been utilized are *Platanus x hybrida* and *Pistachio chinensis*. They have an estimated age ranging between 14 – 18 years.

The trees have been planted within confined spaces on the sidewalk area in front of the commercial buildings and within the roadway between designated vehicular carparks.

Roots from many of the *Platanus x hybrida* have caused minor to extensive infrastructure damage including damage to:

- the adjacent kerbs, and
- adjacent pavers, and
- raised garden beds.

Remedial work has been undertaken on adjacent kerbs and extensive work has been recently been undertaken in lifting pavers, cutting surface roots and resetting the pavers.

Roots from the *Pistachio chinensis* appear to not have the same impact on the surrounding infrastructure. Minor displacement of individual pavers and lifting of tree grates were observed. A number of tree grates had been imbedded into the base of the trees.

Discussion

Garden Management and Maintenance

Trees planted within an urban forest need to take into consideration the requirements of the tree, their establishment, environmental conditions and ongoing maintenance. The negative impacts that can result from trees being planted in confined spaces needs to be considered including potential damage to the trees, infrastructure and economy.

There is a clear and distinct competition for physical space between the roots of the *Platanus x hybrida* and the surrounding infrastructure. The problems associated with damage caused by the London Planes will continue and increase in frequency and severity as the trees age.

A suggestion has been proffered by a community group. The proposal involves the removal of pavers to provide more space or the installation of a garden in order to address the issues caused by roots of the Plane trees.

It should be noted that, the trees are only young specimens and will continue to grow. Even with the implementation of this suggestion, it will only be a matter of several years before roots that are further out cause similar damage to the surrounding rigid surfaces. As a result, this would only give short-term relief resulting in the same issues occurring several years down the line. As such the idea offers only an interim solution that has a limited application.

The construction of garden beds is really best implemented around trees:

- that are not slated for removal in the next few years, and
- located in a paved area suitably distant from other hard surfaces, and
- that are not already causing damage to hard surfaces other than the pavers, and
- where the pavers need to be lifted and reset to reduce trip hazards.

This solution must be weighed carefully and is unlikely to be suitable for many of the trees. Where it is more cost effective to lift the pavers and install a garden bed rather than doing repairs over several years, where adequate space exists and where the trees are likely to be retained for 3 to 5 years before they are replaced then this may be an appropriate interim solution.

The loss of footpath area, loss of car parks and alteration of infrastructure also needs also to be appropriately weighed. These restrictions, maintenance and infrastructure costs will result in an impact on the use and usability of the surrounding area.

It is not known what impact planting the trees into pipes and the presence of the hardstand beneath the pavers has had on the root morphology of the trees. Therefore, should the decision be made to install interim garden beds, due diligence and care needs to be taken when root pruning is being performed.

The subgrade material that was originally laid to provide stability to the pavers needs to be taken into consideration. This compacted subgrade has the potential to keep roots close to the surface. The hard surface may also result in roots coalescing on or near the surface creating ongoing maintenance and stability concerns. (Trees in the median planting in Evans Street, in part, demonstrate this issue.)

Post benefit analysis

There are some concerns when utilizing The City of Melbourne Urban Forest Tree Valuation when undertaking a cost benefit analysis of these trees. The method is designed to set a valuation for trees that need to be removed in order to allow development to occur. It is not intended for the purpose for which it has been used.

That said, the economic contribution of trees to the urban environment is able to be quantified and a cost benefit analysis of trees should be taken into consideration when making decisions such as the removal of the trees. In doing so any analysis should consider the costs of maintaining the trees as well as the benefits provided by replacement trees.

The residents do not appear to take into consideration that there are costs associated with maintenance and repair of the infrastructure damaged by the trees. These maintenance costs are only going to increase as the trees continue to get older and the roots get larger. It also fails to consider that because of the uncertainty associated with the root morphology, there is a high likelihood that the trees will need to be removed at some stage in the near future.

In undertaking a thorough cost benefit analysis the benefits of all options need to be weighed against the projected costs of each option. In addition, the life expectancy of each option also needs to be considered. Whilst there will be a loss associated with the removal of the existing trees there will be a sizable reduction in the maintenance costs. In addition, the increasing value of any replacement tree and the longevity of these plantings also need to be considered.

There is a significant proportion of the city centre canopy that is comprised of *Platanus x hybrida*. These trees are comparatively young specimens. Their removal at this stage of their life, whilst regrettable, will be much less significant than it would be when there is no other option but to remove the trees in a number of years' time.

As a result, the quicker these new trees can become established and provide a similar amenity to the area expeditious, the greater the benefits and the less the losses will be.

Trees that are planted correctly today will outperform and have greater longevity in the urban forest than the specimens present in the current situation. Whilst the removal of the existing trees will result in a temporary reduction in the canopy within the urban environment, this reduction will be a short term loss with significant long term benefits. A timely replacement and management program is critical and vital in maintaining canopy coverage.

All trees provide some value, and it is difficult to put an indisputable figure on factors such as visual amenity. However, trees do provide benefits that can be assessed empirically. Moore (2009)² suggests 100,000 "large mature urban trees growing in an Australian city" can provide an annualised benefit of over \$45,000,000 or an annualised benefit of more than \$450 a tree. These trees are not large and a more realistic estimation is likely to be around \$250 per tree per year.

It seems likely that substantially more than this is already being spent each year on maintaining just the root problems associated with many of these trees, ignoring cost of damage that is still to be repaired. As the trees increase in size the problems with the roots will only increase.

² Moore G 2009, *Urban Trees: Worth More Than They Cost*, Treenet Day 1 Session 3

Recommendations and conclusions

1. A staged removal and replanting program is still considered to be the best solution in this situation. To minimise the impact, this should be commenced as soon as possible.
2. There may be a limited application for garden beds around several of the trees as an interim solution where this is deemed to be cost effective given all the considerations. Some generalised specifications have been included below. This is not considered to be a suitable short term solution for most of the Plane trees and is not a solution that will address the issues of past planting issues or design issues associated with the Plane trees.
3. If a detailed cost benefit analysis is required it is recommended that the method outlined in Stewart, O'Callaghan and Hartley (2013)³ should be followed. It is suggested, however, that this will be of little to no benefit in this situation where the issues of the existing plantings are set to rapidly increase.
4. Any valuation needs to take into consideration not only the loss of the existing trees but also the increasing costs of maintenance. This needs to be weighed against the much greater landscape functionality of the new planting combined with their increasing value and greatly reduced maintenance costs.
5. There are multiple challenges and issues that need to be taken into consideration when managing an urban forest. The concerns and issues of community expectations have been expressed and weighed by the authors.
6. The Plane Trees –Inverell Tree Inventory – 18/05/2015, that was undertaken by the Concerned Inverell's Ratepayer's Association has not considered the projected ongoing maintenance costs, infrastructure damage and the associated liability issues, or the inevitability of the need to remove a number of the trees in the short-term future (10 – 20 years due to instability issues).

³ Stewart, MG, O'Callaghan, D & Hartley, M 2013, *Review of QTRA and Risk-based Cost-benefit Assessment of Tree Management, Arboriculture & Urban Forestry*, vol. 39, no. 4, pp.165–172 International Society of Arboriculture Champaign, Illinois

Garden specifications

Where a decision is made to install one or more garden beds as an interim solution the following specifications may be a suitable starting point.

Installation of the garden bed needs to take into consideration:

- Protection of the existing tree
- Level changes – excavation and due diligence and care needs to be taken when root pruning
- Potential compaction and importation of subgrade material to prevent the potential of coalescing surface roots.
- If extensive root pruning is required, the trees removal and replacement with a more suitable species needs to be considered.
- The garden edging should, ideally, be soft-scaped with a strappy architectural species including however not limited to: *Liriope muscari*, *Ophiopogon japonica* and *Lomandra longifolia* 'Tanika'.
- Mulch the exposed surface area of the garden bed to a depth of 75 – 100mm with a suitable material including Eucalyptus wood chip feathered to 25 mm near the edges

Should you require any further information, do not hesitate to call our office for assistance.

Mark Hartley

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Tamworth Regional Council – Ordinary Council – 8 April 2014

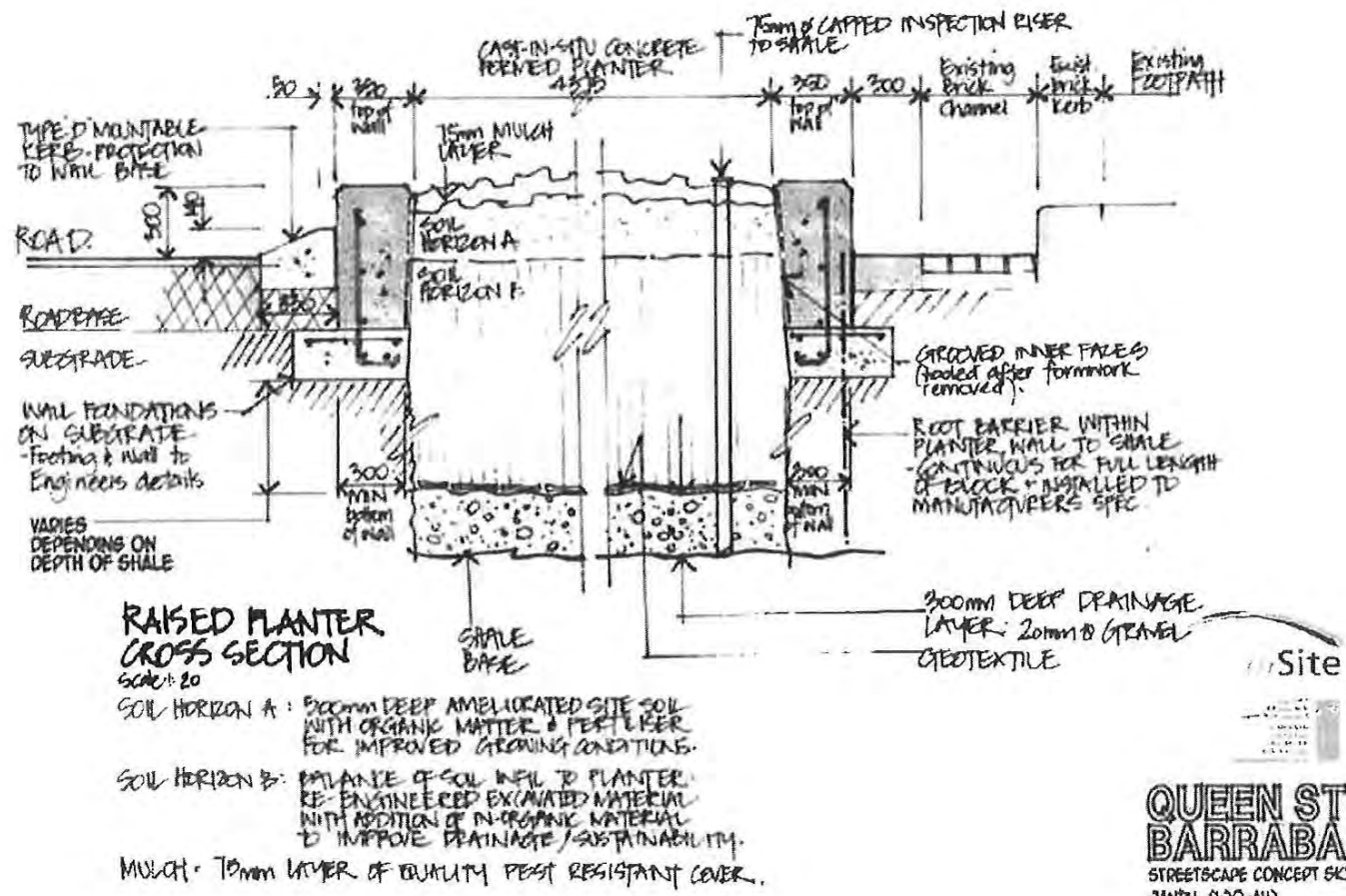


Fig.2 Cross section of proposed raised planter.

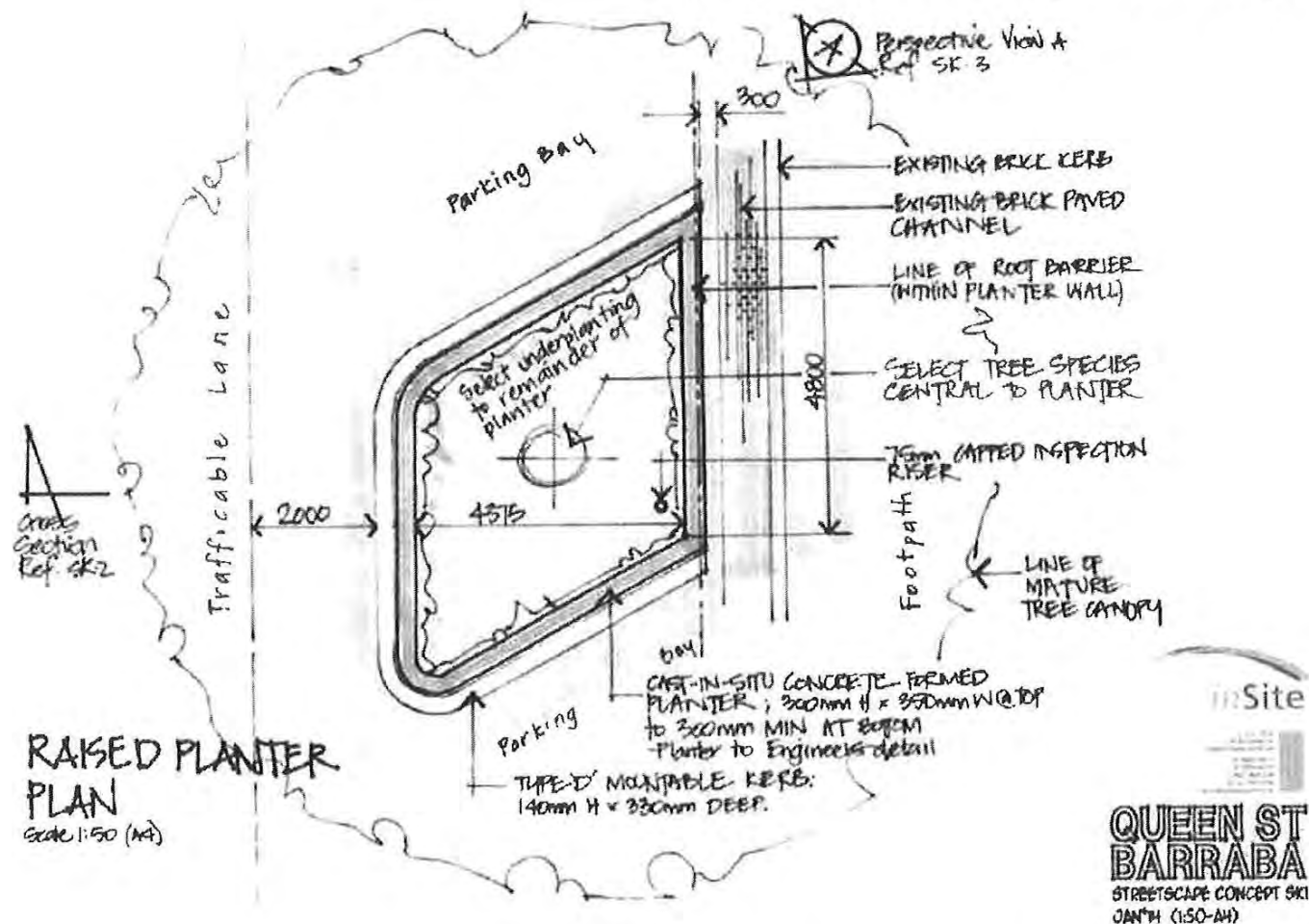


Fig.3 Plan view of proposed raised planter

ITEM NO:	4.	FILE NO: S21.16.1
DESTINATION 4:	A strong local economy	B
SUBJECT:	MEMBER ONLY RECREATIONAL VEHICLE (RV) PARKS	
PREPARED BY:	Ken Beddie, Director Corporate and Economic Services	

SUMMARY:

Council has received a request from the Campervan and Motorhome Club of Australia (CMCA) seeking expressions of interest from Councils interested in establishing CMCA RV only Parks in their regions. Council is asked to consider the request.

COMMENTARY:

Council has received the following correspondence for the CMCA.

To the Mayor and the CEO/General Manger,

The Campervan & Motorhome Club of Australia (CMCA) has initiated a project to establish an Australia wide network of member only recreational vehicle (RV) parks. These RV Parks will provide low-cost, no-frills accommodation for self-contained RV tourists, including motorhomes, caravans, campervans, 5th Wheelers, camper trailers etc.

CMCA has identified a significant gap in the market for this style of accommodation, driven by the tremendous growth in the number of self-contained (on-board, shower, toilet, freshwater tanks and electricity generation, with the ability to contain black and grey water waste) sold in Australia (almost 27,000 in 2014). At the same time, the availability of low-cost camping areas that specifically meet the needs of these vehicles has reduced significantly. Self-contained RVs have minimal accommodation requirements extending only to a dump point for grey and black waste, access to potable water and a place to park.

Over the past decade caravan parks have invested heavily in facilities such as jumping pillows, swimming pools, playgrounds, games rooms, mini gyms and the like, to become more resort focused and attract the family market. The cost of these upgrades combined with increases in rates, insurance and other charges make it no longer commercially feasible for many caravan parks to meet market demand and price expectations for low-cost camping, being unpowered sites at or less than \$10 (see attached Position Paper).

The CMCA project is receiving very favourable feedback from local government as many councils are struggling to manage the rapidly growing RV tourism market and maximise the social and economic benefits this market can deliver, while minimising costs and problems. As outlined in the attached Project Overview, CMCA is seeking opportunities to lease or even purchase property to establish RV Parks and in establishing RV Parks the Club will take all responsibility for the management, maintenance and promotion of these facilities (see attached Project Overview).

The CMCA RV Park Project is based on similar member only accommodation facilities available through the major RV clubs in the UK and New Zealand and these are very successful in servicing the RV tourism market. In developing an Australia wide network, we see significant opportunities for partnering both nationally and internationally with tourism organisations, RV rental businesses and other areas of the domestic and inbound tourism markets, to position Australia as one of the great RV tourism destinations.

CMCA is inviting expressions of interest from any New South Wales council interested in establishing a CMCA RV Park in its region, either by converting an existing camping ground to an RV Park or by establishing an RV Park on land currently not in use. If your Council is interested in this project and wants further information, please contact Colin Balfour on 0412 373 544 or colinbalfour@cmca.net.au

Kind regards,



Contained in Appendix 5 (D47 – D65) is a copy of the CMCA RV Parks Project Overview. The basics of the proposal as detailed in Appendix 5 are as follows:

Required/preferred property attributes

When identifying land for acquisition the following attributes will be considered:

a) Required (essential) attributes

1. In a safe and sustainable location,
2. Provides ease of access for all vehicles including large motorhomes and fifth wheelers,
3. Access to potable water,
4. Acceptably flat land of approximately 10,000m² (approx. 40-60 vehicles),
5. Likely to receive all necessary consents and approvals,
6. Adjacent to or within easy access of major roads or highways,
7. Able to install a dump point at or within 200m of the location,
8. Fits with the long-term objective of an integrated national RV accommodation network.

b) Preferred (non-essential) attributes

1. Away from residential neighbourhoods,
2. Provide a tranquil and scenic setting,
3. Adequate fencing,
4. Reticulated sewerage,
5. Water and electricity,
6. Reasonable proximity to tourist and recreational attractions,
7. Within reasonable walking distance of retail outlets.

Costs/revenue

- Average establishment cost per RV park (including property purchase where required) = \$45,000
- Average RV park size = 50 vehicles
- Average RV park occupancy = 50%
- Average accommodation charge per person, per night = \$3.00
- Revenue per site = \$50,000
- Management/lease/maintenance cost per RV park = \$42,000

These costing anticipate an average monthly operational cost of \$3,500 per site. These costs would include lease payments, rubbish removal, mowing and general maintenance, electricity and management. It is envisaged staff costs for management and administration will be allocated to overall operational costs. CMCA will aim to generate a small surplus from operating RV parks with this used for any further acquisition activity.

In respect of this matter, it is advised that Council has also received correspondence from the Caravan and Camping Industry Association of NSW (refer to Appendix 6, D66 – D68). This Organisation raises a number of concerns in respect of the CMCA RV Parks Proposal and indicates that it is their view that sufficient capacity already exists in the Industry to cater for the accommodation needs of touring Recreational Vehicles.

Council will be aware of the issues raised in respect of the touring Recreational Vehicle, Caravan and Campervan market over the last four (4) years, and that further, any facility that is established as well as competing with existing commercial businesses in the Shire, will also be in direct competition to a number of Council controlled facilities.

Council is asked to consider this matter.

RELATIONSHIP TO STRATEGIC PLAN, DELIVERY PLAN AND OPERATIONAL PLAN:

Strategy: B.08 Promote the Shire as a destination for visitors.

Term Achievement: B.08.01 Programs are in place that promotes the Shire as a unique holiday experience.

Operational Objective: B.08.01.02 To facilitate the provision of a wide range of visitor accommodation choices.

POLICY IMPLICATIONS:

Nil.

CHIEF FINANCIAL OFFICERS COMMENT:

Council has a significant investment in Copeton Northern Foreshores, the Ashford and Yetman Caravan Parks and also the existing free Pindari Dam Recreation Area.

LEGAL IMPLICATIONS:

Nil.

RECOMMENDATION:

A matter for Council.

APPENDIX 5



CMCA RV Parks

Project Overview

March 2015

CMCA RV Parks

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1 Project Overview

The Campervan & Motorhome Club of Australia Ltd (CMCA) will undertake the development of member only recreational vehicle (RV) parks, specifically targeted to self-contained RVs as defined under the Club's Leave No Trace[®] Scheme. The development of these RV parks will provide a clear and exclusive member benefit that will differentiate CMCA from all other RV clubs in Australia and make club membership desirable for any LNT self-contained RV owner of a motorhome, campervan or caravan.

CMCA seeks to emulate the NZMCA model and grow membership by offering unique member only accommodation benefits. This should equate to a strong growth in memberships.

1.1 CMCA Goal

Develop an Australia-wide network of member-only CMCA RV parks that deliver an integrated network of world-class RV accommodation facilities to meet the needs of CMCA members with Leave No Trace[®] certification.

Develop key RV tourism infrastructure that will allow CMCA to partner with state tourism organisations and Tourism Australia to promote Australian RV tourism to intrastate, interstate and international markets.

2 Business Objectives

2.1 The Challenge

CMCA is experiencing stagnant membership growth, particularly when considering that there are 25,000 RV's being sold in Australia each year. Further to this, the number of caravan parks in Australia is declining at an average rate of 13 per year with caravan park accommodation being further reduced by ongoing moves to convert current unpowered sites to fixed accommodation. This continues to reduce the availability of accommodation suitable for self-contained or semi-self-contained RVs within the caravan park network.

The growth in sales of campervans and motorhomes in Australia is being significantly outstripped by the growth in caravans with on-board shower, toilet and fresh water tanks. The BDO Caravan and Campervan Data Report 2014 of RVs suggests a significant majority of RVs sold in 2012 were caravans between 1.6 and 3.0 t, vehicles most likely to have on-board toilet and fresh water tanks and therefore able to meet leave no trace certification. While self-containment issues were unique to motorhomes and campervans a decade ago, these issues now cover a wide range of RVs including camper trailers, caravans and 5th wheelers.

In order to increase membership, CMCA must develop a range of unique and tangible membership benefits, over and above the existing key benefits of insurance and The Wanderer magazine. Key target market and future growth is those aged between 35 and 55 years and/or owners of self-contained or semi-self-contained caravans.

It is estimated there are at least 120,000 RVs registered in Australia that either meet the criteria of CMCA Leave No Trace® Scheme or have the potential to do so. CMCA membership currently represents 66% of all campervans and motorhomes and if the CMCA could achieve the same level of representation across all self-contained RVs, including caravans, the club could increase current membership by something like 160% to 80,000 member vehicles.

2.2 The Solution

State governments are changing policies to support the development of basic camping options to meet the needs of self-contained RVs. These policy changes are in turn freeing up local government to explore new opportunities to develop RV tourism. CMCA seeks to partner with local government to either lease existing camping grounds or establish new RV parks on land leased from them. Where suitable property is not available through leasing, CMCA will consider purchasing freehold property. Developing CMCA RV Parks will provide low-cost accommodation for self-contained CMCA member vehicles and a strong incentive for any owner of a self-contained vehicle to join the Club.

CMCA is in a unique position to establish member only RV parks due to:

- Significant funds on hand to lease and develop, or where needed purchase, properties as basic RV parks.
- A large, geographically diverse membership base able to provide advice and support to the property acquisition process.
- A network of State Representatives liaising with State and local government
- A Board committed to developing significant member benefits and through these, growing the membership base.
- The skills, experience and capacity of senior management.

3 The Project

3.1 Project goals

1. To establish a minimum 100 RV parks by 2019
2. To promote the CMCA RV parks as a key club benefit that drives membership growth to over 50,000 vehicles by 2019

3.2 Project benefits

1. CMCA membership growth
2. CMCA property portfolio
3. CMCA a major RV accommodation supplier
4. CMCA an inbound tourism supplier
5. Greater recognition and support of CMCA by Federal and State government
6. Significantly increased CMCA brand equity

3.3 Project deliverables

1. RV parks of a quality and style that are acceptable to the majority of CMCA members wanting basic camping options.

2. A set of strategies to guide camping ground acquisition and development processes that maximise user benefits and minimise cost and risk issues.
3. A comprehensive, Australia-wide network of RV parks that provides CMCA members accommodation options at most frequented locations.
4. Leases on of either public or private land, or where leasehold options are not available purchase freehold land, on which to establish RV parks.
5. An integrated and consistent RV accommodation product that can be marketed internationally, particularly to members of RV clubs elsewhere in the world.
6. A cost efficient online booking, payment to support access and use of CMCA RV parks.
7. Active and consistent promotion of the CMCA camping ground network across a range of media, to attract new members and retain existing members.

3.4 Project Exclusions

- Ongoing management and maintenance of RV parks.
- Training and scheduling of camping ground caretakers, where required.
- Management and maintenance of payment and booking system.
- Ongoing liaison with councils and other stakeholders to support established RV parks.

Note: These exclusions are from the acquisition and development phase of the CMCA RV Parks but are included in the RV Park Management and Maintenance Policy which addresses ongoing management of the RV parks with implementation of this policy the direct responsibility of the CEO.

3.5 Property Acquisition

Property acquisition will be guided by a Property Acquisition Strategy document that will outline the key set of strategies to underpin property acquisition activities. These strategies will help determine preferred location, size and type of properties along with timeframes and growth requirements on a State by State basis. This strategy document should be finalised in early 2015.

Property acquisition will take place either through working with local real estate agents to identify appropriate land available for lease or purchase or liaison with councils. Where possible, CMCA will seek to lease property on long-term commercial leases and where suitable leasehold property is not available, purchase freehold property.

CMCA will initially seek to access its RV Friendly Town™ network and negotiate to lease the existing camping ground where these meet the required property attributes. This will guarantee these towns long-term RV Friendly status while relieving councils of the costs of management and maintenance.

3.5.1 Required/preferred property attributes

When identifying land for acquisition the following attributes will be considered:

a) Required (essential) attributes

1. In a safe and sustainable location
2. Provides ease of access for all vehicles including large motorhomes and fifth Wheelers
3. Access to potable water
4. Acceptably flat land of approximately 10,000m² (approx. 40-60 vehicles)
5. Likely to receive all necessary consents and approvals
6. Adjacent to or within easy access of major roads or highways
7. Able to install a dump point at or within 200 m of the location

8. Fits with the long-term objective of an integrated national RV accommodation network

b) Preferred (non-essential) attributes:

1. Away from residential neighbourhoods
2. Provide a tranquil and scenic setting
3. Adequate fencing
4. Reticulated sewerage
5. Water and electricity
6. Reasonable proximity to tourist and recreational attractions
7. Within reasonable walking distance of retail outlets

There will be a number of benefits for local government in facilitating the lease of land to establish a CMCA RV Park including:

1. Development of a sustainable, eco-friendly tourist facility, delivering the lowest greenhouse gas emissions of any type of tourist accommodation
2. Onsite custodian to ensure RV Park users meet CMCA Leave No Trace® standards, along with any lease or other Council requirements.
3. No management costs or Council staff tied up in overseeing compliance, bookings or collecting fees
4. No maintenance costs or costs for upgrades and improvements
5. Access to CMCA volunteers for events and community projects
6. Direct return to ratepayers through rates and lease payments
7. Indirect return to ratepayers through purchases from local businesses by CMCA members using the RV Park
8. Direct benefits to local businesses through increased tourism spend
9. No competition policy or compliance issues with caravan park operators
10. Privately operated, members only, non-commercial camping ground for self-contained RVs with any self-contained RV owner able to join the club by phone or Internet.
11. Tourist facility linked into a national tourist accommodation network and supported by national and international promotion through marketing activities of CMCA and its partners.
12. RV Friendly Town™ status.

4 Risk Management

A full risk management plan with associated risk register will be developed for the project. Identified key areas of risk are:

- **Financial Risk** - failure to meet funding, budgeting and financial reporting targets.
- **Operational Risk** - failure to meet implementation targets, identify appropriate properties for acquisition and develop these properties into usable and acceptable RV parks.
- **Strategic Risk** - inability to support targeted strategic outcomes for the project including RV park usage and membership growth
- **Hazard Risk** - failure to identify and mitigate hazards during the development of RV parks

5 Costs/revenue

- Average establishment cost per RV park (including property purchase where required) = \$45,000
- Average RV park size = 50 vehicles
- Average RV park occupancy = 50%
- Average accommodation charge per person, per night = \$3.00
- Revenue per site = \$50,000
- Management/lease/maintenance cost per RV park = \$42,000

These costings anticipate an average monthly operational cost \$3,500 per site. These costs would include lease payments, rubbish removal, mowing and general maintenance, electricity and management. It is envisaged staff costs for management and administration will be allocated to overall operational costs. CMCA will aim to generate a small surplus from operating RV parks with this used for any further acquisition activity.

6 Implementation

6.1 Stage 1 - BETA sites

To initiate this process, the Board will approve the acquisition and development of four BETA sites along the east coast, covering Queensland (2), New South Wales (1) and Victoria (1). Developing the sites will allow CMCA to gain better understanding of the various issues involved in setting up member-only RV parks before officially launching a camping ground policy and strategy to members and the public. Learnings from these sites should help formulate acquisition, development and operational templates compatible with the legislative environments of each State. It will also help to finalise the draft CMCA property acquisition policy and develop an acquisition strategy to guide ongoing activities.

It is anticipated that Stage 1 will be completed by June 2015.

6.2 Stage 2 - Annual Acquisition & Development Plan

In tandem with the development of the initial BETA sites, a plan for the ongoing rollout of CMCA RV parks will be developed with implementation to commence on or around May 2015, following completed development of the BETA site and full analysis and documentation of this process.

There will be an initial plan for the third quarter of the 2014/2015 financial year plus a full plan for 2015/2016. This planning process will include an acquisition strategy aimed at focusing CMCA resources on targeting areas of highest demand and/or locations with the greatest potential to drive membership growth. This strategic approach to property acquisition will provide clear guidelines to CMCA State Representatives undertaking initial assessment of proposed properties and avoid any ad hoc acquisitions that do not support an integrated RV accommodation network.



CMCA Position Paper

Low Cost, Self-contained RV Accommodation

February 2015

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1. Synopsis

- Innovative technology has significantly changed the facilities and capabilities of modern recreational vehicles with a major shift in the RV market to self-contained vehicles, those with on-board shower, toilet, water storage and electrical generation capacity.
- Changes in vehicle facilities and capabilities have in turn significantly changed the type of accommodation self-contained RV tourists want and prefer, with the market moving towards low-cost, no-frills camping and away from caravan parks.
- Self-Contained recreational vehicles (RV) are the major growth area of RV tourism, with most of this growth now occurring through the manufacture of caravans from 1.6 tonnes to 3 tonnes.
- The key market for caravan parks is families, with caravan parks competing aggressively with each other, and other low-cost accommodation providers, to attract this seasonal market.
- A secondary market for caravan parks is the touring market, predominantly retirees, and self-contained RVs are a significant segment of this market.
- The basic accommodation product for self-contained RV tourists is a dump point, potable and non-potable water and a place to park. RV tourists are prepared to pay up to \$10 a night for this product.
- Most caravan parks need to charge \$30 per night or more for an unpowered site in order to cover costs and get an acceptable return on investment.
- There is a gap in the RV accommodation market between the price of the lowest cost product provided by most caravan parks and the price self-contained RV tourists are prepared to pay to access basic, no frills RV accommodation.
- To address the RV accommodation market gap and meet the needs of self-contained RV tourists, many councils are providing low-cost, non-commercial RV accommodation options.
- There are significant economic benefits to local communities when councils provide low-cost accommodation to maximise visitation by RV tourists, along with challenges for councils in providing these services.
- Councils must develop policies and associated management plans to effectively manage RV tourism in their regions.
- Councils should involve their communities in the development and management of RV tourism to ensure clear understandings of the issues and challenges this market presents and to maximise the economic and social benefits it can deliver.

2. Overview

The development and management of low-cost accommodation facilities for the self-contained RV market must be understood in the context of the impact of technology on RV manufacturing and how this has driven the growth of RV sales in Australia over the past decade.

Some of the key innovations over the past 10 years influencing RV design include:

- More efficient and cost-effective solar panels providing no-cost, renewable energy to the vehicle.
- LED lighting dramatically reducing power consumption.
- Construction methodologies using light weight composite, highly insulated panels.
- Vacuum toilet technology, developed for aircraft toilets, being transferred to the RV market.
- Instant, energy efficient hot water systems from the domestic market adapted for RV use.
- Low decibel inverter generators producing less than 60 dB.
- Availability of low cost, high capacity pure sine wave inverters allowing the direct connection of devices such as lap tops, mobile phones, tablets, HDTV, compressor refrigerators and the like to the RV environment.
- Lithium ion batteries 50% lighter than the equivalent lead acid batteries, with three times the longevity, significantly faster recharge and providing a more cost effective energy storage option.
- Automatic satellite locating dishes plus satellite decoding boxes providing TV reception at any location Australia wide.
- Mobile internet modem and router, creating a Wi-Fi hotspot within the RV to connect multiple devices, allowing the RV tourists to access the internet almost anywhere in Australia.

As a result of these technological advances RV manufacturers worldwide are producing sophisticated and very comfortable, self-contained "mobile homes" with a very similar mix of on-board facilities whether the vehicle is self-propelled or towed.

Self-contained RVs are those vehicles with the minimum on-board facilities of a toilet and fresh water storage tank, and include motorhomes, caravans, 5th Wheelers, some campervans and slide-ons, and even some camper trailers. These vehicles usually also have on-board shower, electrical generation capacity (solar panels, generator) and high performance batteries. Most motorhomes and some caravans have on-board grey water tanks or grey water containment facilities and even laundry facilities.

Most RV manufacturers will fit grey water tanks to caravans as a factory option and these tanks can also be fitted aftermarket.

Self-contained RVs do not NEED to externally access electricity, freshwater (except to fill tanks), toilet or shower facilities when stopping overnight and consequently do not NEED to access the facilities of a full-service commercial caravan park. However, many may and do choose to access a caravan park for a range of reasons.

Under the Campervan & Motorhome Club of Australia (CMCA) Leave No Trace® Scheme, member vehicles are certified as meeting a set self-containment criteria established by the club. Members are also required to sign up to a code of conduct based on the maxim they leave nothing behind but tyre tracks.

A low-cost camping ground or RV park for self-contained vehicles need only include a dump point with potable and non-potable water, and an area of flat, stable land of a size to allow larger vehicles to park and manoeuvre, with easy access to and from the roadway. It is preferable land area is not adjacent to residential areas and located a reasonable distance from commercial caravan parks.

With an estimated 85% of CMCA member vehicles including some level of self-containment, CMCA supports the development of low-cost RV accommodation for self-contained vehicles as an integral part of the overall accommodation mix for the Australian drive tourism market.

3. Issues Analysis

Issue 1

The rapid growth in sales of self-contained caravans, outstripping that of motorhomes, has significantly increased demand for low-cost, no-frills parking and camping options.

In 2001, self-contained vehicles were motorhomes. Very few caravans had showers, toilets or electrical generation facilities on board, and caravans relied on the services of caravan parks.

Over the past six years, just under 120,000 RVs were manufactured in Australia with the major growth segment being caravans between 1.6 tonnes and 3 tonnes, approximately 17 foot to 24 foot, nearly all self-contained. These vehicles are promoted as "freedom machines" with customers often advised that the on-board facilities mean they can freedom camp where they choose. As a result,

there has been a rapid change in the travel patterns of caravans and the accommodation experience being sought by self-contained RV tourists, towards low-cost camping and away from caravan parks.

Demand for low-cost RV accommodation for RV tourists is now dominated by caravanners, many of whom do not have the facility to contain grey water and need a larger parking area than most motorhomes.

A decade ago motorhomes using low-cost and no cost RV accommodation was an irritant to the caravan park industry. However, the growth in self-contained caravans and the shift by caravanners towards non-commercial accommodation has seen the caravan park industry struggling to respond and highlights the industry's lack of flexibility in its product and its pricing structures.

Over the past 10 years, including locally manufactured and imported vehicles, more than 200,000 RVs have been sold in Australia while the number of caravan parks has decreased by approximately 10%.

Issue 2

Caravan parks are no longer low-cost accommodation providers and generally do not offer products priced to meet the "no-frills" requirements of the self-contained RV market.

Caravan parks have historically operated at the bottom of the tourism accommodation market but this has changed over the last decade. Caravan parks in Australia operate on an annual average occupancy of 57.8%¹ and are heavily reliant on revenue generated by family tourists (52.1% of visitor nights²) over school holiday peak seasons, approximately 12 weeks a year. Over the past 10 to 15 years caravan parks have evolved their business model to focus on this market, developing a wide range of auxiliary products and services (over and above the basic facilities of power, water, shower and toilet). These auxiliary facilities have been added to compete mainly with other caravan parks, but also other low-cost fixed accommodation providers such as motels and hostels.

¹ Australian Bureau of Statistics 2012

² Ibis world - Caravan Parks and Camping Grounds and Australia 2013

An example of axillary products offered by caravan parks are those the Windmill Caravan Park in Ballarat advertises on its website to attract and retain the family market:

- | | |
|---|--|
| 1. A flat parking space | 17. Internet Kiosk |
| 2. Rubbish bins | 18. Kiosk |
| 3. Power connection | 19. Laundry |
| 4. Water connection | 20. Free children's activities during Victorian school holidays |
| 5. New Indoor heated pool with 2 spas splash pad and lap pool | 21. Swap 'n' go gas exchange |
| 6. Free Wireless Internet | 22. Children's Bathroom |
| 7. Large Jumping Pillow | 23. Tourist information |
| 8. Sauna | 24. Local Attraction discount vouchers |
| 9. Mini Gym | 25. Games Room with 4 dedicated gaming computers |
| 10. Tennis Court | 26. Exercise Facilities including treadmill |
| 11. Playground | 27. Guests are invited to pick from our complimentary Garden that contains seasonal herbs such as Sage, Parsley, Mint and other herbs there for your enjoyment |
| 12. Indoor Sandpit | |
| 13. BBQ Area | |
| 14. BBQ Camp Kitchen | |
| 15. Heated Recreation Complex | |
| 16. Camp Kitchen | |

Outside of school holidays there is a secondary market available to caravan parks (26.5% of visitor nights³) being "touring" RV tourists who are predominantly retirees travelling on average 156 days a year and generally seek basic low-cost accommodation options. A significant segment of this market is self-contained RVs.

Caravan parks have invested heavily in developing a range of auxiliary products and, faced with other operational costs, must maintain the integrity of their tariffs to ensure an acceptable return on investment. This generally means selling an unpowered site at around \$30 to \$40 per night.

Consequently, caravan parks have created a price gap in the market between the lowest priced product they offer and the price self-contained RV tourists are prepared to pay for a low cost, basic camping ground product.

³ Ibis world - Caravan Parks and Camping Grounds and Australia 2013

Some caravan parks, usually in more remote locations, have not developed the "full service" model and can provide low-cost camping options to attract support from self-contained RV tourists.

It should be noted that in its report *Caravan Parks and Camping grounds and Australia - November 2013*, IBISWorld identified the following key industry facts:

- Despite the loss of an average 13 caravan parks per year over the past five years, overall industry revenue has grown at an annual rate of 1.9% over the past 10 years and this is expected to increase to 2.1% over the next five years.
- Over the past decade a major industry change has been the general improvement of facilities offered with operators upgrading unpowered sites to include power or replaced them with cabins and flats. Improved facilities, at higher tariffs and improved occupancy rates, have contributed to greater industry revenue over the past five years, despite lower site numbers.
- Many operators have substantially upgraded amenities and recreational facilities to meet the rising expectations of campers and to justify increased tariffs.
- Families are the biggest users of caravan parks, contributing 52.1% of industry revenue.
- Tourists aged over 55 years currently represent an estimated 26.5% of industry revenue and this percentage is expected to grow to over 30% in the next five years. (IbisWorld 2013)
- International tourists account for just 9.7% of industry revenue but there is large scope for this to grow over the next five years.
- While 56.9% of accommodation offered by the caravan park industry is powered caravan sites, cabins return a significantly higher yield per square metre and are the growth area of the industry. The number of cabins has doubled in the past 15 years leading to an increase in employment in the industry.
- Short-term unpowered sites represent just 14.3% of caravan park accommodation and this is expected to decline over the next five years.
- There have been basically no new major caravan parks or camping grounds built Australia-wide over the past five years. The relatively low potential investment returns and the large regulatory hurdles involved do not give new or existing operators sufficient motivation.
- Currently 37.7% of caravans parks are corporately owned or part of member based buying/marketing groups. The remainder are predominantly individually owned/operated businesses.

- There are no formal qualifications required to operate in this industry, although experience and training in various aspects of hospitality is desirable. Basic business operation and hospitality skills are necessary to operate a caravan park. (IbisWorld 2013)

In summary, the supply of unpowered sites in caravan parks has decreased substantially over the past 10 years due to a general decline in the number of caravan parks and the conversion of unpowered sites to either powered sites or cabins. As caravan parks move away from parking caravans and into being family resorts, they have left a gap at the bottom of the RV accommodation market for no-frills basic camping grounds, a gap currently being filled by councils and community based organisations.

Issue 3

Local government is formally recognising and managing low-cost and no cost RV accommodation as part of their tourist accommodation infrastructure.

Free camping grounds have existed around Australia for decades with many developed by councils in the 1950s and 1960s as community recreational facilities. This was a time when motor vehicle ownership was growing and young families looked to camping and caravanning as the most affordable family holiday options.

The development of the grey nomad market in the 1980s and 1990s saw retirees travelling Australia in caravans, campervans and motorhomes, gradually increasing the use of existing free camping grounds as they sought to stretch their pension cheques and extend their travel time.

By 2000, a relatively small number of vehicles (compared to current numbers) were accessing Council camping grounds and other low-cost or no-cost facilities such as rest areas and bush camps. The caravan parks saw self-contained motorhomes as a problem due to their on-board facilities, but as caravan parks very much owned the caravanning market, their opposition to motorhomers using low-cost accommodation was relatively low key.

The rapid growth in the self-contained RV market over the past decade and particularly the growth in self-contained caravans, has seen a massive increase in demand for low-cost camping areas and high usage of existing facilities. This demand is being driven by baby boomers reaching retirement age, healthier and wealthier than their predecessors, and looking for lifestyle experiences in regional and outback Australia.

In response, councils have developed policies to manage access to these facilities and management plans to ensure these policies are properly enacted. Many councils have formally recognised low-cost camping grounds, rest areas, RV parking areas and bush camps as part of their tourism infrastructure and sought to manage these facilities to maximise their economic value to the local community.

The CMCA RV Friendly Town Scheme[®] has been used by more than 30% of councils across Australia as a tool for managing the provision of low-cost accommodation. CMCA has been active in representing the interests of self-contained RV tourists and maintaining access to low-cost RV accommodation where ever possible.

Some LGA's have decided not to become involved in provision of low-cost and no cost accommodation options while others struggled to come to terms with the policy and management challenges inherent to these facilities. As a result, State governments have become more proactive in working with councils to develop a full range of RV tourism facilities.

In providing low-cost and no-cost accommodation facilities, councils are servicing the gap in the market between the unpowered site product offered by caravan parks and the low-cost camping wants and needs of self-contained RV tourists. These councils provide this accommodation product maximise RV tourist visitation to their region.

In some locations a market gap does not exist as the local caravan park provides low-cost accommodation options. However, the growing RV traveller preference for an accommodation experience other than that offered by caravan park means demand for low-cost camps still exists.

Research undertaken with CMCA members⁴ and also with RV tourists using no cost camping grounds in North Queensland⁵ found that generally, self-contained RV tourists are prepared to pay up to \$10 per night for no-frills camping options.

⁴ Balfour Consulting – CMCA Member Research 2010

⁵ Balfour Consulting - Rest Area Research 2010

Issue 4

Councils and local communities do not always fully appreciate the challenges and potential benefits of RV tourism, how to maximise these benefits and minimise any negative impacts.

Until very recently, the self-contained RV market was well understood by State tourism organisations and many local tourism bodies. This was generally because RV tourists do not spend through traditional tourism channels where their spending patterns could be measured and recorded, and as their average daily spend is low they were considered low value tourists who should and would access caravan parks.

As the number of self-contained RV tourists grew, the caravan parks industry attacked those accessing low-cost accommodation as bludgers, wanting local ratepayers to foot the bill for their accommodation and too cheap to pay the "fair tariffs" offered by caravan parks. This argument was not only wrong but created escalating antagonism between RV tourists and caravan park operators, with councils often caught in the middle. Unfortunately, this antagonism has created entrenched and quite negative attitudes on both sides.

Research has found of the total RV tourists, 34% stay only in caravan parks, 16% stay only in non-commercial accommodation and 50% use a mix of non-commercial and caravan park accommodation. The 50% of RV tourists who use a mix of caravan parks and non-commercial accommodation are the largest spending segment⁶. This research suggests that at any one time there are at least 45,000 RVs on the road, wanting a mix of accommodation options with a further 14,000 vehicles only looking for low-cost, basic camping options and never staying in caravan parks.

Councils have found themselves faced with the choice of whether or not to provide low-cost accommodation for RV tourists and implications this choice may have for the development of tourism in their region.

Over the past decade, many councils have come to understand that self-contained RV tourism can deliver significant economic benefit to their community. Key to this economic benefit is the diffusion of the RV tourist spending across a wide range of businesses in the community.

⁶ Tourism Research Australia - Queensland's outback central West visitor profile and satisfaction survey, 2010

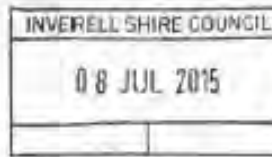
Councils have also come to understand the challenges of managing low-cost and no cost RV accommodation to meet community expectations, protect environmental standards, ensure proper use of facilities and overcome objections from commercial caravan park operators.

Communities in regional and outback Australia do not need to invest in extensive tourism infrastructure to benefit from self-contained RV tourism. What communities do need is a good understanding of how to engage with RV tourists to understand their wants and needs. Community engagement and consultation is critical to developing positive interactions between local businesses and community groups, and the RV tourists visiting their local area.

Becoming a CMCA RV Friendly Town[®] is a management tool that attracts visitation while providing a constant reminder to the community of the importance of RV tourism. It also ensures facilities are in place to meet the basic needs of self-contained RVs, helps prevent inappropriate behaviours such as illegal overnight parking or improper disposal of waste, maximises the benefits this market can deliver and can attract up to 77%⁷ of RV tourist who use low-cost accommodation. However, these outcomes cannot be fully achieved without the involvement and support of the local community.

⁷ Balfour Consulting – CMCA Member Research 2010

APPENDIX 6



1st July 2015

Mr Paul Henry
General Manager
Inverell Shire Council
PO Box 138
INVERELL NSW 2360

By email also: council@inverell.nsw.gov.au

Dear Mr Henry

Proposal by Campervan & Motorhome Club of Australia Ltd (CMCA) for the development of member only RV parks

We write to you regarding an Expression of Interest proposal you might have received recently from the Campervan & Motorhome Club of Australia Ltd (CMCA) to undertake the development of member only recreational vehicle (RV) parks, specifically targeted to self-contained RVs. We note this letter has also been sent to Council via email.

Their proposal states CMCA is inviting expressions of interest from any New South Wales (NSW) council interested in establishing a CMCA RV Park in its region, either by converting an existing camping ground to an RV Park or by establishing an RV Park on land currently not in use.

We are the peak industry body in NSW representing the interests of caravan and holiday parks, as well as manufacturers and retailers of caravans, RVs, motorhomes and camping equipment, land lease communities and manufacturers of relocatable homes.

Our Association wants to make some points in relation to the CMCA proposal to further inform any considerations by your Council.

It is important that a full range of services and experiences be available in the caravan and camping sector, so that it can continue to appeal to a broad and growing market. We celebrate the growth of the RV industry and its increasing popularity, especially amongst the retiree market. It is a terrific way for people to experience the best of NSW and Australia.

The Growth of Commercial Camping

The caravan and camping industry continues to be one of the fastest growing domestic tourism sectors in Australia and NSW is Australia's favourite State for caravanning and camping, with a 35.3% share of visitor nights and a 33% share of visitors. Caravanning and camping also accommodates 26% of the visitor holiday nights in regional NSW making it a vitally important part of the tourism infrastructure. Each year our Association invests hundreds of thousands of dollars, in its own campaigns and in partnership with Destination NSW, to further enhance this growth.

Commercial caravan parks are an important part of regional tourism infrastructure across NSW. Most offer a wide range of overnight accommodation options and facilities, including powered and unpowered sites, dump points and other services that are needed by the self-drive touring market.

Existing Supply

CCIA member parks have almost 50,000 short term and camp sites available in parks every night of the year. So outside of peak holiday season, which is when the retiree market tends to travel, there is adequate supply to meet demand for the sites that self-contained RV travellers want. As such, we strongly advocate that there is no market failure by the commercial sector that requires local government intervention by way of subsidies or preferential treatment to meet the needs of one particular segment of the market.

Caravan parks are an important part of their local economies - employing local people, paying local rates, and buying goods and services locally. A BDO¹ study, commissioned by our national association, Caravan Industry Association of Australia (formerly Caravan, RV & Accommodation Industry of Australia Ltd (CRVA)) demonstrated that for every \$100 spent in a caravan park, \$138 in economic benefit flows on to the local economy.

As such, we envision that creating a business environment that allows local caravan park operators and other small businesses to flourish would be a high priority for local councils. Creating opportunities for unfair competition in regional areas can have serious consequences for the revenue of local businesses and the local people who rely on them for employment and spending in the local community.

Subsidisation is not a sustainable business model

As CMCA points out in its background paper, commercial caravan parks operating in compliance with all required regulations, and without any subsidies, need to offer unpowered sites to RV travellers at around \$30 per night in order to cover costs and make a return on capital. Therefore the \$10 per night or less that CMCA states its members require can only ever be provided if someone is subsidising the actual costs of delivering these services.

People are always looking for the best deal on any product or service these days - and competition encourages a dynamic commercial market. But this needs to be fair competition and not a situation where particular operators are being given special deals that reduce their operating costs unfairly and make it impossible for other businesses to compete on a level playing field.

We believe an expectation of \$10 per night or less for unpowered sites is unsustainable and unreasonable without subsidies from someone to offset the true costs of delivering services and operating a commercial business in accordance with required regulations.

If CMCA wishes to establish its own parks and subsidise the cost of sites for their members that is a business decision for them. However, they will face the same cost of doing business as all other businesses and we would hope that they would not be extended individual special deals or opportunities on more favourable terms than available to the wider industry.

¹ BDO, *Economic Benefit Report - Commercial Caravan Holiday Park to a Local Community*, October 2012

Many caravan and holiday parks in NSW operate on commercial lease arrangements with their local council and we expect that any new entrants will operate on the same basis. If a preferential lease rate was to be extended to CMCA, this same lease rate should be extended to other Council lessees.

Consider Options

If, after investigation of the existing supply of overnight unpowered sites offered by commercial parks within your area, a determination is made that there is a need for more supply, Council could consider a number of options:

1. Exploration of opportunities for existing operators to expand their businesses and add further capacity to meet the needs of a growing market.
2. If Council identifies a suitable site for the development of a new business opportunity, this opportunity should be put to the wider market for consideration. Transparency must be upheld and all parties, including any existing local caravan or holiday park operator, should be allowed access to negotiate any new commercial opportunities put to market. If there is an opportunity identified to lease an existing site on public lands, then this opportunity should also be made available to all interested parties.

As mentioned above, many commercial caravan park operations are on land which is leased from councils, so we would envision that lease terms on any new facilities would align to current market conditions and rents charged to existing commercial operators.

3. If there is new freehold land identified by Council, and zoned appropriately, we expect it would be offered to the wider market at its full commercial value, and any new park established must comply with all relevant planning and operational regulations, which are designed specifically to ensure the preservation of the environment, regulate local business operations and protect the safety of visitors.

Our Association is not against competition, but we do seek a level playing field and we believe the principle of competitive neutrality should always be applied.

We trust that you will give genuine consideration to these issues in your evaluation of the Expression of Interest proposal from CMCA.

Local caravan parks have been encouraged to discuss this issue and raise any concerns directly with Council as well.

Should you require more information, have any questions or wish to discuss the matter further please contact me.

Thank you for your time and assistance.

Yours sincerely,



Lyndel Gray
Chief Executive Officer

TO ORDINARY MEETING OF COUNCIL 26/08/2015

ITEM NO:	1.	FILE NO: S4.11.5/08	
DESTINATION 1:	A recognised leader in a broader context		R
SUBJECT:	MANAGEMENT TEAM MEETING MINUTES		
PREPARED BY:	Hayley Nichols, Corporate Support Officer – Publishing		

SUMMARY:

Management Team Meeting held on Thursday, 23 July, 2015.

INFORMATION:

The following item was discussed at the Management Team Meeting:

- i) Waste Management Options

ITEM NO:	2.	FILE NO: S22.25.1	
DESTINATION 5:	The communities are served by sustainable services and infrastructure		S
SUBJECT:	STAFF MOVEMENTS: 1 JANUARY 2015 TO 31 MARCH 2015		
PREPARED BY:	Melissa Daskey, Human Resources Officer		

SUMMARY:

For the information of the Council.

To inform Council of all terminations, appointments and internal transfers for the above three (3) month period.

COMMENTARY:**TERMINATIONS**

<u>Date:</u>	<u>Name:</u>	<u>Position:</u>	<u>Reason:</u>
23.01.15	Brian CLANCY	Environmental Engineering Officer	Resigned

23.01.15	Micheal FOX	Senior Building Surveyor	Resigned
11.03.15	Paul KING	Linking Together Centre Service Manager	Resigned

APPOINTMENTS

<u>Date:</u>	<u>Name:</u>	<u>Position:</u>	<u>Reason:</u>
05.01.15	Roderick PRENTIS	Trainee Information Technology Officer	Resignation of William Geach
27.01.15	Dallas BALDWIN	Concretor/Construction Assistant	Transfer of Brenton Higgins
27.01.15	Michael TODD	Pipelaying Assistant	Transfer of David Hadley
24.02.15	Gerard JERRARD	Temporary Parks Assistant	"Fixed term position" and is for a period of twelve (12) months from the date of commencement

INTERNAL TRANSFERS

<u>Date:</u>	<u>Name:</u>	<u>Position:</u>	<u>Reason:</u>
18.01.15	Mark YOUNG	Street Sweeper Operator	Retirement of Aubrey Short
09.02.15	Lawrence HORLYCK	Relieving Operator	Transfer of Timothy Williams

ITEM NO:	3.	FILE NO: S22.25.1
DESTINATION 5:	The communities are served by sustainable services and infrastructure	S
SUBJECT:	STAFF MOVEMENTS: 1 APRIL 2015 TO 30 JUNE 2015	
PREPARED BY:	Melissa Daskey, Human Resources Officer	

SUMMARY:

For the information of the Council.

To inform Council of all terminations, appointments and internal transfers for the above three (3) month period.

COMMENTARY:**TERMINATIONS**

<u>Date:</u>	<u>Name:</u>	<u>Position:</u>	<u>Reason:</u>
24.04.15	Robert MONCKTON	Tractor Operator/General Assistant	Retired
29.05.15	Brendan FULLER	Works Engineer	Resigned
12.06.15	Lauren CARSON	Trainee Library Officer	Term of traineeship completed
30.06.15	Robert BINGE	Linking Together Centre Casual Tutor	Employment transferred to BEST Employment Ltd
30.06.15	Allison BLAIR	Linking Together Centre Casual Community Officer	Employment transferred to BEST Employment Ltd
30.06.15	Bronwyn CAMPBELL	Linking Together Centre Casual Playgroup Assistant	Employment transferred to BEST Employment Ltd
30.06.15	Kerrie-Anne DETTMANN	Linking Together Centre Program Manager	Employment transferred to BEST Employment Ltd
30.06.15	Ella MUNRO	Linking Together Centre Casual Playgroup Supervisor	Employment transferred to BEST Employment Ltd
30.06.15	Elaine WILLIAMS	Linking Together Centre Casual Cleaner	Employment transferred to BEST Employment Ltd
30.06.15	Michelle WILLIAMS	Linking Together Centre Temporary Community Officer	Employment transferred to BEST Employment Ltd

APPOINTMENTS

<u>Date:</u>	<u>Name:</u>	<u>Position:</u>	<u>Reason:</u>
13.04.15	Callie McDONALD	Graduate Environmental Health Officer	Retirement of Terence Pang Cum
25.05.15	Liam SPALDING	Trainee Building Surveyor	Resignation of Micheal Fox

INTERNAL TRANSFERS

<u>Date:</u>	<u>Name:</u>	<u>Position:</u>	<u>Reason:</u>
20.04.15	Tyson KENNEDY	Relieving Operator	Transfer of Mark Young
13.07.15	Michael WALSH	Tractor Operator/General Assistant	Retirement of Robert Monckton

ITEM NO:	4.	FILE NO: S4.13.2
DESTINATION 1:	A recognised leader in a broader context	R
SUBJECT:	STRATEGIC TASKS – ‘SIGN OFF’ – JULY 2015	
PREPARED BY:	Paul Henry, General Manager	

SUMMARY:

A part of a successful governance program is a need for administration to indicate to the policy makers that the requirements of the legislation, under which the organisation operates, has been provided. As a result, this information report provides Councillors with a statement of assurance from the General Manager that in accordance with the *Local Government Act, 1993*, the tasks have been complied with.

COMMENTARY:

The July, 2015 tasks required to be undertaken are detailed below. Any of these tasks may be added to as Council becomes familiar with this new initiative.

Date	Compliance Requirement	Achieved/Not Achieved	Comments
1 July, 2015	Financial Statements to be audited within 4 months (s.416(1)).	Achieved	Auditors scheduled for October, 2015.
3 July, 2015	Proposed loan borrowings return to be submitted to OLG.	Achieved	Submitted July, 2015.
1 July, 2015	Reminder: lodgement of Pecuniary Interest returns due 30 September for Councillors and designated persons who held office at 30 June (s.449(3)).	Achieved	Report tabling completed returns to be presented to September Council Meeting.
1 July, 2015	Council must determine the number of its Councillors for the following term of office before 9 Sept 2015 (s.224(2)).	Achieved	Report sent to August Ordinary meeting.
30 July, 2015	Public interest disclosure report due to the NSW Ombudsman. (s.6CA of the Public Interest Disclosure Act 1994).	Achieved	Report submitted.
31 July, 2015	GST Certificate to be submitted to OLG.	Achieved	Certificate submitted 23 July, 2015.
31 July, 2015	Last day for making rates (s.533).		Lodged 22 July, 2015.

I confirm that the performance criteria as set out in the criteria for scheduled tasks have been met for the month of July, 2015. I confirm the accuracy and completeness of the information provided above, in that to the best of my knowledge and understanding, all material information has been herein disclosed.

P J HENRY PSM

GENERAL MANAGER

ITEM NO:	5.	FILE NO: S13.5.5/08
DESTINATION 1:	A recognised leader in a broader context.	R
SUBJECT:	QUESTIONS WITHOUT NOTICE	
PREPARED BY:	Hayley Nichols, Corporate Support Officer - Publishing	

SUMMARY:

The following details the Questions without Notice items raised at the Ordinary Meeting held 22 July, 2015.

Council is requested to note the actions taken to date.

COMMENTARY:

BP/REF: ITEM NO:	SUBJECT and FILE REFERENCE:	COMMENTS:
QWN/ORD 19/15 Cr Harmon	<u>All-Abilities Playground Equipment – Victoria Park S21.8.31</u> 61/15 RESOLVED (Michael/Jones) that Council write to the Minister for Ageing and Disability, the Hon John Ajaka seeking a financial contribution towards the cost of the installation of a wheelchair carousel and a range of tactile playground equipment in Victoria Park.	Letter forwarded to the Minister for Ageing and Disability, the Hon John Ajaka seeking financial assistance.

ITEM NO:	6.	FILE NO: S7.2.4/08
DESTINATION 3:	An environment that is protected and sustained.	E
SUBJECT:	CONSTRUCTION CERTIFICATES APPROVED FOR JULY 2015	
PREPARED BY:	Nicole Riley, Administration Officer	

SUMMARY:

The following details the Construction Certificates approved by Council for July 2015.

INFORMATION:

<u>Construction Certificate Number</u>	<u>Applicant</u>	<u>Property</u>	<u>Construction</u>	<u>\$ Amount</u>
CC-67/2015	Mr Terrence Robert McDonald	Ponds Road, Gilgai NSW 2360	Construct Dwelling and Shed	320,000
CC-68/2015	Ms Jodie Lee Brown	48 Yarrabee Road Rob Roy NSW 2360	2 Additional Bedrooms	65,000
CC-72/2015	Mr Harry Thornton McNaughton	63 Inverell Street, Delungra NSW 2403	New Shed	9,500
CC-73/2015	Mr Peter John Browett	6104A Gwydir Highway, Inverell NSW 2360	New Dwelling	260,000
Monthly estimated value of Approvals: July 2015			4	654,500

AMENDED CONSTRUCTION CERTIFICATES

Nil.

SUMMARY:

The following details the Construction Certificates approved by Private Certifier for July 2015.

INFORMATION:

<u>Construction Certificate Number</u>	<u>Applicant</u>	<u>Property</u>	<u>Construction</u>	<u>\$ Amount</u>
CC-70/2015	Inverell Shire Council	69 Rifle Range Road, Inverell NSW 2360	Transport Museum – Smoke Hazard Management Alternative Solution	N/A

CC-75/2015	Mr Keith Edwin McCosker	48 Clancys Drive, Inverell NSW 2360	Erect Garage/Carport	16,000
Monthly estimated value of Approvals: July 2015			2	16,000

ITEM NO:	7.	FILE NO: S7.2.4/08
DESTINATION 3:	An environment that is protected and sustained.	E
SUBJECT:	COMPLYING DEVELOPMENT CERTIFICATES APPROVED DURING JULY 2015	
PREPARED BY:	Nicole Riley, Administration Officer	

SUMMARY:

The following details the Complying Development Certificates approved by Council during July 2015.

INFORMATION:

<u>Complying Development Number</u>	<u>Applicant</u>	<u>Property</u>	<u>Construction</u>	<u>\$ Amount</u>
CD-34/2015	Mr Phillip John Paton	27 May Street, Inverell NSW 2360	Carport	10,000
CD-35/2015	Mr Peter McMahon	45 Rosie Lane, Inverell NSW 2360	Deck Addition to Existing House	15,000
CD-36/2015	Mr Darren Michael Wilkins	106 Runnymede Drive, Inverell NSW 2360	Installation of Swimming Pool	24,800
CD-37/2015	Mr Rodney Scott Robinson	41 Rose Street, Inverell NSW 2360	Internal Alterations and New Shed	10,000
CD-39/2015	Mr Rodney John Smith and Ms Brooke Raymond	18 Bullamungee Close, Inverell NSW 2360	New Dwelling and Shed	315,300
Monthly estimated value of Approvals: July 2015			5	375,100

AMENDED COMPLYING DEVELOPMENT CERTIFICATES

Nil.

SUMMARY:

The following details the Complying Development Certificates approved by Private Certifier for July 2015.

INFORMATION:

<u>Complying Development Number</u>	<u>Applicant</u>	<u>Property</u>	<u>Construction</u>	<u>\$ Amount</u>
CD-38/2015	Mrs Zilla McCauley	78 McIlveen Park Road, Inverell NSW 2360	New Shed	24,500
CD-42/2015	Mr Michael Gordon Fox	48 Sapphire Street, Inverell NSW 2360	Covered Outdoor Patio	21,000
Monthly estimated value of Approvals: July 2015			2	45,500

ITEM NO:	8.	FILE NO: S7.2.4/08
DESTINATION 3:	An environment that is protected and sustained.	E
SUBJECT:	SUMMARY OF BUILDING CONSTRUCTION FOR JULY 2015	
PREPARED BY:	Nicole Riley, Administration Officer	

SUMMARY:

The following report summarises the Building Construction for the Inverell Shire in July 2015.

INFORMATION:**Total Building Construction for Inverell Shire for July 2015:**

<u>Type of Consent</u>	<u>Number</u>	<u>\$ Amount</u>
Construction Certificates – Council Approved	4	654,500
Construction Certificates – Private Certifier	2	16,000
Complying Development – Council Approved	5	375,100
Complying Development – Private Certifier	2	45,500
Totals	13	1,091,100

Estimated Value of Approvals issued in the financial ytd in:

2015/2016 (13)	\$ 1,091,100
2014/2015 (14)	\$ 2,562,600

ITEM NO:	9.	FILE NO: S18.10.2/08
DESTINATION 3:	An environment that is protected and sustained	E
SUBJECT:	DEVELOPMENT CONSENTS AND REFUSALS DURING JULY 2015	
PREPARED BY:	Nicole Riley, Administration Officer	

SUMMARY:

The following details the Development Consents and Refusals during July 2015.

INFORMATION:**APPROVALS**

<u>Development Application Number</u>	<u>Applicant</u>	<u>Property</u>	<u>Development</u>	<u>\$ Amount</u>
DA-51/2015	Regional Architects, Dan Stevens	53-61 Byron Street, Inverell NSW 2360	Construction of Shop Top Housing (12 Apartments) and Alterations/Additions to Vivian Street Shop Front	1,440,000
DA-84/2015	J I Noad	6 Gunnee Street, Delungra NSW 2403	Boundary Adjustment	NIL
DA-90/2015	Mr Harold Mason	2 Gordon Street, Inverell NSW 2360	Conversion of Existing Dwelling into a Dual Occupancy	45,000
DA-94/2015	Mr Terrence Robert McDonald	Ponds Road, Gilgai NSW 2360	Construct Dwelling and Shed	320,000
DA-95/2015	Ms Jodie Lee Brown	48 Yarrabee Road, Rob Roy NSW 2360	2 Additional Bedrooms	65,000
DA-98/2015	Mr Keith Edwin McCosker	48 Clancys Drive, Inverell NSW 2360	Erect Garage/Carport	16,000
DA-99/2015	Ms Linda Ann Bryant and Mr Lucas James Brown	Anderson Lane, Oakwood NSW 2360	New Dwelling and Shed	150,000
DA-100/2015	McDonalds Properties (Australia) Pty Ltd	188 Byron Street, Inverell NSW 2360	Alterations and Additions to McDonalds Restaurant	676,642

DA-101/2015	Mr Benjamin Charles Muggleton	82 Kerri Road, Inverell NSW 2360	Construct Garage	15,000
DA-102/2015	Parsons Brinckerhoff Australia Pty Ltd	4 Edward Street, Inverell NSW 2360	Demolition of Site Infrastructure	96,000
DA-103/2015	Mr Harry Thornton McNaughton	63 Inverell Street, Delungra NSW 2403	New Shed	9,500
DA-104/2015	Mr Peter John Browett	6104A Gwydir Highway, Inverell NSW 2360	New Dwelling	260,000
DA-105/2015	M B & C M Jorgensen Pty Ltd	27 Butler Street, Inverell NSW 2360	Extensions to Dwelling and Internal Renovations	120,000
DA-106/2015	J I Noad & Co	Oakwood Road, Mount Russell NSW 2360	Two (2) Lot Rural Subdivison	NIL
Monthly estimated value of Approvals: July 2015			14	3,213,142

DEVELOPMENT AMENDMENTS

Nil.

REFUSALS

Nil.

ITEM NO:	10.	FILE NO: S29.19.1
DESTINATION 3:	An environment that is protected and sustained	E
SUBJECT:	SEPTIC TANK APPROVALS FOR JULY 2015	
PREPARED BY:	Nicole Riley, Administration Officer	

SUMMARY:

The following details the Septic Tank approvals for July 2015.

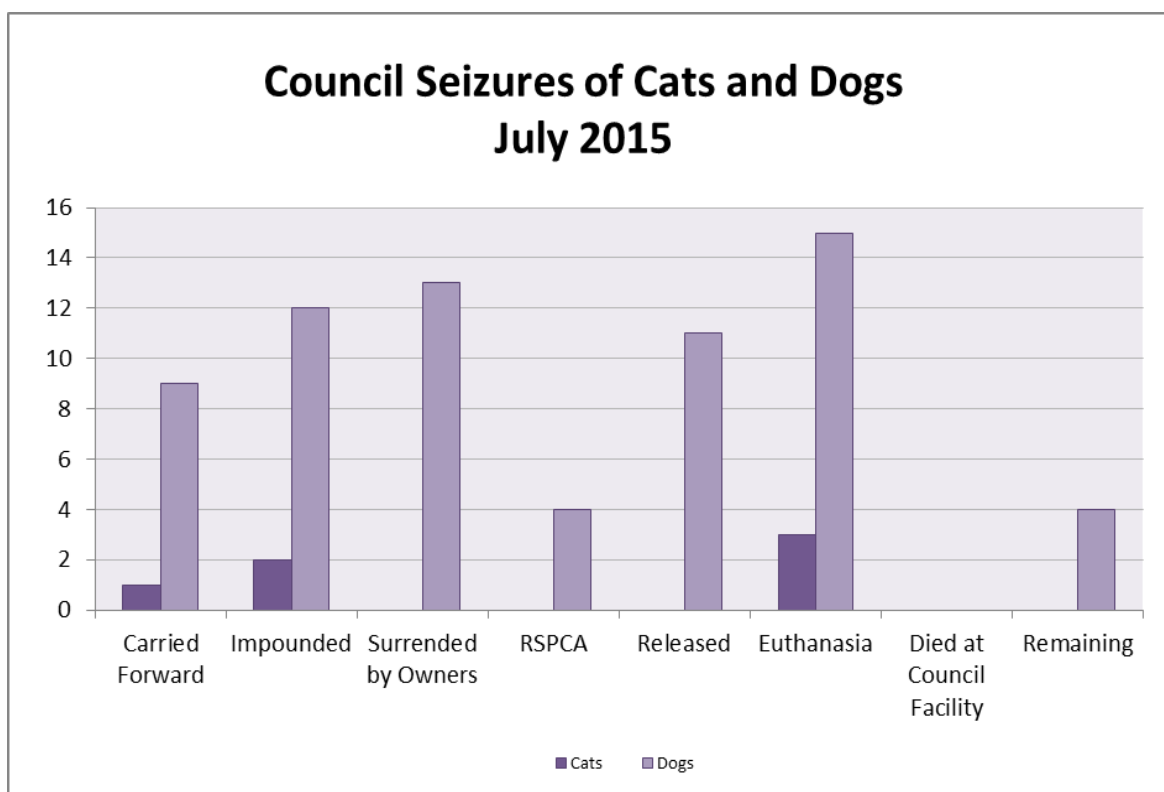
INFORMATION:

<u>Application Number</u>	<u>Applicant</u>	<u>Property</u>
S-21/2015	Mr Graham Robert Fear	2962 Gwydir Highway, Swan Vale NSW 2370

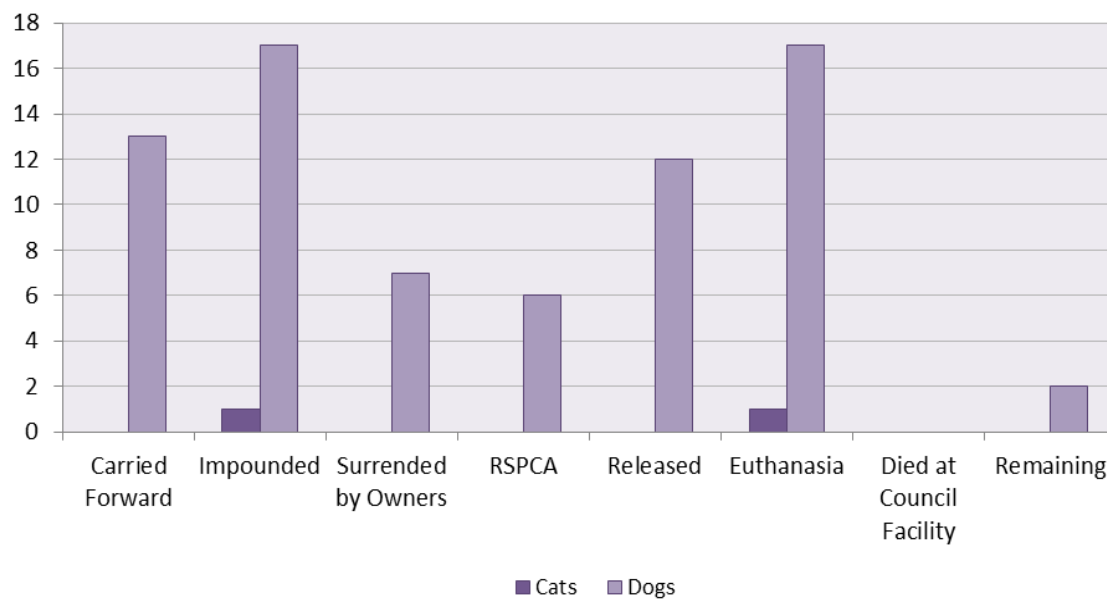
ITEM NO:	11.	FILE NO: S18.10.1
DESTINATION 3:	An environment that is protected and sustained	E
SUBJECT:	ORDINANCE ACTIVITIES REPORT FOR JULY 2015	
PREPARED BY:	Nicole Riley, Administration Officer	

SUMMARY:

The following details the number of various Ordinance activities carried out during July 2015, in comparison to the same month in 2014.

INFORMATION:**COMPLIANCE****Inverell Shire Council Pound Monthly Report July 2015**

Council Seizures of Cats and Dogs July 2014

**RECOMMENDATION:**

That the items contained in the Information Reports to the Ordinary Meeting of Council held on Wednesday, 26 August, 2015, be received and noted.