

INVERELL SHIRE COUNCIL
NOTICE OF MEETING
CIVIL & ENVIRONMENTAL SERVICES COMMITTEE

8 June, 2018

A Civil & Environmental Services Committee Meeting will be held in the Committee Room, Administrative Centre, 144 Otho Street, Inverell on Wednesday, 13 June, 2018, commencing at 9.00 am.

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

P J HENRY PSM

GENERAL MANAGER

A G E N D A

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

9.00AM	REPRESENTATIVES OF THE INVERELL COMMUNITY GARDEN WILL ADDRESS THE COMMITTEE
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NOTE:	A confidential briefing of all Councillors will be undertaken at the conclusion of this Committee meeting on a commercial matter.
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Quick Reference Guide

Below is a legend that is common between the:

- Inverell Shire Council Strategic Plan;
- Inverell Shire Council Delivery Plan; and
- Inverell Shire Council Operational Plan.



CIVIL & ENVIRONMENTAL SERVICES COMMITTEE MEETING

Wednesday, 13 June, 2018

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MINUTES OF THE CIVIL & ENVIRONMENTAL SERVICES COMMITTEE MEETING
HELD IN THE COMMITTEE ROOM, 144 OTHO STREET, INVERELL ON
WEDNESDAY, 9 MAY, 2018, COMMENCING AT 9.00 AM.

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

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

Paul Henry (General Manager), Brett McInnes (Director Civil and Environmental Services), Scott Norman (Director Corporate and Economic Services), Justin Pay (Manager Civil Engineering), Anthony Alliston (Manager Development Services) and David Strugnell (Asset Management Co-Ordinator).

SECTION A

APOLOGIES:

Nil

1. CONFIRMATION OF MINUTES

RESOLVED (Peters/Berryman) that the Minutes of the Civil and Environmental Services Committee Meeting held on 11 April, 2018, 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 S13.5.6/11

At this juncture, the time being 9.04am, the Chair welcomed the members of the public and opened the Public Forum Session by inviting members of the public to speak:

Leslie "Spanner"
Tanner Graman Reserve

As a member of the Sapphire City Motorsports Club Mr Tanner spoke about the improvements the Club has made to the Graman Reserve, the successful events that had been run and how the Club had been working with the Community to engage youth, support driver training and assist other community based organisations. Mr Tanner asked Council to support a proposed Development Application for a concrete pad at the Graman Reserve. The pad is to have multiple uses including driver education and training, part of the short course track and as a burnout pad.

Phillip Reardon Graman Reserve

Mr Reardon is the Owner of the Graman Hotel. He spoke in support of the Sapphire City Motorsports Club's proposal for a concrete pad at the Graman Reserve. He commended the Club on the work they had done and said the proposal would be good for the Graman area.

At this juncture, the time being 9.12 am, the Public Forum Session closed and the

Committee resumed the balance of the Agenda.

4. BUSINESS ARISING FROM PREVIOUS MINUTES

Nil

SECTION B
ADVOCACY REPORTS

Cr Watts
Cr Harmon

Recognition of Inverell as the first White Ribbon Community.

Council has received a Certificate of Recognition as the first White Ribbon Community. It was presented at the Inverell Black and White Ball, Saturday 6th May 2018. Cr Harmon commented that it was a whole of community effort and process that was developed will be used as a template for other Communities seeking White Ribbon accreditation.

Cr Watts wished it noted that Council recognises in particular Stephen Golding, Executive Manager Corporate and Community Services for his tireless efforts to achieve accreditation for Inverell as the first White Ribbon Community.

SECTION D
DESTINATION REPORTS

1. GRAVEL AVAILABILITY - IMPACTS ON WORKS PROGRAM S28.26.2

RESOLVED (Harmon/McCosker) that the Committee recommend to Council that a full investigation into Shire wide gravel availability be undertaken and a further report be presented back to the committee.

2. 2017-2018 BITUMEN RESURFACING PROGRAM S28.21.1/11

RESOLVED (Harmon/Berryman) that the Committee recommend to Council that the information be received and noted and a further report be prepared for the Committee regarding resourcing options for the 2018/19 Bitumen Resurfacing Program.

3. FREIGHT AND HEAVY VEHICLE TRAFFIC ON CLASSIFIED ROADS S16.7.19/05

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

- i) The information be received and noted;*
- ii) The draft project brief for the Inverell Shire Local Freight Transport Strategy be endorsed;*
- iii) Council provide a copy of the brief to the RMS and enter into further discussions to determine if there is mutual benefit in completing the project in partnership; and*
- iv) After liaising with the RMS a further report be prepared for the Committee to determine a course of action in the matter.*

The Chairperson agreed for the order of business to be altered to enable Section E, Item # 3 'Notice of Business – Structure Plans for New Residential Areas' to be brought forward.

SECTION E
INFORMATION REPORTS

3. NOTICE OF BUSINESS - STRUCTURE PLANS FOR NEW RESIDENTIAL AREAS S13.5.3 & S18.6.65

RESOLVED (Berryman/Peters) that the item contained in the Information Report to the Civil & Environmental Services Committee Meeting held on Wednesday, 9 May, 2018, be received and noted.

SECTION D
DESTINATION REPORTS (CONTINUED)

4. COMMUNICATIONS STRATEGY - STRUCTURE PLANS FOR NEW RESIDENTIAL AREA S18.6.65

Councillors Declaration: On 2 April 2018 a written declaration of a pecuniary interest in any matter involving King and Campbell Pty Ltd was received from Cr Berryman. The nature of his interest arises due to his Niece being the Spouse of an employee of the company. Cr Berryman made the declaration on the day he became aware of the interest.

Cr Berryman left the chamber, the time being 9.38am.

RESOLVED (Harmon/McCosker) that the Committee recommend to Council that The Communication Strategy, Inverell Shire Council Structure Plan for New Residential Areas 2018 be endorsed by Council.

Cr Berryman returned to the chamber, the time being 9.52am.

5. TREE REPLACEMENT PLAN – ROSS STREET, INVERELL S21.7.8/11

RESOLVED (Berryman/Peters) that the Committee recommend to Council that Council accede to the request from the Inverell Churches Retirement Community for replacement plantings in Ross Street (between Lawrence and Vivian Streets) subject to:

- i) The works occurring at an appropriate time determined by Council next financial year; and*
- ii) The Inverell Churches Retirement Community taking responsibility for caring for the newly planted trees until they reach establishment.*

6. UPDATE ON THE INVERELL DISTRICT HOSPITAL REDEVELOPMENT S7.2.12

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

- i) Health Infrastructure will be pursuing the hospital redevelopment approval pursuant to Part 5 of the Environmental Planning and Assessment Act 1979 for the Inverell District Hospital Redevelopment be noted; and*
- ii) Council's Manager Development Services provide Council with information relating to the car park infrastructure and the works at the intersection of Moore St entrance to the Hospital when a final determination is made by Health Infrastructure.*

SECTION E
INFORMATION REPORTS

1. GOVERNANCE - PERFORMANCE REPORTING ON ROAD MAINTENANCE COUNCIL CONTRACTS S1.2.3/10

2. WORKS UPDATE S28.21.1/12

3. NOTICE OF BUSINESS - STRUCTURE PLANS FOR NEW RESIDENTIAL AREAS S13.5.3 & S18.6.65

Note: Matter dealt with previously

RESOLVED (Berryman/Peters) that the items contained in the Information Reports to the Civil & Environmental Services Committee Meeting held on Wednesday, 9 May, 2018, be received and noted.

SECTION F
GENERAL BUSINESS

Nil

There being no further business, the meeting closed at 10.10 am.

TO CIVIL & ENVIRONMENTAL SERVICES COMMITTEE MEETING 13/06/2018

ITEM NO:	1.	FILE NO: S30.8.1
DESTINATION 5:	The communities are served by sustainable services and infrastructure	S
SUBJECT:	CONSIDERATION OF THE LOCAL TRAFFIC COMMITTEE RECOMMENDATIONS	
PREPARED BY:	Justin Pay - Manager Civil Engineering	

SUMMARY:

The following report contains recommendations from the meeting of the Local Traffic Committee (LTC) held on 29 May, 2018. The Committee is requested to consider the advice from the LTC prior to exercising any delegation from the Roads and Maritime Services (RMS) in respect of traffic control facilities and prescribed traffic control devices.

The LTC assessment is related only to the technical matters consistent with RMS policies, guidelines and standards. Other relevant matters for consideration have also been detailed in this report. The Committee is requested to consider the advice of the LTC and other relevant matters in making a final determination.

COMMENTARY:

1. ADDITIONAL DESIGNATED DISABILITY PARKING SPACE - ROSS HILL PUBLIC SCHOOL

SUMMARY: Council has received a request for an additional disabled parking space at Ross Hill Public School in Andrew Street, Inverell.

LOCAL TRAFFIC COMMITTEE RECOMMENDATION (Voting unanimous support)

That the Local Traffic Committee recommend to Council that an additional designated disability parking space be provided in Andrew Street adjacent to Ross Hill Public School.

OFFICERS COMMENTARY:

The teacher in charge of special needs children advises of an increase in student numbers and the potential hazard at the existing facilities. This matter was raised as an informal item at the last Local Traffic Committee meeting and had the support of all members in attendance.

2. NEW DESIGNATED DISABILITY PARKING SPACE - ASHFORD MEDICAL CENTRE

SUMMARY: The New Ashford Medical Centre requires a disabled parking space in Jubilee Street Ashford, for access to the new facility as per the design drawing.

LOCAL TRAFFIC COMMITTEE RECOMMENDATION (Voting unanimous support)

That the Local Traffic Committee recommend to Council that the new designated disability parking space be provided in Jubilee Street, at the front of the Ashford Medical Centre as per the design drawings.

OFFICERS COMMENTARY:

Council has upgraded the Ashford Medical Centre and surrounding parking spaces, in addition to the new parking Council would like to install a Disabled Parking space in front of the facility on Jubilee Street Ashford.

3. ADDITIONAL DESIGNATED DISABILITY PARKING SPACE - INVERELL PUBLIC SCHOOL

SUMMARY: Council has received a request for an additional disabled parking space at Inverell Public School in Ross Street, Inverell.

LOCAL TRAFFIC COMMITTEE RECOMMENDATION (Voting unanimous support)

That the Local Traffic Committee recommend to Council that an additional designated disability parking space be provided in Ross Street adjacent to Inverell Public School.

OFFICERS COMMENTARY:

Council has received a request from the Principal of Inverell Public School for the provision of an additional disabled parking space. The Principal has noted that an increase in student numbers at the school has increased the number of vehicles utilising disabled parking.

4. INTERSECTION SAFETY UPGRADES - INVERELL TOWNSHIP

SUMMARY: Council has received funding under the Safer Roads – Local Government Safety Treatment Program to undertake safety upgrade works on three (3) intersections in the Inverell Township.

LOCAL TRAFFIC COMMITTEE RECOMMENDATION (Voting unanimous support)

That the Local Traffic Committee recommend to Council that the intersection safety upgrade works be implemented in accordance with the plans.

OFFICERS COMMENTARY:

Council has received funding under the Safer Roads – Local Government Safety Treatment Program to undertake safety upgrade works on three (3) intersections in the Inverell Township.

The intersections involved are:

1. Intersection of Mansfield Street and Ross Street
2. Intersection of Mansfield Street and Oliver Street
3. Intersection of Wood Street and Oliver Street

Each intersection has a significant crash history which warranted funding under this program. There has been a significant push from the community for Council to complete safety upgrade works at these locations.

RELATIONSHIP TO STRATEGIC PLAN, DELIVERY PLAN AND OPERATIONAL PLAN:

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

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

Operational Objective: S.10.01.01 A program is being implemented to address deficiencies and areas of congestion in the local road network.

POLICY IMPLICATIONS:

Nil

CHIEF FINANCIAL OFFICERS COMMENT:

Nil

LEGAL IMPLICATIONS:

Nil

RECOMMENDATION:

That the Civil and Environmental Services Committee recommend to Council that the following Local Traffic Committee recommendations be adopted:

1. ADDITIONAL DESIGNATED DISABILITY PARKING SPACE - ROSS HILL PUBLIC SCHOOL

An additional designated disability parking space be provided in Andrew Street adjacent to Ross Hill Public School.

2. NEW DESIGNATED DISABILITY PARKING SPACE - ASHFORD MEDICAL CENTRE

The new designated disability parking space be provided in Jubilee Street, at the front of the Ashford Medical Centre as per the design drawings.

3. ADDITIONAL DESIGNATED DISABILITY PARKING SPACE - INVERELL PUBLIC SCHOOL

An additional designated disability parking space be provided in Ross Street adjacent to Inverell Public School.

4. INTERSECTION SAFETY UPGRADES - INVERELL TOWNSHIP

The intersection safety upgrade works be implemented in accordance with the plans.

ITEM NO:	2.	FILE NO: S16.7.19/05
DESTINATION 5:	The communities are served by sustainable services and infrastructure	S
SUBJECT:	REVIEW OF MANAGEMENT POLICY – ROAD HIERARCHY	
PREPARED BY:	David Strugnell, Asset Management Coordinator	

SUMMARY:

Council's Management Policy - Road Hierarchy is due to be reviewed. In addition, correspondence has been received from property owners on Carl Tomes Lane and Loves Lane requesting their classifications be reviewed. The Committee is being requested to make a recommendation to Council regarding these matters.

COMMENTARY:Road Hierarchy Policy review

Councillors will recall that Council staff undertook a comprehensive review of the rural road network classification system in March 2017 that resulted in Council adopting a policy outlining a formal classification for each road segment. All of Council's rural roads were examined to determine what their classification should be in relation to the rest of the network. In order to determine the classification the use of the road was taken into account and a conclusion was made on how much benefit it provides to the community. A number of aspects of service delivery were considered, including:

- The purpose of the road in relation to the rest of the network. This is based on whether a road functions or should function as a route between major towns and centres or tourist, agricultural, commercial and industrial facilities; or as a link between these types of roads. Roads are otherwise considered to provide access to rural properties.
- The number of properties using the road to access the network, which was calculated using information from Council's rural addressing system to determine the number of direct property accesses in each road segment. Routes to the nearest town or village were then identified and the number of property entrances indirectly serviced by each segment was also calculated.
- The amount and type of traffic using each road segment including information on the number of light and heavy vehicles, school bus routes, and the value and frequency of movements for differing types of freight. This was identified from traffic surveys carried out by Council, along with information obtained from transport operators and major industrial and agricultural operations within the district.
- The road's accident history. This was determined using the crash statistics published by the NSW Centre for Road Safety.
- Areas of social, environmental or economic significance were identified by staff with local knowledge and by reference to cadastral and terrestrial database information published by the New South Wales State Government.

Also considered was the vesting of the road reserve (whether it was controlled by Council, the State or Crown Lands) and any predicted future impacts on the above factors. The updated policy has enabled Council to regularly review its road classifications and update them to suit changing priorities into the future. The policy can be amended at any time if a situation arises that warrants a change in level of service and will be presented to Council for formal review every two years. This ensures that the community through Council has a regular opportunity to review its priorities for road maintenance. The reviewed classifications along with the updated maintenance policies outlined in the Road Asset Management Plan have allowed for increased maintenance on a net total of 222km of Council's rural roads. This represents a significant improvement to the level of service provided to the community on those roads that are most important to them.

Following the adoption of the policy, road maintenance votes have been tailored to provide funding for the requirements of this policy and any change to these classifications will necessarily require a change to the relevant maintenance budget to properly resource maintenance works. Any request to transfer a road from Crown control to Council control will also need to consider the ongoing cost of capital replacement and the depreciation expenses associated with this work. Notwithstanding the requests outlined below, there have been no changes in of the abovementioned factors that have affected the network and the policy remains otherwise unchanged from its most recent adoption in April 2018 as presented in Appendix 1 (D7 – D20).

Carl Tomes Lane

Council has recently received correspondence disputing the classification of Carl Tomes Lane. During the Rural Road Review it was identified that Council was maintaining a number of Crown Public Roads for which it is not the road authority. Carl Tomes Lane is one such road and after being advised of Council's decision to no longer maintain the road, a resident has approached Council requesting the decision be reviewed. A copy of the correspondence received is included in Appendix 2 (D21-D22).

Carl Tomes Lane is a 1.16km long unsealed road providing access to two (2) rural homesteads, one of which is also accessible via Cherry Tree Hill Road. The road receives average traffic of seven (7) vehicles per day. As a Crown Public Road, responsibility rests with the Minister Administering the *Crown Lands Act 1989* as the road authority. Maintenance on this road has been carried out in the past but as Council is not the road authority it is not empowered by the *Roads Act 1993* to carry out these works. In the event that an incident occurred during or as a result of Council working on the road, advice from Council's insurer suggests that it would not be afforded the tort protections provided by the *Civil Liabilities Act 2002*. Council has a responsibility to act in the best interest of the community and cannot expose itself to the risks associated with carrying out work in an area where it is not authorised to do so.

In order for Council to maintain this road without exposing itself to this risk, Carl Tomes Lane would need to be gazetted by Crown Lands as a Council Public Road. The decision to accept the transfer would need to be considered with reference to Council's Management Policy: Crown Roads – Transfer to Council (a copy of which is included for reference in Appendix 3 (D23-D25)). This policy outlines Council's position with respect to taking on the maintenance burden for gazetted Crown Public Roads and briefly discusses the process to be undertaken to instigate the transfer. Except in limited circumstances where Council has a vested interest in a Crown Road, it is the responsibility of the interested party to apply to the Department of Industry – Lands to have the road transferred. It is important to note when considering this course of action that over 33km of identified Crown Public Roads were removed from Council's Maintenance Schedule during the Rural Road Review. If Council were to request that they all be transferred this would represent not only a significant added annual maintenance burden of \$15,000-\$25,000 per annum, but also an ongoing impost on Council's limited recurrent renewal vote of \$560,000 per re-sheet.

Loves Lane

Councillors will recall that a request was made to the March 2018 meeting of the Civil and Environmental Committee to review the classification of Loves Lane. When presented to the Council, the decision was deferred while further information was gathered. The justification for the original reduction to "No Scheduled Maintenance" was that the road provides no access that isn't otherwise available from the highway and its use as a link between the highway and Elsmore is made redundant by Dodd's Lane, a fully sealed Rural Collector class road, which lies just two (2) kilometres to the east.

Since this time further correspondence has been received from the sole property owner on the road, along with letters of support from three other road users (as detailed in Appendix 4 (D26-D30)) Following receipt of these requests an updated traffic count was carried out which showed average daily traffic of 18 vehicles per day on the southern end of the road. This evidence suggests that while Dodd's Lane can provide access between Elsmore and the Highway, a significant proportion of the local community would prefer to use Loves Lane. Given the support for the lane's ongoing maintenance and the higher than expected traffic use it is suggested that the lane be reclassified to Rural Minor for its entire length. This will require an increase in the maintenance grading vote of approximately \$1,200 per annum.

RELATIONSHIP TO STRATEGIC PLAN, DELIVERY PLAN AND OPERATIONAL PLAN:

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

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

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

POLICY IMPLICATIONS:

Management Policy – Road Hierarchy to be updated to reflect the recommended changes to road classifications.

CHIEF FINANCIAL OFFICERS COMMENT:

Increasing the classification of Loves Lane to Rural Minor will add approximately \$1,200 per annum to Council's unsealed road routine maintenance budget. This change is able to be funded within the current 2018/19 budget.

LEGAL IMPLICATIONS:

As mentioned, because Council is not the road authority for Crown Public Roads it is not empowered by the *Roads Act 1993* to carry out these works. Council's insurer Statewide Mutual has provided advice that in its opinion Council will be held liable for any failures as a result of this maintenance regime in the same manner as it would for roads vested in Council and would be subject to cover, but that Council may not be afforded the protection of the *Civil Liability Act 2002*.

DECLARATION:

Mr Brett McInnes, Director Civil & Environmental Services, declared a non-pecuniary interest in this issue. The nature of Mr McInnes' interest arises from his wife being an employee of Dr Hall.

RECOMMENDATION:

That the Committee recommend to Council that:

- i) Council maintains its position in respect to the maintenance of Carl Tomes Lane.*
- ii) The residents of Carl Tomes Lane be advised of the decision and the justification for it, and informed of the process through which they could approach Crown Lands to transfer the road to Council, at which point Council would consider the transfer under its Management Policy: Crown Roads – Transfer to Council.*
- iii) Management Policy – Road Hierarchy be endorsed as presented including the updated classification of Loves Lane to Rural Minor for its entire length.*

APPENDIX 1

MANAGEMENT POLICY:	ROAD HIERARCHY
Ref:	

Contact Officer	Director Civil and Environmental Services
Approval Date	30 November 1998
Approval Authority	Council
Reviewed	Jan 2001, Mar 2007, September 2009, March 2017, April 2018
Amended	26 April 2018 (Res 32/18)
Date of Next Review	April 2020

1 Policy Statement

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

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

1.2 That Council adopt the following classifications for its local roads:

ID	NAME	CLASS
LU269	Bartlett Street	No Scheduled Maintenance
SR009	North Star Road	Rural Arterial
SR010	Tarwoona Road	Rural Collector

ID	NAME	CLASS
SR012	Blue Nobby Road	Rural Collector
SR013	Apple Tree Flat Road	Rural Minor
SR016	Keetah Road	Rural Access
SR017	Holdfast Road	Rural Access
SR018	Milkomi Road	Rural Access
SR019	Yetman West Road	Rural Access
SR020	Simpsons Creek Road	No Scheduled Maintenance
SR021	Hottes Road	Remove from register
SR023	Bedwell Downs Road	Rural Access
SR024	Mount Hallam Road	Rural Access
SR025	Baltimore Loop Road	Rural Access
SR026	Camp Creek Road	Rural Access
SR027	Atholwood Road	Seg 010-140 Rural Minor Seg 150-160 Rural Access
SR028	Goat Rock Road	Rural Collector
SR029	Campbells Road	Seg 010 Rural Minor Seg 020-040 No Scheduled Maintenance.
SR030	Kneipp Road	Rural Minor
SR031	Hillview Road	Seg 010-020 Rural Minor Seg 030 No Scheduled Maintenance
SR032	Coalmine Road	Seg010-160 Rural Collector Seg 170-300 Rural Minor
SR033	Limestone Road	Rural Collector
SR034	Sandy Creek Road	Rural Access
SR035	Coolatai Road	Rural Arterial
SR036	Wallangra Road	Rural Arterial
SR037	Burmah Road	Rural Minor
SR038	Craddock Road	Rural Minor
SR039	Girraween Road	Seg 010-070 Rural Access Seg 080-110 Rural Minor
SR040	Willowie Road	Rural Minor
SR041	Karoola Road	Rural Access
SR042	Windorah Road	Rural Minor
SR043	Pukawidgi Road	Rural Access
SR044	Pindaroi Road	Rural Access
SR045	Denham Road	Seg 010-090 Rural Minor Seg 090-140 No Scheduled Maintenance
SR046	The Pocket Road	Seg 010-050 Rural Collector Seg 060-390 Rural Access
SR048	Pindari Dam Road	Rural Collector
SR049	Upper Severn River Road	Rural Access
SR050	Bukkulla Road	Seg 010-180 Rural Access Seg 190-250 Rural Arterial
SR051	Wells Crossing Road	Seg 010-070 Rural Access Seg 080-120 Rural Minor.
SR052	Glengowrie Road	No Scheduled Maintenance
SR053	Ashford Rubbish Tip Road	Remove from register
SR054	Emmaville Road	Seg 010-170 Rural Arterial Seg 180-370 Rural Collector
SR055	South Valley Road	Rural Minor
SR056	Glenrock Road	Rural Minor
SR057	Rosehill Road	No Scheduled Maintenance
SR058	Rocky Creek Road	Rural Collector
SR059	Graman Road	Rural Arterial
SR060	Nullamanna Road	Rural Arterial

ID	NAME	CLASS
SR061	Cunningham Weir Road	Rural Collector
SR062	Bonshaw Weir Road	Rural Collector
SR063	Beaumont Road	Seg 010-030 Rural Minor Seg 040-050 No Scheduled Maintenance
SR064	Voss Road	No Scheduled Maintenance
SR065	Tucka Tucka Road	Rural Access
SR066	Ashford Cemetery Road	Rural Access
SR067	Mandoe Road	Rural Minor
SR068	Amaroo Road	Rural Minor
SR070	Dingo Creek Road	No Scheduled Maintenance
SR071	Hoskins Road	No Scheduled Maintenance
SR072	Coopers Road	Rural Access
SR073	Bayliss Road	No Scheduled Maintenance
SR074	Goberts Road	Rural Access
SR075	Strathroy Road	No Scheduled Maintenance
SR076	McPhees Road	No Scheduled Maintenance
SR078	Longs Road	No Scheduled Maintenance
SR080	Sawmill Road	Rural Minor
SR081	Piddingtons Road	No Scheduled Maintenance
SR084	Mountain Station Creek Road	No Scheduled Maintenance
SR087	Limestone Cave Road	Remove from register
SR088	Pickfords Road	Remove from register
SR090	Asimus Road	Remove from register
SR091	Gunyan Road	Rural Access
SR092	Old Texas Road	Rural Arterial.
SR101	Gragin Road	Rural Collector
SR102	Mastermans Road	Rural Access
SR103	Gragin Boundary Road	Rural Access
SR104	Lecoin Road	Rural Access
SR105	Glenesk Road	Seg 010-110 Rural Collector Seg 120-240 Rural Access
SR106	Gunnee Road	Rural Access
SR107	Northcotts Road	Rural Minor
SR108	Kerri Road	Rural Minor
SR109	Cherry Tree Hill Road	Rural Access
SR110	Rob Roy Road	Seg 010-130 Rural Collector Seg 140-310 Rural Access
SR111	Faulkners Lane	Rural Minor
SR112	Burleys Lane	Rural Minor
SR113	Wades Lane	Rural Minor
SR114	Coles Lane	Rural Minor
SR115	Roselea Road	Rural Minor
SR117	Morelma Road	Rural Access
SR118	Oakwood Road	Rural Arterial
SR119	Burts Lane	Rural Access
SR120	Redpath Reservoir Access Road	Remove from register
SR121	Raingers Lane	No Scheduled Maintenance
SR122	Benekes Lane	Rural Minor
SR123	Mount Russell Road	Rural Arterial
SR124	Lamonts Lane	Rural Minor
SR125	Mahers Lane	Rural Minor
SR126	Hills Lane	No Scheduled Maintenance
SR127	Yarrabee Road	Rural Minor
SR128	Delungra Road	Rural Arterial

ID	NAME	CLASS
SR129	Delungra Tip Access Road	Remove from register
SR130	Waddells Lane	Rural Minor
SR131	Georgesons Lane	Rural Minor
SR132	Barina Lane	No Scheduled Maintenance.
SR133	Tomes Lane	Rural Minor
SR134	Carl Tomes Lane	No Scheduled Maintenance
SR135	Prestons Lane	Rural Access
SR136	Dintonvale Road	Rural Access
SR137	Macintyre Station Road	Rural Minor
SR138	Bannockburn Cemetery Road	Remove from register
SR139	Glenburnie Road	Rural Minor
SR140	Frost Lane	Rural Minor
SR141	Fernhill Road	Rural Arterial
SR142	Loxton Road	Seg 010-050 Rural Collector Seg 060 Rural Access
SR143	Mackie Lane	Rural Access
SR144	Dog Trap Lane	Seg 010-020 Rural Arterial Seg 030 Rural Access
SR145	Dunmallard Lane	Rural Minor
SR146	Gratyns Road	Rural Minor
SR147	Taylor Avenue	Rural Arterial
SR148	Bolands Lane	Rural Collector
SR149	Palaroo Lane	Rural Access
SR150	Fullers Lane	Rural Collector
SR151	McFertridge Lane	Rural Minor
SR152	Toms Drive	Seg 010 Rural Collector
SR153	Brosnans Lane	Seg 010 Rural Arterial
SR154	Arrawatta Road	Rural Access
SR155	Moseley-Dene Lane	Rural Minor
SR156	Anderson Lane	Rural Minor
SR157	Lochinvar Lane	Rural Minor
SR158	Wynella Road	Rural Minor
SR159	Turners Lane	Rural Minor
SR160	Cutlers Lane	Rural Minor
SR161	Delungra Cemetery Road	Remove from register
SR162	Middletons Lane	Rural Minor
SR163	Kents Road	Rural Minor
SR164	Haywood Road	Seg 010-030 Rural Access Seg 040-110 Rural Minor Seg 120 No Scheduled Maintenance
SR165	Pretoria Park Road	Rural Minor
SR166	Reserve Creek Road	Rural Access
SR167	Sheep Station Creek Road	Rural Minor
SR168	Michell Lane	Seg 010-080 Rural Access Seg 090-130 Rural Minor
SR169	Reads Lane	Rural Minor
SR170	Bryants Lane	Rural Minor
SR171	Strattons Lane	Seg 010-030 Rural Access Seg 040 Rural Minor
SR172	Ewens Road	Seg 010-030 Rural Minor Seg 040 No Scheduled Maintenance
SR173	Delungra Bypass Road	Rural Arterial
SR174	Abbotts Lane	Rural Access
SR175	Leaders Lane	Rural Minor

ID	NAME	CLASS
SR176	Macleods Lane	No Scheduled Maintenance
SR177	Blyths Lane	Seg 010-030 Rural Access Seg 040-070 Rural Minor
SR178	Turrawarra Road	Rural Access
SR179	Kia-Ora Lane	Rural Minor
SR180	Pollocks Lane	Seg 010-020 Rural Access Seg 030 Rural Minor Seg 035 No Scheduled Maintenance
SR181	Havilah Park Road	Rural Collector
SR182	Bells Lane North	No Scheduled Maintenance
SR183	Trafalgar Lane	Rural Minor
SR184	Thomas Lane	Rural Minor
SR185	Doncaster Drive	Rural Collector
SR186	Hansdale Lane	Rural Minor
SR187	Eddys Lane	No Scheduled Maintenance
SR188	Eddy Park Lane	Rural Access
SR189	Houghs Lane	Rural Minor
SR190	Hampton Court	Rural Access
SR191	Krauses Road	Rural Minor
SR192	Copeton Dam Road	Rural Arterial
SR193	Wiltshire Road	Rural Access
SR194	Glenwood Road	Rural Minor
SR195	Defraignes Lane	Rural Collector
SR196	Onus Road	Seg 010-090 Rural Access Seg 100 No Scheduled Maintenance
SR197	Rosie Lane	No Scheduled Maintenance
SR198	Gowrie Road	Rural Minor
SR199	Auburn Vale Road	Rural Arterial
SR200	Mcilveen Park Road	Rural Collector
SR201	Penola Lane	Rural Minor
SR202	Mcbrides Lane	Rural Minor
SR203	Minnamurra Road	Seg 010 Rural Access Seg 020 Rural Minor
SR204	Alsace Road	Seg 010 Rural Access Seg 020 Rural Minor
SR205	Foxs Lane	Seg 010-090 Rural Access Seg 100 Rural Minor
SR206	Medhurst Road	Rural Minor
SR207	Browns Lane	Seg 010 Rural Access Seg 020 No Scheduled Maintenance
SR208	Cunninghams Lane	Rural Access
SR209	Kookaburra Lane	Rural Collector
SR210	Staggs Lane	Seg 010 Rural Collector Seg 020 Rural Access
SR211	Morris Lane	Seg 010-030 Rural Minor Seg 035-040 No Scheduled Maintenance
SR212	Leviathan Road	Seg 010-050 Rural Access Seg 060-090 Rural Minor
SR213	Pine Ridge Road	Seg 010-040 Rural Minor Seg 045-050 No Scheduled Maintenance
SR214	Old Bundarra Road	Seg 010-090 Rural Collector Seg 100-180 Rural Arterial
SR215	Schwenkes Lane	Rural Collector
SR216	Clinton Lane	Seg 010 Rural Access Seg 020 No Scheduled Maintenance

ID	NAME	CLASS
SR217	Beaulieu Lane	Seg 010 Rural Access Seg 020 No Scheduled Maintenance
SR218	Old Stannifer Road	Seg 010-060 Rural Arterial Seg 070-130 Rural Collector Seg 140 No Scheduled Maintenance
SR219	Ponds Road	Seg 010-020 Rural Access Seg 030 Rural Minor
SR220	Sayers Lane	Rural Minor
SR221	Airport Road	Rural Collector
SR222	Halls Lane	Rural Minor
SR223	Byron Station Lane	Seg 010-030 Rural Collector Seg 040 Rural Minor
SR224	Airlie Brake Lane	Seg 010-050 Rural Access Seg 060-070 Rural Minor
SR225	Goomerah Lane	Rural Access
SR226	McInerneys Lane	Rural Minor
SR227	Wandera Lane	Rural Minor
SR228	Riverstone Lane	No Scheduled Maintenance
SR229	Gilgai Reservoir Road	Seg 010-030 Rural Minor Seg 040 No Scheduled Maintenance
SR230	Rickeys Lane	Rural Access
SR231	Pineleigh Lane	Rural Minor
SR232	Poolbrook Road	Rural Access
SR234	Kings Plains Road	Rural Arterial
SR235	Orchard Place	Rural Collector
SR236	Long Plain Lane	Rural Access
SR237	Billabong Road	Seg 010-030 Rural Minor Seg 040 No Scheduled Maintenance
SR238	Woodstock Road	Seg 010-210 Rural Collector Seg 220-330 Rural Access
SR239	Inverell Estate Road	Seg 010-050 Rural Minor Seg 060 No Scheduled Maintenance
SR240	Elsmore Common Road	Rural Minor
SR242	Tamboura Close	Rural Minor
SR243	Waterloo Road	Rural Collector
SR244	Western Feeder	Rural Access
SR245	Eastern Feeder	Rural Access
SR246	Elsmore Road	Seg 010-110 Rural Arterial Seg 120-270 Rural Collector Seg 280-490 Rural Access
SR248	Loves Lane	Seg 010-030 No Scheduled Maintenance Seg 040 Rural Minor
SR249	Dodds Lane	Rural Collector
SR250	Roseneath Lane	Seg 010 Rural Minor Seg 020 No Scheduled Maintenance
SR252	McLachlans Lane	Seg 010-030 Rural Access Seg 040-130 Rural Minor
SR253	Old Armidale Road	Rural Access
SR254	Stannifer Road	Rural Arterial
SR255	Silvermines Road	Seg 010-100 Rural Access Seg 100-170 Rural Minor
SR256	Grants Road	Seg 010-100 Rural Access Seg 110-120 Rural Minor Seg 130 No Scheduled Maintenance
SR257	Newstead South Road	No Scheduled Maintenance

ID	NAME	CLASS
SR259	Mephams Road	Rural Minor
SR260	Paradise Road	Rural Minor
SR261	Maybole Road	Rural Collector
SR262	Goonoowigall Road	Rural Collector
SR263	Rifle Range Road	Seg 010-030 Rural Arterial Seg 040-070 Rural Collector
SR264	Fisher Road	Rural Access
SR265	The Gully Road	Rural Minor
SR266	Duftys Lane	Rural Minor
SR267	Spring Mountain Road	Seg 010-120 Rural Access Seg 130-220 Rural Minor
SR268	Sturmans Road	Rural Minor
SR269	Melia Close	Rural Access
SR270	Inverness Road	Rural Minor
SR271	Masons Lane	Seg 010 Rural Collector. Seg 020 Rural Access
SR272	Ditzells Drive	Rural Access
SR273	Wetzlers Drive	Seg 010 Rural Minor Seg 020 No Scheduled Maintenance
SR274	Tullochard West Road	Rural Minor
SR276	Silverdale Lane	No Scheduled Maintenance
SR277	McLean Road	Rural Access
SR278	Red Rock Road	Seg 010 Rural Access Seg 020 No Scheduled Maintenance
SR279	Roscræe Lane	Rural Collector
SR280	Cooks Road	No Scheduled Maintenance
SR281	Rivendell Road	Rural Minor
SR282	Bonvale Road	Rural Access
SR283	Staggy Creek Road	No Scheduled Maintenance
SR284	Addison Road	Rural Minor
SR285	Old Mill Road	Rural Collector
SR286	Monterey Road	Seg 010 Rural Access Seg 015 No Scheduled Maintenance
SR287	Clancys Drive	Rural Access
SR299	Querra Creek Road	Seg 010-040 Rural Access Seg 050-070 Rural Minor
SR300	Beckmore Road	Rural Minor
SR301	Bonshaw Tip Access Road	Remove from register
SR302	Mandoe Radio Site Access Road	Remove from register
SR303	Ashford Pump Station Access Road	Remove from register
SR304	Marrick Road	No Scheduled Maintenance
SR339	Fairfield Road	No Scheduled Maintenance
SR340	Ardroy Road	No Scheduled Maintenance
SR341	Heather Brae Lane	No Scheduled Maintenance
SR344	Summers Road	No Scheduled Maintenance
SR345	Kelleys Road	Seg 010-030 Rural Access Seg 040 No Scheduled Maintenance
SR346	Durkins Road	Rural Minor
SR348	Princes Lane	Rural Minor
SR349	Colleys Lane	Rural Minor
SR350	Jindalee Road	Seg 010-050 Rural Access Seg 060 Rural Minor
SR352	Quiomong Road	Rural Minor
SR353	Croye Road	No Scheduled Maintenance
SR354	Nashs Lane	Rural Minor

ID	NAME	CLASS
SR356	Wattle Hill Road	Rural Minor
SR357	McNeils Road	Seg 010-020 Rural Access Seg 030 No Scheduled Maintenance
SR359	Red Hill Lane	Rural Minor
SR360	Warana Drive	Rural Access
SR361	Karinda Drive	Rural Minor
SR362	Rosella Place	Rural Minor
SR363	Corella Court	Rural Minor
SR364	Cicada Place	Rural Minor
SR365	Bundanoon Lane	Rural Access
SR366	Bullamungee Close	Rural Minor
SR367	Tullochard East Road	Rural Minor
SR368	Gillespies Lane	Rural Minor
SR369	Northern Foreshores Road	Rural Collector
SR370	Blair Athol Road	Seg 010 Rural Access Seg 020 No Scheduled Maintenance
SR371	Clinton Reservoir Road	Rural Minor
SR372	Lemon Tree Flat Road	No Scheduled Maintenance
SR374	Staggy Creek Sports Ground Access Road	No Scheduled Maintenance
SR375	Ponds Access Road	No Scheduled Maintenance
SR376	Windona Drive	Rural Access
SR377	Daley Close	Rural Access
SR378	Talbragar Close	Rural Access
IU001	Albert Street	Urban Minor
IU002	Allambie Crescent	Urban Minor
IU003	Anderson Street	Urban Minor
IU004	Andrew Lane	Urban Minor
IU005	Andrew Street	Urban Access
IU006	Angel Avenue	Urban Minor
IU007	Angorra Close	Urban Minor
IU010	Arthur Street	Seg 010 Urban Minor Seg 040-080 Urban Collector
IU011	Atlantica Avenue	Urban Minor
IU013	Avern Lane	Urban Minor
IU014	Avern Street	Urban Minor
IU016	Belgravia Lane	Urban Minor
IU017	Bennett Lane	Urban Minor
IU018	Bennett Street	Urban Minor
IU019	Bertha Street	Urban Minor
IU020	Bimbadeen Drive	Urban Minor
IU021	Borthwick Street	Seg 010 Urban Minor Seg 040-050 Urban Collector Seg 060 Urban Minor
IU022	Box Tree Place	Urban Minor
IU023	Brae Lane	Urban Minor
IU024	Brae Street	Urban Link
IU025	Brewery Street	Seg 010-030 Urban Access Seg 040-Urban Minor
IU026	Brissett Lane	Urban Minor
IU027	Brissett Street	Urban Arterial
IU028	Brown Street	Urban Collector
IU029	Brownleigh Vale Drive	Urban Minor
IU031	Burgess Street	Urban Minor

ID	NAME	CLASS
IU032	Burtenshaw Road	Seg 010 Urban Link Seg 020 Urban Minor
IU033	Butler Street	Seg 010 Urban Minor Seg 020-030 Urban Collector
IU036	Buxton Street	Urban Minor
IU037	Byron Lane	Urban Minor
IU039	Caloola Drive	Urban Minor
IU040	Cameron Street	Seg 010 Urban Arterial Seg 020-030 Urban Access Seg 040 Urban Minor
IU041	Campbell Lane	Urban Minor
IU042	Campbell Street	Urban Arterial
IU043	Captain Cook Drive	Seg 010-040 Urban Arterial Seg 050 Urban Access
IU044	Carlyle Street	Urban Minor
IU045	Chester Lane	Urban Minor
IU046	Chester Street	Seg 010-020 Urban Link Seg 030-040 Urban Access Seg 050 Urban Minor
IU047	Chisholm Street	Urban Minor
IU049	Clive Lane	Urban Minor
IU050	Clive Street	Seg 010 Urban Minor Seg 020-025 Urban Access Seg 030 Urban Minor
IU051	Cloonan Terrace	Urban Minor
IU052	Coggan Place	Urban Minor
IU053	Colin Lane	Urban Minor
IU054	Colin Street	Urban Minor
IU055	Collibah Lane	Urban Minor
IU056	County Lane	Urban Minor
IU057	Crestview Place	Urban Minor
IU058	Cunningham Place	Urban Minor
IU059	Currawong Place	Urban Minor
IU061	Davey Street	Urban Minor
IU060	Delvyn Drive	Urban Minor
IU062	Deodara Drive	Urban Minor
IU063	Devon Street	Urban Minor
IU064	East Lane	Urban Minor
IU065	East Street	Urban Minor
IU067	Edward Street	Urban Minor
IU069	Elm Place	Urban Minor
IU071	Eugene Street	Urban Access
IU073	Evans Street	Urban Collector
IU074	Flinders Place	Urban Minor
IU075	Froude Street	Seg 010-020 Urban Minor Seg 030 Urban Access Seg 040 Urban Minor
IU076	George Lane	Urban Minor
IU077	George Street	Urban Access
IU078	Gilchrist Street	Seg 010-030 Urban Minor Seg 040-050 Urban Collector
IU079	Girle Street	Urban Minor
IU080	Glen Innes Access Road	Urban Minor
IU081	Gordon Street	Seg 010-030 Urban Access Seg 040 Urban Minor

ID	NAME	CLASS
IU082	Granville Lane	Urban Minor
IU083	Granville Street	Urban Minor
IU084	Greaves Lane	Urban Minor
IU085	Greaves Street	Urban Minor
IU086	Gunson Way	Urban Minor
IU087	Harland Street	Urban Link
IU088	Hatcher Street	Urban Minor
IU089	Henderson Lane	Urban Minor
IU090	Henderson Street	Seg 010 Urban Arterial Seg 020-060 Urban Access Seg 070 Urban Minor
IU091	Herbert Lane	Urban Minor
IU092	Herbert Street	Urban Minor
IU093	High Lane	Urban Minor
IU094	High Street	Urban Minor
IU095	Hindmarsh Street	Urban Minor
IU096	Hopper Street	Urban Minor
IU097	Howard Street	Urban Minor
IU098	Jacaranda Drive	Urban Minor
IU099	Jack Lane	Urban Minor
IU100	Jack Street	Urban Minor
IU102	John Street	Urban Minor
IU103	Killeen Street	Urban Collector
IU104	King Lane	Urban Minor
IU105	King Street	Urban Minor
IU106	Kingfisher Drive	Urban Minor
IU107	Knapton Street	Urban Minor
IU108	Kuna Avenue	Urban Access
IU109	Kurrajong Place	Urban Minor
IU110	Lake Inverell Drive	Urban Minor
IU111	Lang Street	Urban Minor
IU112	Lauder Street	Urban Minor
IU113	Lawrence Street	Seg 010-Seg 060 Urban Minor Seg 070 Urban Access Seg 080 Urban Minor Seg 090-110 Urban Access
IU114	Leonard Street	Urban Minor
IU115	Lewin Street	Urban Minor
IU116	Libani Close	Urban Minor
IU117	Lindsay Avenue	Urban Minor
IU118	Little Street	Urban Minor
IU119	Macintyre Street	Seg 010-030 Urban Minor Seg 040-050 Urban Arterial Seg 060 Urban Arterial
IU121	Mansfield Street	Seg 010-100 Urban Link Seg 110-120 Urban Arterial
IU122	Mather Street	Seg 010 Urban Access Seg 020 Urban Minor
IU123	Mawson Street	Urban Minor
IU124	May Street	Seg 010-040 Urban Access Seg 050 Urban Collector
IU125	Mcilveen Lane	Urban Minor
IU126	Mcilveen Street	Urban Access
IU127	Mcivor Street	Urban Minor

ID	NAME	CLASS
IU128	Medora Street	Seg 010 Urban Arterial Seg 020 Urban Minor
IU129	Miles Street	Urban Minor
IU130	Mitchell Crescent	Urban Minor
IU132	Moore Street	Seg 010-040 Urban Collector Seg 050-070 Urban Minor
IU133	Mugga Place	Urban Minor
IU134	Mulligan Lane	Urban Minor
IU135	Mulligan Street	Urban Minor
IU138	Murray Street	Urban Minor
IU141	Oconnor Street	Seg 005-030 Urban Link Seg 040-060 Urban Collector
IU139	Oak Place	Urban Minor
IU140	Oakland Lane	Urban Minor
IU142	Oliver Lane	Urban Minor
IU143	Oliver Street	Urban Access
IU144	Onus Avenue	Urban Minor
IU145	Osterley Terrace	Urban Minor
IU146	Oswald Lane	Urban Minor
IU147	Oswald Street	Seg 010-030 Urban Access Seg 040-040 Urban Minor
IU148	Oswald Terrace	Urban Minor
IU149	Otho Lane	Urban Minor
IU150	Oxley Place	Urban Minor
IU151	Pearson Road	Urban Minor
IU152	Pleffer Place	Urban Minor
IU153	Prince Lane	Urban Minor
IU154	Prince Street	Seg 010 Urban Minor Seg 020-030 Urban Collector Seg 040-040 Urban Access
IU155	Prince Terrace	Urban Minor
IU156	Queen Street	Urban Minor
IU157	Queens Terrace	Urban Minor
IU159	Raglan Street	Urban Minor
IU160	Railway Close	Urban Minor
IU161	Ring Street	Urban Arterial
IU162	Rivers Street	Seg 010 Urban Minor Seg 020-050 Urban Access
IU163	Rose Street	Seg 010-050 Urban Access Seg 060-070 Urban Minor
IU164	Ross Lane	Urban Minor
IU165	Ross Street	Seg 010-040 Urban Access Seg 050 Urban Collector
IU166	Rosslyn Lane	Urban Minor
IU167	Rosslyn Street	Seg 010 Urban Collector Seg 020 Urban Arterial Seg 030 Urban Minor
IU168	Runnymede Drive	Urban Arterial
IU169	Sapphire Street	Urban Minor
IU170	Sequoia Place	Urban Minor
IU171	Shirley Street	Urban Access
IU173	Short Street	Seg 010-050 Urban Collector Seg 060 Urban Minor
IU176	Stainfield Drive	Urban Minor
IU177	Stirling Street	Urban Minor

ID	NAME	CLASS
IU178	Sunnyside Place	Urban Minor
IU179	Swan Lane	Urban Minor
IU180	Swan Street	Urban Access
IU181	Swanbrook Road	Seg 010-050 Urban Arterial Seg 060-070 Urban Link Seg 080-090 Urban Collector
IU182	Sweaney Street	Urban Access
IU185	Tingha Access Road	Urban Minor
IU186	Tulare Crescent	Urban Minor
IU187	Urabatta Lane	Urban Minor
IU188	Urabatta Street	Urban Access
IU189	Vernon Street	Seg 010-035 Urban Collector Seg 040 Urban Minor
IU190	Victoria Street	Urban Minor
IU191	Vincent Place	Urban Minor
IU192	Vintage Close	Urban Minor
IU193	Vivian Street	Seg 010-070 Urban Collector Seg 080-120 Urban Access
IU194	Wade Street	Urban Minor
IU195	Waratah Avenue	Urban Access
IU196	Wattle Place	Urban Minor
IU197	Wesley Street	Urban Minor
IU198	Whittingham Street	Urban Minor
IU199	William Street	Urban Minor
IU200	Willow Place	Urban Minor
IU201	Wolbah Crescent	Urban Minor
IU202	Wood Street	Urban Access
IU203	Woodland Avenue	Urban Minor
IU204	Wyndham Street	Urban Minor
IU205	Wynne Street	Urban Link
IU206	Zircon Street	Urban Minor
IU290	White Box Place	Urban Access
AU207	Alabama Street	Urban Minor
AU208	Albury Street	Urban Access
AU209	Bala Street Nth	Urban Minor
AU210	Bala Street Sth	Urban Minor
AU211	Besley Street	Urban Minor
AU212	Bukkulla Lane	Urban Minor
AU213	Bukkulla Street	Urban Access
AU214	Cook Street	Urban Minor
AU215	David Street	Urban Minor
AU216	Dudley Street	Urban Minor
AU217	Duff Street	Urban Minor
AU218	Ely Street	Seg 010 Urban Minor Seg 020-040 Urban Access
AU219	Frazer Street	Seg 020-030 Urban Minor Seg 040-060 Urban Access
AU220	Frome Street	Urban Minor
AU221	Inverell Lane	Urban Minor
AU222	Inverell Street	Urban Collector
AU223	Jubilee Lane	Urban Minor
AU224	Jubilee Street	Urban Minor
AU225	Kneipp Lane	Urban Minor
AU226	Kneipp Street	Urban Minor

ID	NAME	CLASS
AU227	Martyn Street	Seg 010-030 Urban Minor Seg 040-070 Urban Access Seg 080 Urban Minor
AU228	Mcrae Lane	Urban Minor
AU229	Semmes Street	Urban Minor
AU230	Sinclair Street	Urban Minor
AU231	Tighe Street	Urban Minor
BU 232	Bonshaw Street	Urban Minor
BU234	Hill Street	Urban Minor
BU235	Miller Lane	Urban Minor
BU236	Miller Street	Urban Minor
BU238	Spark Street	Urban Minor
BU239	Texas Street	Urban Minor
BU240	Parker Lane	Urban Minor
BU241	Wadrd Street	Urban Minor
DU242	Burnett Lane	Urban Minor
DU243	Burnett Street	Seg 010 Urban Minor Seg 020-030 Urban Access Seg 040-050 Urban Minor
DU244	Coolatai Street	Urban Access
DU245	Dumboy Street	Urban Minor
DU246	Gleno Street	Urban Minor
DU247	Gunnee Street	Urban Collector
DU248	Gwydir Street	Urban Minor
DU249	Inverell Lane	Urban Minor
DU250	Macintyre Street	Seg 010 Urban Minor Seg 020-040 Urban Access
DU251	Railway Street	Urban Minor
DU252	Reedy Lane	Urban Minor
DU253	Reedy Street	Urban Minor
DU254	Wallangra Lane	Urban Minor
DU255	Wallangra Street	Seg 010 Urban Minor Seg 020 Urban Access
EU257	Blakes Lane	Urban Minor
EU256	Daws Lane	Urban Minor
GU259	Church Street	Urban Minor
GU260	Hall Street	Seg 010 Urban Access Seg 020-030 Urban Minor
GU261	Marsh Street	Seg 010 Urban Access Seg 020 Urban Minor
GU262	Park Street	Urban Minor
GU263	Short Street	Urban Minor
GU265	Wood Street	Seg 020-030 Urban Minor Seg 040 Urban Collector
GU266	Woodford Place	Urban Minor
GU267	Centenary Drive	Urban Minor
GU268	Unnamed - Gum Flat	Urban Minor
MU272	Castle Street	Urban Minor
MU274	Manuka Street	Urban Minor
NU277	Innes Glen Lane	Urban Minor
NU276	Glen Robin Lane	Urban Minor
NU278	Wywurree Lane	Urban Minor
SU279	Fraser Street	Urban Minor
SU291	Laing Street	Urban Minor
SU292	Loftus Street	Urban Minor

ID	NAME	CLASS
SU280	Tingha Street	Urban Minor
WU293	Broad Street	Urban Minor
WU281	Chard Street	Seg 010-030 Urban Access Seg 040 Urban Minor
YU282	Campbell Street	Urban Minor
YU283	Dight Street	Urban Minor
YU284	Lagoon Street	Urban Minor
YU285	Macintyre Street	Urban Minor
YU288	Simpson Street	Urban Minor
YU289	Warialda Street	Urban Minor

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

APPENDIX 2

Cayuga Heights Pty Ltd
PO Box 481
Inverell, NSW 2360

24 May, 2018

David Strugnell
Asset Manager Coordinator
Inverell Shire Council
Administration Centre
144 Otho Street
Inverell, NSW 2360

To Mr Strugnell,

We are writing to dispute the reclassification of Carl Tomes Lane as a Crown Road with no scheduled Council maintenance.

Your reference: S16.7.19/05 DS:DS

Carl Tomes Lane is 1.2kilometers long. It is now gravelled and all-weather. Until Carl Tomes Lane was gravelled a few years ago it was impassable to any vehicles except high rise light four wheel drive vehicles in wet conditions. It was impassable to any heavy vehicle including Fire Trucks, Electricity line service vehicles, ambulances and all commercial heavy vehicle traffic during wet weather. It is vital that Carl Tomes Lane is maintained as an all-weather road.

Carl Tomes Lane :

- The purpose of the road is to gain access, by the property owners, to 4 rural properties, either as main access or adjunct access, from Tomes Lane/ Yetman Road and Cherry Tree Hill Road, in order to operate commercial farming and grazing enterprises.
- The access afforded by Carl Tomes Lane involves multiple occasions of daily use by the owners of the affected properties.
- The access afforded by the road is also vital for emergency services including Electrical Power Company vehicles servicing the power grid, Rural Fire Service vehicles attending fires and Ambulance service vehicles attending cases of accident and illness.

In the past two years there have been severe weather events involving the loss of electrical power over a wide area as a result of downed power lines on our property. The maintenance of the electrical grid in this area is dependent on all weather access via Carl Tomes Lane to the poles and wires traversing the involved properties. The power company is dependent on permanent, all-weather access via Carl Tomes Lane to the grid traversing the affected properties.

Recently a grass fire on one of the affected properties moved across Carl Tomes Lane and threatened our property and wheat crop. The Rural Fire Brigade attended this fire and brought it under control by accessing Carl Tomes Lane. If Carl Tomes Lane had been degraded to a fair weather road only, this may not have been possible and extensive property damage and loss could have occurred.

- All weather access via Carl Tomes Lane is vital for the commercial farming and grazing enterprises undertaken by the property owners. This involves regular bulk deliveries of fuel by tanker, regular movement of cattle by heavy vehicles, regular movement of heavy farming machinery including headers, large spray rigs, Kelly chains, delivery of bulk fertiliser and seed, and B-double movement of grain.

Carl Tomes Lane must be gravelled and passable in all weather to allow this commercial activity.

We note that Council intends to continue maintenance of Tomes Lane, indeed a sign has been placed indicating work on Tomes Lane is vital under the banner of "Roads to Recovery". In fact, almost all the traffic using Tomes Lane originates or terminates via Carl Tomes Lane at the affected properties. In effect, traffic on Tomes Lane is almost all transiting in order to gain access to Carl Tomes Lane. We understand that Federal Government funding has been applied to the maintenance of Tomes Lane. This should be extended to Carl Tomes Lane.



We note that Council has gravelled and maintained CTL up to this time and this precedent and established customary practice produces an obligation on Council to continue this practice.

In summary, Carl Tomes Lane must be maintained as an all-weather road in order to allow the operation of the affected commercial farming enterprises and to allow regular maintenance of vital power services as well as access for emergency services. If Carl Tomes Lane is allowed to degrade and become impassable by heavy vehicles, and more importantly, emergency vehicles such as ambulance, Rural Fire Brigade vehicles and Electrical Power company vehicles there could be significant loss of property and even life involved. Council would bear a heavy liability and responsibility in such a case.

In consideration of the above matters, any decision or advice recommending downgrading the maintenance of Carl Tomes Lane would invoke the principle of "duty of care" and the liability attached to this.

Yours faithfully,

J.S. Hall and M.C. Hall
Directors, Cayuga Heights Pty Ltd



APPENDIX 3

MANAGEMENT POLICY:	CROWN ROADS – TRANSFER TO COUNCIL
Ref:	S5.19.2

Contact Officer	Development Planner
Approval Date	23 April 2014 (Resolution 42/14)
Approval Authority	Council
Reviewed	
Amended	
Date of Next Review	September 2017

1.1 Policy statement

The transfer of a Crown Road to Council will be subject to a report being presented to Council.

1.2 Application

Crown public roads provide lawful access to many privately owned and leasehold lands where little or no subdivision has occurred since the early nineteenth century. These roads are part of the State's public road network. They are often referred to as 'paper roads' as many have not been formed or constructed.

Requests for Council to accept control of crown roads, whether they are 'paper roads', fully or partially constructed, are generally associated with:

- 1) Development applications, typically the construction of a crown road to service a dwelling or lots within a subdivision; or
- 2) Constructed crown roads which service one or more properties, where Council is requested to:
 - a) Accept maintenance responsibility; or
 - b) Accept control of the road to prevent its closure (e.g. where one property owner purchases the access of another property owner/s).

There may be certain circumstance where Council has a vested interest in a crown road and will initiate the transfer.

1.3 Definitions

Crown Road – A road which is owned and managed by the State Government or an agency of the State Government.

Inverell Urban Area – Land within the suburb of Inverell, zoned residential (but not large lot residential, rural or similar), business or industrial under the relevant local environmental plan.

1.4 Implementation

Each transfer of a crown road to Council control will be assessed on its individual merits. Generally, one or more of the following criteria are to be satisfied prior to Council considering supporting the transfer of a crown road to its responsibility:

-
- 1) Council has historically maintained (excluding private works agreements) the crown road as a public road, which is partly or wholly located within a crown road reserve;
 - 2) There is significant infrastructure located within a crown road reserve and provision of an easement is not feasible;
 - 3) The road reserve has been identified by Council as having strategic importance;
 - 4) For new development, within the Inverell Urban Area – Refer to Council's Management Policy – Access to Residences.
 - 5) For new development, other than the Inverell Urban Area:
 - a) The crown road (entire length or relevant part if applicable) is constructed to Council's public road standard at the developer's expense prior to the commencement of the development;
 - b) All costs associated with the transfer are borne by the developer; and
 - c) The scale of the proposed development will promote significant (as determined by Council) economic and/or population growth for region.

Generally, Council will not support the transfer of crowns roads where they are proposed to serve a single dwelling or lot. Alternative methods of access would need to be established (right of carriageway, landholder to purchase the crown road, etc.).

- 6) It is within the public interest, having consideration for:
 - a) The standard of construction of the road, including any required upgrade;
 - b) The number and use of the properties utilising the road;
 - c) Council's responsibility towards future maintenance;
 - d) Alternative access arrangements that may exist;
 - e) Access to places of environmental, cultural or recreational significance.

For roads that remain 'crown'; if possible, Council will encourage that they remain open where they provide practical and/or legal access to properties.

1.5 Procedures

Maintenance of Crown Roads – Private Works - Any maintenance of crown roads undertaken as private works will be undertaken in accordance with Council's Management Policy – Private Works under Section 67.

Works undertaken via a private works agreement confers no responsibility on Council to accept ownership or control of a crown road.

In the event that a crown road is transferred to Council under the *Roads Act 1993*, without prior consideration of this policy, Council may not maintain the road unless the criteria above is met.

1.6 Related Documents

Compliance with this policy provides no guarantee that approval would be granted under any other plan or policy, including development consent issued under the *Environmental Planning and Assessment Act 1979*. There may be requirements of other government agencies which may influence the outcome of any road transfer request.

In addition to costs associated with construction and transfer of a crown road, contributions under the relevant Section 94 Plan applying to the land may apply.

1.7 Modification History

Adopted by Council 23 April 2014 (Resolution 42/14).

APPENDIX 4

	<div style="border: 1px solid black; padding: 2px;"> INVERELL SHIRE COUNCIL SR & M Penberthy </div>	<div style="border: 1px solid black; padding: 2px;"> 10/04/2018 </div>
<div style="border: 1px solid black; padding: 5px; margin: 10px auto; width: 150px;"> 12 APR 2018 </div>		
<p>Dear Sir,</p>		
<p>I am writing to you with regard to recent correspondence I received from Inverell Shire Council regarding the downgrading of our local road Loves Lane to a zero maintenance road. I am aware that many other roads have been given that same classification.</p>		
<p>I find this decision both concerning and mystifying, because it appears Council has in its wisdom deemed that the road is a one man road. I don't understand how this can be the case, when it is a through road linking the highway to Elsmore. I will admit that I use the road more than most as it is the centre of my farming business where my silos, cattle yards and machinery sheds are located.</p>		
<p>Please find attached letters from other people who use this lane regularly as a through road. I am aware that council has also had contact with Tony Redman who uses Loves Lane to access his country on the Guyra road and from my own observations many others also use this lane.</p>		
<p>I have also heard that council considers that Dodd's Lane can provide that access. Dodd's Lane is most unsuitable for the transport of oversize farming machinery due to its high banks and cuttings that don't allow the operator to get off the road so as to allow any oncoming traffic to pass. In my case Loves Lane is the only access I have to a large portion of my farm that is situated on the Stannifer Road.</p>		
<p>Last year council imposed a 14% rate increase on local ratepayers with the reasoning that it was necessary to maintain services. That rate increase cost me an extra \$2250.00 per year, and less than 12 months in the service that I truly require from council has been cut.</p>		
<p>Loves Lane in the past has only been graded every two to three years apart from a few one off repairs which are mostly due to the poor state of the road initially and that degree of maintenance is reasonably acceptable. I am also informed that the Lane is due to be re-sheeted soon before the new maintenance regime comes into practise and this is much appreciated. I would of thought that re-sheeting and then have no maintenance work done afterward would significantly shorten the expected life span of that re-sheet. I am not asking for it to be made into a highway but I am concerned that its demise will badly affect the viability of my own business and safety of my family.</p>		
<p>If I am forced to carry out my own maintenance so as to allow me to continue to carry out my business, it will put at risk my entire operation due to the possibility of litigation for damages or injury or even death, for repairs for which I have no insurance cover, on a road where I have no control over who travels it.</p>		
<p>I don't understand what the long term goal of Council is in allowing our rural road infrastructure to collapse. Farming is a high input business with most of those inputs being sourced from rural outlets in Inverell. These farming businesses also rely on being able to get those inputs in and their produce out reliably whether it be grain, cattle or sheep.</p>		

SR & M Penberthy | 10/04/2018

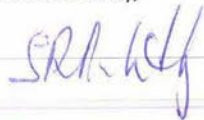
At a time when council is spending millions of dollars on a main street renewal for which there is a debatable return, these rural road downgrades seem to fly in the face of logic.

I also think that it is reasonable of me to expect that the Council provide a level of service for the \$18500.00 rates that I pay each year. I also believe that if businesses in Inverell, with a similar turnover as mine, were having their day to day operation impeded and their customers restricted by a Council street, that every effort would be made to remedy the situation.

I am aware that rural rates don't make up the majority of Council's income but the monies spent by those farming businesses do make up a large proportion of the towns commercial income and to put at risk the viability of these businesses with the stroke of a pen seems to be short sighted.

I do hope you give my concerns due consideration.

Yours Sincerely,



Stuart Penberthy

N G Turner



"Lauriston"

Glen Innes Road

Inverell.NSW.2360

25th January 2018

Inverell Shire Council

Otho Street,

Inverell. NSW. 2360

Dear Sirs and Madams,

Re: LOVES LANE, ELSMORE

I wish to advise that I and my employees regularly use Loves Lane when travelling to and from my properties on the Guyra and Moredun Roads.

When agricultural machinery goes to these properties, Loves Lane is the better route. The alternative, down Dodd's Hill to Elsmore, is unnecessarily hazardous. Due to the steep terrain next to the road traffic cannot pass machinery in either direction.

Please keep up the maintenance of this road.

Regards, *N G Turner*

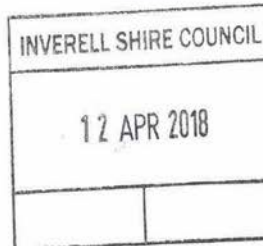
Norman Turner

B M & G A Turner Trading as Swanbrook Farming
"Marble Hall"
50 Princes Lane
Long Plain
Inverell NSW 2360

Swanbrook Farming

Phone (02) 67 232 334
Mob 0427 017 112

Email swanbrookfarming@bigpond.com



25th January 2018

Inverell Shire Council
Otho Street
Inverell NSW 2360

Dear Councillors,

Re: Maintenance Classification of Loves Lane, Elsmore.

We are advised that it is under consideration to reclassify Love's Lane to a "one man road".
We are among the many people that use this lane.

Whenever we or our family are travelling to and from towns such as Guyra, Armidale, Ebor and beyond we use the route of Loves Lane then the Stannifer and Old Armidale Roads to connect to the Guyra Road. With an elderly mother living in Nambucca Heads it is a frequent journey. Our daughters who live in Melbourne and Orange fly to Armidale then drive this route when visiting home. We also travel via Loves Lane to business and specialist medical appointments in Armidale.

Often when grain or livestock are sold to destinations in that direction, customers will also use Loves Lane. This past year a number of our stud Angus bulls were transported through Loves Lane to their purchasers.

Most residents of Long Plain and the Woodstock and Kings Plains Roads would also opt for this route. It saves a number of kilometres but also avoids driving through the majority of the Elsmore Village.

Please continue to maintain Loves Lane.

Regards

Two handwritten signatures. The first is "Brian" and the second is "Glynis".

Brian Turner

Glynis Turner

Ph: 02 6721 0610
Fax: 02 6722 1443
Email: vince@vsm.net.au
Lic No. MD8864



259 Byron Street
Inverell NSW 2360
Web: www.vsm.net.au
Lic No. MVRL 22277

INVERELL SHIRE COUNCIL.
OTHO ST, INVERELL.



26th March 2018.

To Whom It May Concern, reference to Love's Lane, Elsmore.

I am concerned that if the status of the above mentioned road is changed to "unmaintained" it could have an effect on tourist visitation to Inverell area.

Vince Strang Motorcycles do a considerable amount of area promotion in the national motorcycle media encouraging touring motorcyclists to visit the district. We have established the area with "adventure rider" magazines and motoring journalists through led tours, interviews and a well-received series of CD ROM based maps on which Love's Lane is a key linking route in several of our suggested tours.

I can't imagine the cost of basic maintenance verses allowing the lane to fall into a state of disrepair (where it could be hazardous to traverse) to make any sense.

Yours Sincerely.

Vince Strang

A handwritten signature in black ink, appearing to read 'Vince Strang', written over a horizontal line.

Over 40 years professional service to Australia's Motorcycle Riders

ITEM NO:	3.	FILE NO: S7.11.2/11
DESTINATION 3:	An environment that is protected and sustained	E
SUBJECT:	UPDATE ON FIRE SAFETY REPORTS	
PREPARED BY:	Anthony Alliston, Manager Development Services	

SUMMARY:

The purpose of this report is to provide the Committee with an update on the status of the fire safety upgrades to the following premises:

- 1-7 Byron Street, Inverell
- 81-91 Byron Street, Inverell
- 123 Byron Street, Inverell
- 254-260 Byron Street, Inverell
- 33-39 Byron Street, Inverell
- 61-67 Otho Street, Inverell.

Council has been provided with a combination of written and verbal advice from all but one (1) of the abovementioned premises. The advice provided ranges from quotes to have the identified works completed to verbal advice indicating that consultants have been engaged.

COMMENTARY:

In April 2017 Fire & Rescue NSW and Council's Building Surveyor undertook inspections of six (6) commercial premises located in Inverell. As a result of these inspections a number of fire safety deficiencies were identified within these buildings.

On 6 December 2017, Council received fire safety inspection reports from Fire and Rescue NSW regarding these inspections. A report was presented for Council's consideration at the December 2017 Ordinary meeting. At this meeting Council resolved to defer its decision on whether to exercise its functions under the *Environmental Planning & Assessment Act 1979* (EP&A Act 1979) and subsequently requested a further report to be presented at Council's Ordinary meeting, of February 2018. Council at the Ordinary meeting of February 2018 resolved, that;

- i) *Council note the action undertaken to date in respect to the received fire safety inspection reports from Fire and Rescue NSW, including the correspondence received from the owners of the subject premises.*
- ii) *Council, at this stage, does not exercise its powers to issue order No 6 or 8 under section 121B of the Environmental Planning and Assessment Act 1979 on the following premises:*
 - 1-7 Byron Street, Inverell;
 - 81-91 Byron Street, Inverell;
 - 123 Byron Street, Inverell;
 - 254-260 Byron Street, Inverell;
 - 33-39 Byron Street, Inverell; and
 - 61-67 Otho Street, Inverell.
- iii) *That the Commissioner of Fire and Rescue NSW be advised of Council's actions and outcomes in accordance with Section 121ZD (4) of the Environmental Planning and Assessment Act 1979.*

- iv) *Council's Building Surveyor continue to monitor the fire safety measures at the subject premises and provide a further report on the status of the upgrades to the Civil and Environmental Services Committee at a later date.*
- v) *Council write to the owners of each subject premises confirming:*
 - (a) *Council's decision to not issue Orders No. 6 and 8 under the EP&A Act at this stage;*
 - (b) *Council's Building Surveyor will continue to monitor the fire safety measures at the subject premises; and*
 - (c) *Should a fire safety upgrade strategy not be implemented in a timely manner, Council may consider issuing Orders No. 6 and/or 8 at a later date.*

Following Council's resolution, written advice has been provided to the Commissioner of Fire & Rescue NSW advising of Council's actions. Council has also advised identified property owners of Council's resolution, proposed options for the implementation of the identified physical works and requested an update on the current status of activities to date and proposed timeline for the implementation of the identified works.

Council has since received a combination of written and verbal advice from five (5) of the six (6) property owners. The premise that has not supplied Council with advice is currently closed for business. The advice received indicates that slow progress is being made towards addressing the fire safety deficiencies within these buildings. Council has been advised that this is largely due to the lack of availability of fire consultants within this region.

Council has from the outset, resolved to work with property owners to address the fire safety concerns within their buildings. Given that the progress towards addressing the identified fire safety deficiencies has not been undertaken in a timely manner, Council has written to the property owners giving them 30 days to formally commit to a timeline for the implementation of the identified works.

Through this approach, it is considered that Council will be able to determine those businesses that are going to be proactive and those that Council may need to take enforcement action against.

RELATIONSHIP TO STRATEGIC PLAN, DELIVERY PLAN AND OPERATIONAL PLAN:

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

Term Achievement: E.03.01 Industrial and residential estate areas designed constructed and maintained to deliver ecologically sustainable outcomes

Operational Objective: E.03.01.01 To establish measures and processes to protect the built environment and safety of the residents of the Shire through both direct control and education.

POLICY IMPLICATIONS:

Nil

CHIEF FINANCIAL OFFICERS COMMENT:

Nil

LEGAL IMPLICATIONS:

Should Council form the view that any property owners are not taking sufficient action to complete the fire safety upgrades within a reasonable period the option still exists to issue orders and take regulatory action under the *Environmental Planning and Assessment Act 1979*.

RECOMMENDATION:

That the Committee recommend to Council that;

- i) The information be received and noted; and*
- ii) A further report on the matter be provided at the conclusion of the deadline for property owners to formally respond to Council.*

ITEM NO:	4.	FILE NO: S26.4.19
DESTINATION 5:	The communities are served by sustainable services and infrastructure	S
SUBJECT:	REQUEST FOR SURPLUS PAVERS– INVERELL LAPIDARY CLUB	
PREPARED BY:	Michael Frost, Technical Support Officer	

SUMMARY:

Council has received a request from the committee of the Inverell Lapidary Club enquiring as to the availability of any surplus pavers Council may be able to provide. Pavers being sought would be laid over a 60 square metre area between and around clubhouse premises in McIlveen Street, Inverell. The Committee is being requested to make a determination in relation to this request.

COMMENTARY:

The Inverell Lapidary Club has recently added a second structure to their clubhouse site on Council land in McIlveen Street. The new building has created a need for paving of the breezeway between the two (2) structures and immediate surrounds over an area of approximately 60 square metres. The committee of the club has asked if Council has any surplus pavers they would be prepared to provide toward this job.

Council does have a considerable amount of obsolete pavers in varying colours and sizes that would be suitable to the Lapidary Club and from a Council perspective, the pavers would not be used in any future projects or maintenance. Generally Council would periodically arrange for the sale of obsolete stock to the general public via a tender process. Depot staff have advised some of the pavers have been held for up to 20 years and estimate a current value of approximately \$10 per square metre. On this basis, a paver donation of \$600 is being sought.

The Lapidary Club holds their Gem and Craft show annually in October and would be keen to get the clubhouse site as presentable as possible for this event. Last years event endured heavy rain which turned the walk areas into mud that was subsequently walked into the premises. This years event runs for a full week with different activities and excursions scheduled for each day. This event will no doubt attract visitors to Inverell patronising local business.

RELATIONSHIP TO STRATEGIC PLAN, DELIVERY PLAN AND OPERATIONAL PLAN:

Strategy: S.02 Council displays leadership, community engagement and collaboration with others.

Term Achievement: S.02.01 Council is managing it's statutory requirements and the needs of a participatory community in a transparent and balanced way.

Operational Objective: S.02.01.01 Develop, review and monitor policies and procedures to enable the organisation to engage more effectively with the community while meeting its statutory and public interest obligations.

POLICY IMPLICATIONS:

Nil

CHIEF FINANCIAL OFFICERS COMMENT:

Nil

LEGAL IMPLICATIONS:

Nil

RECOMMENDATION:

A matter for the Committee.

ITEM NO:	5.	FILE NO: S4.14.1/01
DESTINATION 5:	The communities are served by sustainable services and infrastructure	S
SUBJECT:	SELF HELP POLICY REVIEW	
PREPARED BY:	Justin Pay, Manager Civil Engineering	

SUMMARY:

At the May 2018 Ordinary Council meeting it was resolved (RES-56/18) inter-alia that: *Inverell Shire Council review their 'self-help' policy for the purposes of shire road management and investigate the best possible application for these type of arrangements.*

This report outlines the current policy and discusses its application over recent times. The Committee is requested to determine if any further action is required on this matter.

COMMENTARY:

At the May 2018 Ordinary Council meeting it was resolved (RES-56/18) inter-alia that: *Inverell Shire Council review their 'self-help' policy for the purposes of shire road management and investigate the best possible application for these type of arrangements.*

A copy of Councils Management Policy – Contributions, Works Carried Out Ahead of Priority is attached in Appendix 5 (D37) for the information of the Committee.

Over the last ten (10) years this policy has had very little practical application. Council have received contributions towards resheeting works on two (2) minor roads during 2018. This would be more the exception than the rule with often no co-contributions obtained throughout a financial year. Given that the policy requires a contribution from the applicant, most people choose not to pursue the policy and simply wait for works to be included in Council's works programs. The two (2) recent applications of the policy have been for gravel resheeting on roads that would have

otherwise not received funding under Council's asset management policy. In each case the applicant made in-kind contributions via supplying gravel, earth moving machinery etc.

The Manager Civil Engineering has discussed this policy with a significant number of potential applicants over the last five (5) years. In all but limited cases the potential applicant either did not have any capacity to provide an in-kind contribution, or decided against doing so. In any case where the potential applicant had no option for an in-kind contribution, the need to provide a cash contribution was a significant deterrent from utilising this policy.

Council for many years has not had a specific budget item for application of this policy. In circumstances where the policy is to be used, funds are allocated from existing maintenance or capital renewal votes.

In preparing this report Council staff discussed the matter with engineering staff from neighbouring Gwydir Shire Council. Verbal advice from them is summarised below:

- *Gwydir Shire Council allocates \$200K every year in the budget for self help works.*
- *This funding is applied on a first in – first served basis.*
- *Self help contribution can be “in kind”, to a minimum 50% contribution or equivalent. All works under this program to date have been on an “in kind” basis.*
- *The bulk of the works under this program have been within 40km of North Star district.*
- *Properties within this area are usually large operations with their own earthmoving equipment and trucks and quite a few have existing gravel pits for their own use.*

Gwydir Shire has had recent success with their “self help” program on rural unsealed roads. This success is due largely to the applicants having the capacity to provide gravel and earthmoving machinery as in kind contributions to the works. Unfortunately very few potential applicants in Inverell Shire have the capacity or willingness to provide such contributions.

Whilst very few landholders in Inverell Shire have the resources to be able to provide in kind contributions, Council does need to manage risks associated with this measure being utilised. It is important that any gravel or material supplied under this policy be of a suitable nature. Also, the provision of private plant or machinery to operate on the road network needs to be managed to ensure compliance with relevant legislation. Should an applicant operating under this policy provide sub standard quality of work or complete work with machinery that is unsafe, Council would be faced with liability issues. These matters are not discussed in the current policy and should the document be updated it would be prudent to incorporate measures to mitigate these potential issues.

In recent years upon adoption of the gravel resheeting program Council has elected to make provision for an “Unallocated Amount”. The intention of this allocation is to ensure that Council has the capacity to respond to any matters that may arise throughout the course of the year, such as isolated weather events, etc. These unallocated funds within the gravel resheeting program provide Council with the flexibility to be able to meet some potential works under the Contributions, Works Carried Out Ahead of Priority policy. As such it is recommended that it is not necessary to provide a specific allocation within Council's annual budget for this purpose.

Council does receive good support from land owners that is below the threshold of the self help policy. Works crews often source water and gravel from nearby properties at no cost. Council also utilise private land for camp sites for construction and maintenance works where it is not practical to move plant and equipment back to the depot at the end of the day.

Council's current Restricted Access Vehicle policy provides that Council will apply for grant funding for any road upgrade project that would increase productivity and provide a significant benefit to the wider community. In case of a productivity gain that didn't provide a wider community benefit, Council may wish to partner with an individual land owner to improve access, provided the land owner was willing to contribute. This type of situation rarely arises and would need to be assessed on a case by case basis.

Conclusion

Recent experience indicates that the only time that a self help policy would be utilised in Inverell Shire is on minor roads that would otherwise be extremely low priority for funding under Council's asset management policy. The existing Management Policy – Contributions, Works Carried Out Ahead of Priority has had relatively low practical application since its inception. Noting that in kind contributions are likely to be utilised by any potential applicant, it would be prudent to draft an amended policy that mitigate any potential issues that may arise from such a contribution. The committee may have other matters they may wish to see addressed in any amended policy.

RELATIONSHIP TO STRATEGIC PLAN, DELIVERY PLAN AND OPERATIONAL PLAN:

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

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

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

POLICY IMPLICATIONS:

Nil

CHIEF FINANCIAL OFFICERS COMMENT:

Nil

LEGAL IMPLICATIONS:

Nil

RECOMMENDATION:

That the Committee recommend to Council that :

- i) The existing management policy - Contributions, Works Carried Out Ahead of Priority be amended noting risk management issues and matters raised by the committee.*
- ii) The amended policy be returned to a future committee meeting for endorsement.*

APPENDIX 5

MANAGEMENT POLICY:	CONTRIBUTIONS – WORKS CARRIED OUT AHEAD OF PRIORITY
Ref:	

Contact Officer	Director Civil and Environmental Services
Approval Date	30 September 1991
Approval Authority	Council
Reviewed	29 April 1994, Nov 1998, Jan 2001, Mar 2007, September 2009
Date of Next Review	September 2017

1 Policy statement

- a) All works planned within the three (3) year program and other major works (ie valued at more than \$10,000) of a maintenance or construction nature for which funds are currently available, be considered by Council if a substantial (minimum 50%) contribution be offered by the applicant.
- b) Minor works (ie valued at less than \$10,000) of a maintenance or construction nature, for which funds are currently available, may be determined by appropriate Senior Staff subject to a minimum contribution of 50%.
- c) All works other than described in (a) or (b) above, only be carried out ahead of normal priority at the applicant's full cost and any works outside the program be considered with a future three (3) year rolling program.

ITEM NO:	6.	FILE NO: S30.9.4
DESTINATION 5:	The communities are served by sustainable services and infrastructure	S
SUBJECT:	PETITION - CAMPBELL STREET PEDESTRIAN CROSSING	
PREPARED BY:	Justin Pay, Manager Civil Engineering	

SUMMARY:

At its Ordinary meeting in March Council was made aware of a petition from the Inverell Shire Library "Wraps with Love" Volunteer Contributors requesting Council install a Pedestrian crossing in Campbell Street. The Local Traffic Committee have considered the matter and suggest that Council investigate the installation of a pedestrian refuge, rather than a formal Pedestrian crossing.

COMMENTARY:

At its Ordinary meeting in March Council was made aware of a petition from the Inverell Shire Library "Wraps with Love" Volunteer Contributors requesting Council install a formal Pedestrian crossing in Campbell Street. After investigations the matter was discussed at the May 2018 meeting of the Local Traffic Committee (LTC). All LTC members agreed that a formal pedestrian crossing was not the most suitable solution to improve pedestrian safety at this location. The site does not meet the technical warrant for installation of a formal pedestrian crossing. Further to this,

installation of a formal crossing may actually decrease road safety and have negative impacts on other traffic management issues in the area.

It was proposed by the LTC that the most appropriate solution would be for a pedestrian refuge to be constructed at the site. This would require changes to the kerb and gutter and improvements to the pavement at the site. Key design considerations include:

- traffic movements associated with Evans Street and Campbell Street intersection
- traffic movements associated with the drop off area at the library
- number of vulnerable pedestrians accessing the library
- significant traffic volumes, including heavy vehicles, using Campbell Street

The Committee is requested to recommend to Council that the project be added to Council's design priority list so that the project can have a comprehensive engineering design completed.

Once plans have been finalised a further report will be presented to the Committee to determine if the plans are supported and if funding is available for the project to proceed. The RMS representative on the LTC indicated that RMS funding may be available to implement an approved design.

RELATIONSHIP TO STRATEGIC PLAN, DELIVERY PLAN AND OPERATIONAL PLAN:

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

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

Operational Objective: S.10.01.01 A program is being implemented to address deficiencies and areas of congestion in the local road network.

POLICY IMPLICATIONS:

NIL

CHIEF FINANCIAL OFFICERS COMMENT:

LEGAL IMPLICATIONS:

NIL

RECOMMENDATION:

That the Committee recommend to Council that the project to construct a pedestrian refuge on Campbell Street be added to Council's design priority list so that the project can have a comprehensive engineering design completed.

TO CIVIL & ENVIRONMENTAL SERVICES COMMITTEE MEETING 13/06/2018

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

SUMMARY:

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

COMMENTARY:**MR 187 “Cucumber Creek” Pavement Widening and Rehabilitation**

This project involves the widening and rehabilitation of the section of Yetman Road north of Cucumber Creek, including upgrades to a number of significant drainage structures. Currently \$2.1M is allocated to the project from multiple sources. The project will be completed in stages with the exact length to be rehabilitated dependant on the final design and cost. It is anticipated the total extent of works will be between 4 and 5kms. Stage one (1) of the project incorporates a section of Yetman Road from 62.6km to 64.0km whilst stage two (2) incorporates a section from 64.0km to 66.7km north of Inverell.

Ozwide Bridge Rail and Civil have been awarded the contract to undertake the widening and concrete overlay of an existing box culvert and have commenced works onsite the week ending 1 June 2018. It is anticipated that the Contractor will take five (5) weeks to complete the box culvert extension and a further two (2) weeks extending another two (2) minor piped culvert extensions. Once the contractor has completed the drainage extensions, Council's crew will return to complete the remaining 1.5km section. The completion of the current project will bring the total road rehabilitation on MR187 to 4.5km for the financial year. A further 700m of rehabilitation is planned with the remaining budget allocation.

Wood Street, Gilgai – Hall Street to Stannifer Street Drainage

This project is stage three (3) of the Gilgai Drainage Upgrade Program and involves the reconstruction of Wood Street between Hall Street and Stannifer Street, Gilgai. The project includes the construction of underground drainage, sub-soil drainage and kerb and gutter along a 180 metre section of Wood Street in the village of Gilgai. The project is funded from the Urban Drainage Reconstruction Program with \$480K allocated to this stage.

Works commenced early May 2018 and will continue for approximately seven (7) weeks. The underground drainage is complete with pavement works well underway. Kerb and gutter construction is due to commence early June 2018 with the remainder of the pavement works to commence shortly after. A primer seal is programmed for mid to late June 2018.

SR 168 Michell Lane Bitumen Renewal

This project involves the pavement rehabilitation and bitumen renewal of a 4.1km section of Michell Lane from the intersection of Bingara Road. Council have allocated \$520K to renew this section of Michell lane.

Works commenced 7 May 2018 and will continue for approximately four (4) weeks. The works involve heavy patching the existing four (4) metre wide sealed pavement and bitumen resealing. There are a number of major culvert structures identified along this section of road with pipe separations. A contractor has been engaged to repair these culverts with this work due to be completed mid June 2018. A two (2) kilometre section has been completed and sealed with the remaining section underway. All works will be completed by the end of June 2018.

MR 137 “Airlie Brake” Pavement Widening and Rehabilitation

This project involves the widening and rehabilitation of an 1100 metre section of pavement and the replacement of drainage structures, on Ashford Road at Airlie Brake Lane (chainage 20.7 to 21.8km north of Inverell). The budget allocation for this project is \$510,000, funded from the repair program. The works are scheduled to take ten (10) weeks to complete.

Earthworks for a 650 metre section of the project were commenced on 7 May 2018, the subgrade of this section was stabilised with hydrated lime to give the pavement extra strength to carry the traffic loading. Sub-base material was hauled in and compacted to bring the pavement level up to the base layer.

Hauling of material for the base layer will commence on 5 June 2018 and will continue for two (2) days, this section will be left until the remaining 450 metres of the project is constructed up to the same stage and stabilization works will then commence on the base layer.



MR 137 Airlie Brake Ready for base layer

Cycleway Construction Rivers, Wood and Ross Streets

This project involves the construction of 455 metres of new concrete cycleway, which is a continuation from the existing cycleway on the corner of Mansfield and Rivers Streets. The cycleway will be constructed on Rivers Street, Wood Street and will join up to the school crossing on Ross Street.

This project is being funded on a 50/50 contribution from the RMS and Council through the Active Transport Program. The Total budget allocation for this project is \$140,000.

These works were being undertaken by contract labour. This project is at practical completion, with the works being completed on 4 May 2018. The total amount of cycleway constructed was 453 metres and three (3) new pram ramps; the contract labour was of a high quality.

Intersection Safety Upgrades – Safer Roads Program

Council were recently successful in securing \$152,100 of funding under the Roads and Maritime (RMS) Safer Roads Program. Having submitted a number of unsuccessful applications over the past few years, our most recent submission for traffic calming devices targeting cross street accidents was successful. The three (3) intersections identified were Mansfield and Ross Streets, Mansfield and Oliver Streets and Wood and Oliver Streets. All of these intersections have a high number of cross traffic accidents at each location.

Council engaged the services of TPS Traffic and Parking Systems Pty Ltd to design mountable traffic islands and improved delineation and signage on approach to each intersection. The designs specifically had to target cross traffic accidents.

Council's crews commenced construction in late May 2018 with the first of three (3) intersections, Mansfield and Ross Streets. The mountable islands are now complete at this intersection with the remaining two (2) intersections to commence shortly. Pavement markings and signage will be installed by the end of June 2018.

Gwydir Highway Drainage Works

Roads and Maritime Services (RMS) have provided approximately \$350,000 for drainage structure maintenance on the Gwydir Highway. The works are to be completed under the Roads Maintenance Council Contract (RMCC), under which Council completes maintenance works on the highway on RMS behalf.

These funds have been allocated on the basis that they are expended by the end of the current financial year. Contractors will complete the required work under the project management control of Council engineering staff. The RMS often seeks to partner with Council to enable the expenditure of any surplus funds towards the end of the financial year. Council's demonstrated capacity to deliver works on behalf of the RMS and our positive working relationship creates such opportunities.

Mt Hallam Road Maintenance

Council were recently successful in securing \$50k under the Roads and Maritime (RMS) Safer Roads Fatal Crashes Initiatives. Funding under this program is to a maximum of \$50k and provided to improve factors where a fatal accident has occurred. Each submission is assessed by RMS on a case by case basis.

In April 2017 a head on collision on the Mt Hallam Road approximately 4.4km north of the Baltimore Loop intersection resulted in one (1) fatality. Recently secured funds have been applied to widening the road at the site, gravel patching, and completing drainage works. An obsolete grid immediately north of the site has been removed.

Funds have also been applied to the removal of a dangerous and obsolete grid on the Atholwood Road. Balance of funds are being applied to improving the elevation on a number of corners on the Mt Hallam Road from the Baltimore Loop intersection back to the Ashford – Bonshaw Road.

Maintenance Grading

The current period of extreme dry weather continues to negatively impact maintenance grading and gravel resheeting works. In many locations in the Shire there are no viable options to source water, in most cases if Council were to draw water it would have a major impact on local graziers.

Maintenance grading works were undertaken on the following roads during May 2018.

Road Number	Road Name	Length Graded (KM)
SR 245	Eastern Feeder Road	9.4 km
SR 243	Waterloo Road	6.1 km
SR 238	Woodstock Road	14.7 km
SR 142	Loxton Road	1.8 km
SR 230	Rickeys Lane	9.0 km
SR 222	Halls Lane	3.9 km
SR 223	Byron Station Lane	3.1 km
SR 171	Strattons Lane	4.0 km
SR172	Ewens Road	3.0 km
	TOTAL	55 km

Reactive /Spot Grading

Reactive/spot grading works were undertaken on the following roads during May 2018.

Road Number	Road Name	Length Graded (KM)
SR 234	Kings Plains Road	4.5 km
	TOTAL	4.5 km

2017/2018 Gravel Resheeting Program

Gravel re-sheeting works were undertaken on the following roads during May 2018.

Road Number	Road Name	Length Re-Sheeted (KM)
SR128	Delungra Graman Road	4.5 km
SR 34	Sandy Creek Road	3.6 km
	TOTAL	8.1 km

Heavy Patching

Heavy Patching Works were undertaken on the following roads during May 2018.

Road Number	Road Name	Area Patched (M²)
MR 137	Ashford – Inverell Road	2362m ²
MR187	Yetman Road	1952m ²

	TOTAL	4314m ²

Other Maintenance Activities

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

ITEM NO:	2.	FILE NO: S28.10.SR -223
DESTINATION 5:	The communities are served by sustainable services and infrastructure	S
SUBJECT:	BYRON LANE ACCESS BETWEEN HONG YUEN PLAZA AND THE OLIVER STREET CARPARK.	
PREPARED BY:	Brett McInnes, Director Civil & Environmental Services.	

SUMMARY:

This report has been prepared in response to a question without notice at the April 2018 Civil and Environmental Services Committee meeting. The Committee is being asked to receive and note the information.

COMMENTARY:

At the April 2018 Civil and Environmental Services Committee meeting, Cr Michael requested a report regarding the status of the thoroughfare between the Hong Yuen Plaza and Oliver Street Carpark.

Committee members would be aware that a raised terrace (platform) area is currently constructed over Byron Lane and facilitates access between the Hong Yuen Plaza (containing IGA Supermarket) and the Oliver Street parking area. The terrace formed part of the multi-staged development in that precinct which included the former Mitre 10 building, the IGA Supermarket and the Hong Yuen Plaza construction. These works commenced in mid 2006 and concluded in early 2010.

A review of the relevant files would indicate Council first formally considered the matter on the 8 February 2006. A report at the time to the then Planning/Community Committee apprised them in relation to the development application (253/2005) for the Mitre 10 building. The report referenced proposed changes to traffic flows in Byron Lane as a result of the overall development of the precinct. Council ultimately resolved that the application be dealt with under delegated authority after comment had been received by the Traffic Committee. A copy of the report and associated Council resolution has been included in Appendix 1 (E7 – E9) for the information of the committee.

The then Traffic and Development Committee considered the development application for Mitre 10 on the 15 February 2006. The Traffic Study for stage one of the development formed part of the report provided to the Traffic and Development Committee. The Traffic Study highlighted a future proposal to divert traffic from Byron Lane through the Mitre 10 Carpark. The relevant excerpt from the report and Traffic Study has been included in Appendix 2 (E10). The Traffic and Development Committee whilst placing a number of conditions on the development raised no objection to any future proposal to change traffic flows in Byron Lane. Council at its meeting on the 28 February 2006 subsequently supported the recommendations from the Traffic and Development Committee (see Appendix 3, E11 – E15).

Development Application 253/2005 for the Mitre 10 Building which formed stage one of the overall Hong Yuen redevelopment was issued on the 15 March 2006. The DA stamped approved site plan clearly depicted the future diversion of Byron Lane traffic through the carpark area associated with the Mitre 10 development. A copy of the approved site plan is contained in Appendix 4 (E16). The approved levels of the Mitre 10 development involved filling from approximately natural surface level at the south west boundary of the carpark up to the entry floor level of the building. This outcome left limited other option apart from a raised threshold across Byron Lane to link all stages of the development.

The next time the matter was to come before Council was on the 18 September 2006, when the Traffic & Development Committee considered a detailed Traffic Study for the next stage of the Hong Yuen precinct redevelopment. At this time the Mitre 10 building and associated works were nearing completion. The Traffic Study sought to restrict through traffic movement along Byron Lane and instead divert traffic over an access easement to be established on the Mitre 10 carpark linking Byron Lane with Oliver Street. A raised terrace area across Byron Lane was shown connecting the two stages of the development. The rationale for this appeared to be to create a pedestrian link between the Mitre 10 development and the Hong Yuen Plaza that would not be conflicted by vehicle movements. The Traffic and Development Committee recommended to Council that this proposal be supported. Council subsequently resolved to accept the recommendation of the Committee at their ordinary meeting on the 26 September 2006. A copy of the report to the Traffic and Development Committee and subsequent resolution is contained in Appendix 5 (E17 – E30). Consistent with Council's resolution development consent was ultimately issued on the 11 December 2006 enshrining these access arrangements.

As the Committee would be aware, the construction of the Oliver Street Carpark on Council owned land in 2017 and associated boundary adjustment removes the need for any access easement across private land. The reconfiguration of the carpark has also facilitated the more orderly movement of through traffic using Byron Lane and wishing to link to Oliver Street.

In summary, Council has approved the construction of a raised platform over an existing laneway to facilitate access between two stages of a significant commercial development. The diversion of Byron Lane traffic over an access easement linking to a public road (Oliver Street) was at the time considered a suitable arrangement in lieu. Such arrangements have not necessitated the formal part closure of Byron Lane.

Irrespective of the merits of the 2006 decision, the raised platform over Byron Lane is integral in linking the Hong Yuen Plaza and IGA Supermarket with their associated carparking on the opposite side of the lane.

RELATIONSHIP TO STRATEGIC PLAN, DELIVERY PLAN AND OPERATIONAL PLAN:

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

Term Achievement:

Operational Objective:

POLICY IMPLICATIONS:

CHIEF FINANCIAL OFFICERS COMMENT:

LEGAL IMPLICATIONS:

RECOMMENDATION:

That the items contained in the Information Reports to the Civil & Environmental Services Committee Meeting held on Wednesday, 13 June, 2018, be received and noted.

APPENDIX 1

Minutes of Planning/Community Meeting of Inverell Shire Council – 8 February 2006

FILE COPY

MED-A 9. TEMPORARY OCCUPATION OF SHEDS 7.2.6

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

- (i) Council adopt the Policy for the Occupation of Temporary Accommodation other than an Approved Residential Dwelling.*
- (ii) Council staff notify those residents occupying sheds and the like without Council approval that they are required to comply with Council's Policy for the Occupation of Temporary Accommodation other than an Approved Residential Dwelling.*

MED-A 10. RESTRICTED OPENING HOURS – DELUNGRA LANDFILL 31.8.7

RESOLVED (Jones/Cameron) that the Committee recommend to Council that:

- (i) Council proceed and restrict the opening hours of the landfill and provide supervision during the opening hours and further discussions be held with the Delungra District Development Council to determine suitable days and times for opening and supervision of the landfill.*
- (ii) Provision be made in the 2006/2007 Management Plan for the fencing of Delungra Landfill.*

DPD-A 11. HIRE OF TOWN HALL – DONATIONS 5.24.5

RESOLVED (Jones/Harmon) that the Committee recommend to Council that the charge for the Eisteddfod Society's hire of the Town Hall be subsidised at the level applicable under Council's Town Hall Donations policy.

Declaration of Conflict of Interests/Pecuniary and Non-Pecuniary Interests

At this juncture, the time being 11:55 am, Cr Jones indicated the existence of a pecuniary interest in Item 12. Cr Jones confirmed that the nature of the interest related to the preparation of engineering plans/details for the Developer. Cr Jones then left the meeting and took no part in the discussion or voting on Item 12.

DPD-A 12. HARRY FAY, TO CONSTRUCT A BUILDING TO BE OCCUPIED BY THE MITRE 10 STORE TOGETHER WITH UNDERCOVER CAR PARKING AT LOT 2 DP 163239, LOT 1 & 2 DP 226452, LOT 1 DP 529731 AND LOT 71 DP 997940 DA-253/2005

APPROVED AND ADOPTED BY COUNCIL ON 23/2/06 Res 29/06

RESOLVED (Harmon/Cameron) that the Committee recommend to Council that the application be dealt with under delegated authority after comment has been received from the Local Traffic Committee.

Following consideration and determination of Item 12, Cr Jones was invited to rejoin the meeting at 11:16 am.

MED-A 13. INVERELL LANDFILL CHARGES 31.8.1

RESOLVED (Cameron/Jones) that the Committee recommend to Council that the request to waive entry fees to the Inverell Landfill for the St Vincent de Paul Society be refused.

SP-A 14. DEVELOPMENT APPLICATION FOR A BREEDING CENTRE/FEEDLOT – VIVERS DA-228/2005

RESOLVED (Baker/Cameron) that the Committee recommend to Council that the Director Planning and Development place the appropriate approval conditions on the DA 228/2005 pending upon advice from the Department of Natural Resources.

F 11

PLANNING AND DEVELOPMENT REPORT
TO PLANNING/COMMUNITY COMMITTEE MEETING 8/02/2006

F 11

FILE COPY

RECOMMENDATION:

That the Committee recommend to Council that the charge for the Eisteddfod Society's hire of the Town Hall not be changed.

- 12. SUBJECT:** HARRY FAY, TO CONSTRUCT A BUILDING TO BE OCCUPIED BY THE MITRE 10 STORE TOGETHER WITH UNDERCOVER CAR PARKING AT LOT 2 DP 163239, LOT 1 & 2 DP 226452, LOT 1 DP 529731 AND LOT 71 DP 997940 DA-253/2005

REASON: Receipt of application

OBJECTIVE: To inform the Committee

INFORMATION:

An application has been lodged seeking development consent for the construction of a new Mitre 10 store on the above land. The development is the first stage of a larger development which will involve the erection of this building, the relocation and enhancement of the IGA store and the provision of some additional specialty shops.

The plans will be tabled at the meeting. The proposal is for the erection of a reinforced concrete structure with a floor area of 200m². The main floor will be elevated to provide for undercover car parking for 58 cars. There will also be an open air car park providing for 43 car parking spaces. A nursery section will be provided external to the main building and will have a floor area of around 280m². There will also be a loading dock with an area of around 165m². The area within the open air car park will be partially filled to raise the levels from existing on the southern side of the car park to just below the floor level of the main floor of the building. Access to the premises will be provided by a ramp and steps.

[The ultimate development will also involve some proposed changes to the traffic flows in Byron Lane.]*

Additional information has been requested in relation to the proposal and the matter will be referred to the Local Traffic Committee at its next meeting.

The application has been publicly notified and at the time of writing the report no submissions have been received. In view of that, the application will be dealt with under delegated authority when the necessary information has been received and assessed by staff.

The matter has been referred to this Committee so that the Committee and Council is aware of not just the current proposal, but also the subsequent stages, which will be the subject of separate applications at a later date.

Major issues which will need to be considered at the later stages of the development will include:

- Heritage matters, as the Byron Street part of the site is heritage listed and within a conservation zone;
- Traffic flow issues;
- Changes to the flows in Byron Lane; *
- Car parking;
- CBD enhancement works; and
- Signage

PREPARED BY: David Pryor, Director Planning and Development

F 12

PLANNING AND DEVELOPMENT REPORT
TO PLANNING/COMMUNITY COMMITTEE MEETING 8/02/2006

F 12

RECOMMENDATION:


That the Committee recommend to Council that the application be dealt with under delegated authority after comment has been received from the Local Traffic Committee.

APPENDIX 2

F 9

PLANNING & DEVELOPMENT REPORT
TO TRAFFIC AND DEVELOPMENT COMMITTEE MEETING 15/02/2006

F 9

<p>David C. Jones (Consulting Engineers) Pty Ltd ACN 001 816 039 ABN/GST No. 65 001 816 039 51 Lewin Street, Inverell, NSW, Australia, 2360 Telephone (02) 6721 0222 International +61 2 6721 0222 Facsimile (02) 6721 0111 International +61 2 6721 0111 Mobile 0427 210222 International +61 427 210222 E mail: dcjones@bigpond.net.au David C. Jones: BE, MEngSc, FIEAust, Chartered Professional Engineer No 384884, NPER Civil and Structural Registered Professional Engineer Queensland No. 2125 Registered Building Practitioner Victoria No. EC-2289</p>	<p>David C. Jones Consulting Civil and Structural Engineers</p>  <p>"Bridging the Gap between Cost Effectiveness and Excellence" Service to Inverell and District Spanning 30 years Flood Forecasting for Inverell as a Free Community Service for 28 years</p>
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8th February 2006
06103010 is Our Reference

General Manager,
Inverell Shire Council
P.O. Box 138,
INVERELL
NSW 2360

Attention: David Pryor, Director of Planning and Development

Dear Sir,

Traffic Study of Proposed Hong Yuen Mitre 10 Development
at Cnr Oliver and Lawrence Sts and in Byron St Inverell

Preamble

I have inspected the plans of the proposed development to build a Mitre 10 Hardware Store at the rear of the site, and the later refurbishing of the existing Mitre 10 premises to create a larger Super IGA supermarket and specialty shops facing Byron Street, and an arcade from Byron Street to Byron Lane, with specialty shops in the present IGA supermarket location. I have interviewed Mr Harry Fay, the principal of Hong Yuens to prepare this traffic report.

This study is prepared specifically for the Stage One Development but the foreshadowed increase in traffic movements for all stages is incorporated into this report.

Stages of Development

Stage One

The existing premises occupied by Moses Transport extending from Byron Lane to Oliver Street, facing Lawrence Street will be demolished. An elevated building some 50.55m x 36m, against the property boundaries of Lawrence St, Oliver St and Byron Lane will be constructed as a Mitre 10 Hardware Store of similar size to the existing Mitre 10 store, with a carpark beneath the building, depressed 700mm below natural surface. The existing carpark between the Byron Lane and Oliver Street will be retained but regraded from natural surface at the south-western edge up to the trading floor level of the Mitre 10 Store. At Stage Two, application may be made to close Byron Lane from the arcade to the Mitre 10 entrance, with the Byron Lane one-way traffic being diverted south-east across the Hong Yuen's Carpark to Oliver Street. The existing Hong Yuens IGA supermarket will remain in its present location in Stage One. Customer parking entry and egress to both carparks will be via Oliver Street only, although entry to the existing carpark along Byron Lane from the south-west will be retained. Because of the pedestrian traffic generated between the existing Hong Yuens site and the new Mitre 10 development, egress to Byron Lane from the outside carpark will be denied. Delivery vehicles to the existing supermarket will proceed north-easterly along Byron Lane exiting south-easterly through the rear Hong Yuens carpark to Oliver Street. Byron Lane will remain open for through traffic after the Stage One Mitre 10 development.

APPENDIX 3

Minutes of Traffic/Development Committee – 15 February 2006

FILE COPY

- (ii) Currently the Western Feeder is not a B-Double Route, therefore B-Doubles are not permitted on the Western Feeder. If in the future the Western Feeder is categorised as a B-Double Route, the property access is to be upgraded to cater for all B-Double movements. This upgrading will need to be to a standard approved by Council, at the applicant's expense.
 - (iii) A Section 94 Contribution will be required per head for the feedlot. The current rate is \$0.821 per head per year, plus CPI increase in December of each year. This contribution will be required quarterly. This contribution is towards the ongoing maintenance of the Western Feeder.
 - (iv) The route be assessed under Council's B-Double Route Assessment Policy when a written request has been submitted to Council to have the route assessed for B-Double usage.
- b) Kings Plains Road and the Western Feeder be assessed as possible B-Double Routes in accordance with Policy if requested.

SP-A

3. DEVELOPMENT APPLICATION FOR A BREEDING CENTRE/FEEDLOT – BLOOMFIELD DA-239/2005

RESOLVED (Jones/Parsons) that the Committee recommend to Council that the following conditions be placed on Development Application 239/2005:

- (i) The access from MR 135 at the property entrance is to be constructed to cater for B-Double movements (as MR 135 is a B-Double route), including bitumen sealing for at least 30m from the edge of MR 135 (Guyra Road). This is to be carried out to a standard approved by Council, at the applicant's expense.
- (ii) A Section 94 Contribution will be required per head for the feedlot. The current rate is \$0.821 per head per year, plus the CPI increase in December of each year. This contribution will be required quarterly. This contribution is towards the ongoing maintenance of MR 135 (Guyra Road).

Declaration of Conflict of Interests/Pecuniary and Non-Pecuniary Interests

At this juncture, the time being 11:15am, Councillor David Jones left the room and took no part in discussion or voting on Item 4.

DPD-A

4. TO CONSTRUCT A MITRE 10 STORE ON LOT 2 DP 163239, LOTS 1 & 2 DP 226452, LOT 1 DP 529731 AND LOT 71 DP 997940 – CNR LAWRENCE AND OLIVER STREETS, INVERELL – H FAY DA-253/2005

APPROVED AND ADOPTED BY COUNCIL ON 28/2/06
 28/2/06
 36/06

RESOLVED (Smallman/Parsons) that the Committee recommend to Council that the application be approved subject to the following:

- (i) The provision of a paved footpath 1.5m wide to Council's standard specification and pattern for paved footpaths in the CBD from Lawrence Street along the south eastern side of Byron Lane to the existing raised crossing, which provides access to Hong Yuen. This is to be provided at the developer's expense.
- (ii) The replacement of the existing footpath with a full width paved footpath to Council's standard specification and pattern for paved footpaths in the CBD along the southern western side of Lawrence Street from Byron Lane to the intersection with Oliver Street. This is to be provided at the developer's expense.
- (iii) The provision of a paved footpath 1.5m wide to Council's standard specification for paved footpaths in the CBD from Lawrence Street along the northern western side of Oliver Street for the full length of the property frontage associated with the development. This is to be provided at the developer's expense.

Minutes of Traffic/Development Committee – 15 February 2006

- (iv) *The relocation of the existing bus stop and shelter from its current site in Olney Street to a site in Lawrence Street to the immediate north western side on the junction of Byron Lane and Lawrence Street. This is to be provided at the developer's expense.*
- (v) *All vehicles are to be loaded and unloaded wholly within the site.*
- (vi) *The development including all individual businesses is to comply with all WorkCover provisions. Particular attention is to be given to the loading bay areas.*
- (vii) *Defined pedestrian walkways are to be provided within the site. Details are to be provided to Council for approval prior to the release of the Construction Certificate.*
- (viii) *The loading and unloading of articulated vehicles is to be restricted to being only outside normal operating business hours. This is for the safety of other pedestrian and vehicles.*
- (ix) *A Taxi pick up and set down area is to be provided adjacent to the proposed bus stop in Lawrence Street. The design details are to be submitted to and approved by Council prior to the release of a Construction Certificate.*

Following consideration and determination of Item 4, Cr David Jones was invited to rejoin the meeting at 11:40 am.

SECTION G
TECHNICAL SERVICES REPORTS

EE-A
ExA-A
Policy

1. PROPOSED B-DOUBLE ROUTE ASSESSMENT POLICY 28.15.3

RESOLVED (Parsons/Jones) that the Committee recommend to Council the following Policy:

"Assessment of B-Double Routes:

- 1. *Council approves the use of 19 metre B-Doubles on all Shire roads where semi-trailer access exists;*
- 2. *Council considers the use of B-triples and road trains, subject to further trials and information being received;*
- 3. *Assessment of B-Double routes be undertaken subject to the following:*
 - a. *Written Application being received requesting a route be considered as a B-Double route based on industry requirements;*
 - b. *The Applicant makes arrangements for a B-Double trial to be undertaken in conjunction with the Local Traffic Committee;*
 - c. *The Applicant arrange and pay for a B-Double Trial Permit;*
 - d. *The proposal be advertised in the local newspaper calling for objections to the reclassification of the route to a B-Double route after the route has been assessed and a recommendation has been made to Council, but prior to Council considering the recommendation.*
- 4. *Council consider the route for B-Double access where the following conditions are met:*
 - a. *Community concerns can be adequately considered;*

MINUTES OF ORDINARY MEETING OF INVERELL SHIRE COUNCIL 28/02/2006



GM-A
ASO-A

9. BIO-DIESEL PILOT PLANT SUNSET COMMITTEE MEETING MINUTES
23.9.1

35/06 RESOLVED (Irvine/Baker) that the Minutes of the Bio-Diesel Pilot Plant Sunset Committee Meeting held on Wednesday, 15 February 2006 be received and noted.

DTS-A
ASO-A

10. TRAFFIC AND DEVELOPMENT COMMITTEE MEETING MINUTES
30.8.1

Conflict of Interests – Code of Conduct (Section 6)

At this juncture, the time being 4:25 pm, Cr David Jones declared a pecuniary conflict of interest in respect of item #4, "DA-253/2005 To Construct a Building to be occupied by the Mitre 10 Store-Harry Fay", the nature of the interest relating to the engagement of his professional services for the developer.

Cr Jones did not vote on this matter.

Cr Peter Lloyd declared a non-pecuniary conflict of interest in respect of items #2 and #3 respectively, "DA-228/2005 for a Breeding Centre/Feedlot – Vivers" and "DA-239/2005 for a Breeding Centre/Feedlot – Bloomfield", for the reason that his son is engaged for professional services by the developer.

Cr Lloyd did not vote on these matters.

36/06 RESOLVED (Kneipp/Castledine) that:

- a) the Minutes of the Traffic and Development Committee Meeting held on Wednesday, 15 February 2006, be received and noted; and
- b) the following recommendations of the Traffic and Development Committee be adopted by Council:

1. MCDONALDS RESTAURANT, BYRON STREET, INVERELL DA-180/2000

- (i) That the central median in Byron Street be reinstalled, but be shorter than the median previously installed, to prevent right turn movements in and out of McDonalds.
- (ii) That a letter be sent to McDonalds regarding compliance with Development Approval conditions

2. DEVELOPMENT APPLICATION FOR A BREEDING CENTRE/FEEDLOT – VIVERS DA-228/2005

- a) That the following conditions be placed on Development Application 228/2005:
 - (i) The property access from the Western Feeder would need to have the intersection constructed in accordance with the design for articulated vehicles. This is to be carried out to a standard approved by Council, at the applicant's expense.
 - (ii) Currently the Western Feeder is not a B-Double Route, therefore B-Doubles are not permitted on the Western Feeder. If in the future the Western Feeder is categorised as a B-Double Route, the property access is to be upgraded to cater for all B-Double movements. This upgrading will need to be to a standard approved by Council, at the applicant's expense.

THIS IS PAGE 16 OF MINUTES OF ORDINARY MEETING OF COUNCIL HELD 28/02/2006

MAYOR

GENERAL MANAGER

MINUTES OF ORDINARY MEETING OF INVERELL SHIRE COUNCIL 28/02/2006



- (iii) A Section 94 Contribution will be required per head for the feedlot. The current rate is \$0.821 per head per year, plus CPI increase in December of each year. This contribution will be required quarterly. This contribution is towards the ongoing maintenance of the Western Feeder.
- (iv) The route be assessed under Council's B-Double Route Assessment Policy when a written request has been submitted to Council to have the route assessed for B-Double usage.
- b) Kings Plains Road and the Western Feeder be assessed as possible B-Double Routes in accordance with Policy if requested.
- 3. DEVELOPMENT APPLICATION FOR A BREEDING CENTRE/FEEDLOT - BLOOMFIELD DA-239/2005

That the following conditions be placed on Development Application 239/2005:

- (i) The access from MR 135 at the property entrance is to be constructed to cater for B-Double movements (as MR 135 is a B-Double route), including bitumen sealing for at least 30m from the edge of MR 135 (Guyra Road). This is to be carried out to a standard approved by Council, at the applicant's expense.
- (ii) A Section 94 Contribution will be required per head for the feedlot. The current rate is \$0.821 per head per year, plus the CPI increase in December of each year. This contribution will be required quarterly. This contribution is towards the ongoing maintenance of MR 135 (Guyra Road).

X

- 4. TO CONSTRUCT A MITRE 10 STORE ON LOT 2 DP 163239, LOTS 1 & 2 DP 226452, LOT 1 DP 529731 AND LOT 71 DP 997940 - CNR LAWRENCE AND OLIVER STREETS, INVERELL - H FAY DA-253/2005

That the application be approved subject to the following:

- (i) The provision of a paved footpath 1.5m wide to Council's standard specification and pattern for paved footpaths in the CBD from Lawrence Street along the south eastern side of Byron Lane to the existing raised crossing, which provides access to Hong Yuen. This is to be provided at the developer's expense.
- (ii) The replacement of the existing footpath with a full width paved footpath to Council's standard specification and pattern for paved footpaths in the CBD along the southern western side of Lawrence Street from Byron Lane to the intersection with Oliver Street. This is to be provided at the developer's expense.
- (iii) The provision of a paved footpath 1.5m wide to Council's standard specification for paved footpaths in the CBD from Lawrence Street along the northern western side of Oliver Street for the full length of the property frontage associated with the development. This is to be provided at the developer's expense.
- (iv) The relocation of the existing bus stop and shelter from its current site in Oliver Street to a site in Lawrence Street to the immediate north western side on the junction of Byron Lane and Lawrence Street. This is to be provided at the developer's expense.
- (v) All vehicles are to be loaded and unloaded wholly within the site.

THIS IS PAGE 17 OF MINUTES OF ORDINARY MEETING OF COUNCIL HELD 28/02/2006

MAYOR

GENERAL MANAGER

MINUTES OF ORDINARY MEETING OF INVERELL SHIRE COUNCIL 28/02/2006



- (vi) The development including all individual businesses is to comply with all WorkCover provisions. Particular attention is to be given to the loading bay areas.
- (vii) Defined pedestrian walkways are to be provided within the site. Details are to be provided to Council for approval prior to the release of the Construction Certificate.
- (viii) The loading and unloading of articulated vehicles is to be restricted to being only outside normal operating business hours. This is for the safety of other pedestrian and vehicles.
- (ix) A Taxi pick up and set down area is to be provided adjacent to the proposed bus stop in Lawrence Street. The design details are to be submitted to and approved by Council prior to the release of a Construction Certificate.

5. PROPOSED B-DOUBLE ROUTE ASSESSMENT POLICY 28.15.3

That the following Policy be adopted:

"Assessment of B-Double Routes:

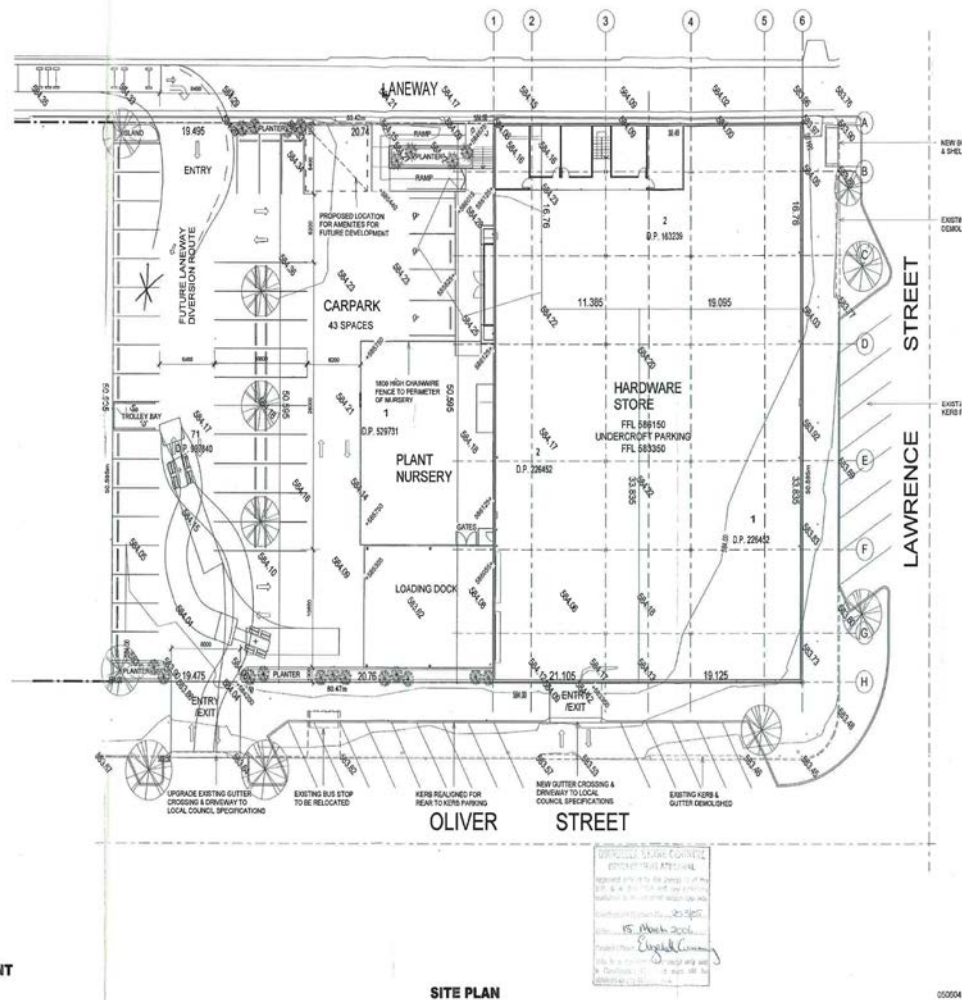
1. Council approves the use of 19 metre B-Doubles on all Shire roads where semi-trailer access exists;
2. Council considers the use of B-triples and road trains, subject to further trials and information being received;
3. Assessment of B-Double routes be undertaken subject to the following:
 - a) Written Application being received requesting a route be considered as a B-Double route based on an identifiable increase in the level of service to the transport industry;
 - b) The Applicant makes arrangements for a B-Double trial to be undertaken in conjunction with the Local Traffic Committee;
 - c) The Applicant arrange and pay for a B-Double Trial Permit;
 - d) The proposal be advertised in the local newspaper calling for objections to the reclassification of the route to a B-Double route after the route has been assessed and a recommendation has been made to Council, but prior to Council considering the recommendation.
4. Council consider the route for B-Double access where the following conditions are met:
 - a) Community concerns can be adequately considered;
 - b) A speed limit of 80 kilometres per hour applies to all B-Doubles on the route being considered;
 - c) Access to the route is prohibited during School Bus times;
 - d) A trial is undertaken and the route is assessed as being adequate by Inverell Local Traffic Committee;

THIS IS PAGE 18 OF MINUTES OF ORDINARY MEETING OF COUNCIL HELD 28/02/2006

MAYOR

GENERAL MANAGER

APPENDIX 4



APPENDIX 5

MINUTES OF ORDINARY MEETING OF INVERELL SHIRE COUNCIL 26/09/2006



7. B-DOUBLE ACCESS S28.15.3

That Council endeavour to initiate negotiations with the RTA to reintroduce a permit system to allow for point to point loading of B-Doubles.

At this juncture, the time being 3.45 pm, Cr Jones declared a non-pecuniary interest in Section H, Committee Reports Item #6, "Traffic/Development Committee Meeting Minutes". The nature of the interest relating to Cr Jones being the consultant for the Hong Yuen's development regarding traffic issues, and he left the Chambers.

MW-A
ASO-A

6. TRAFFIC/DEVELOPMENT COMMITTEE MEETING MINUTES 30.8.1

260/06 RESOLVED (Lloyd/Barnes) that:

- a) the Minutes of the Traffic/Development Committee Meeting held on Monday, 18 September, 2006, be received and noted; and
- b) the following recommendations of the Traffic/Development Committee be considered by Council:

1. MITRE 10 DEVELOPMENT DA 253/05

That DA 253/2005 be noted and supported.

2. DEVELOPMENT APPLICATION DA-144/06

That Development Application 144/06 be approved subject to the following condition:

- a) that a car parking contribution be levied for eight (8) car parking spaces which are to be charged at a rate of \$3,035.00 per space totalling \$24,280.00. The additional three (3) car parking spaces are required to facilitate a loading zone.

3. B-DOUBLE CLASSIFICATION OF GLENESK ROAD (SR105) AND MASTERMANS ROAD (SR102) S28.15.3

That Glenesk Road and Mastermans Road be reclassified as B-Double routes and that a ten (10) tonne weight limit be imposed on the timber bridge structure on Glenesk Road.

4. ALTERATIONS TO B-DOUBLE SPEED LIMIT THROUGH RUNNYMEDE DRIVE S28.15.3 & 28.10.1N181

That a traffic survey be conducted to determine the average speed of traffic along Runnymede Drive.

5. INVERELL CYCLE 'N' TRI CLUB WEEKLY CYCLING EVENTS 28.27.1

That the Inverell Cycle 'N' Tri Club be requested to provide a separate Traffic Management Plan for each route and that they liaise directly with Peter King at RTA Grafton to determine whether or not Traffic Management Plans would need to be submitted for each separate race event. The race events would also need to be sanctioned by the Police.

6. SIGNPOSTING OUTSIDE THE LIBRARY 28.9.18

That no action be taken on the request for No Stopping signs outside the library.

THIS IS PAGE 15 OF MINUTES OF ORDINARY MEETING OF COUNCIL HELD 26/09/2006

MAYOR

GENERAL MANAGER

30.8.1

MINUTES OF THE TRAFFIC/DEVELOPMENT COMMITTEE MEETING HELD IN THE COMMITTEE ROOM, ADMINISTRATIVE CENTRE, 144 OTHO STREET, INVERELL ON MONDAY, 18 SEPTEMBER 2006, COMMENCING AT 10.00 AM.

PRESENT: Cr B C Johnston, Cr D C Jones, Mr L Parsons, Mr F Smallman (RTA Rep) and Snr Constable P Caldwell (Police).

Also in attendance were Brendan Moran (Manager Works), Greg Moran (Director of Technical Services) and David Pryor (Director Planning and Development).

APOLOGIES:

There were no apologies.

SECTION A

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

Cr.D C Jones declared a non pecuniary interest in Item 1 – Mitre 10 Development as he is the consultant to the developer on traffic issues.

2. CONFIRMATION OF MINUTES

RESOLVED (Jones/Parsons) that the Minutes of the Traffic/Development Committee Meeting held on 30 June, 2006, as circulated to members, be confirmed as a true and correct record of that meeting.

3. MATTERS ARISING FROM PREVIOUS MINUTES

There were no matters arising.

SECTION F

PLANNING & DEVELOPMENT REPORTS

SP-A

1. MITRE 10 DEVELOPMENT

DA 253/05

APPROVED AND ADOPTED BY COUNCIL ON...

26/9/06

Res. 260/06

RESOLVED (Smallman/Johnston) that the Committee recommend to Council that the DA 253/2005 be noted and supported.

SP-A

2. DEVELOPMENT APPLICATION

DA-144/06

RESOLVED (Parsons /Jones) that the Committee recommend to Council that Development Application 144/06 be approved subject to the following condition:

- a) *That a car parking contribution be levied for eight (8) car parking spaces which are to be charged at a rate of \$3,035.00 per space totalling \$24,280.00. The additional three (3) car parking spaces are required to facilitate a loading zone.*

SECTION G

TECHNICAL SERVICES REPORTS

MW-A

1. B-DOUBLE CLASSIFICATION OF GLENESK ROAD (SR105) AND MASTERMANS ROAD (SR102)

S28.15.3

RESOLVED (Parsons/Smallman) that the Committee recommend to Council that Glenesk Road and Mastermans Road be reclassified as B-Double routes and that a ten (10) tonne weight limit be imposed on the timber bridge structure on Glenesk Road.

F 1

PLANNING & DEVELOPMENT REPORTS**TO TRAFFIC AND DEVELOPMENT COMMITTEE MEETING 18/09/2006**

FILE COPY

1. **SUBJECT:** MITRE 10 DEVELOPMENT DA 253/05**REASON:** Lodgment of Development Application**OBJECTIVE:** For information of Committee**INFORMATION:**

Council has been advised that the Development Application for the next stage of the Mitre 10 Development will be lodged before the date of this meeting. It has not been lodged at the time of writing this report. A further report will be tabled at the meeting providing all the necessary details for the Committee to view.

PREPARED BY: Elizabeth Cumming, Strategic Planner**RECOMMENDATION:**

That the Committee note this report.

2. **SUBJECT:** DEVELOPMENT APPLICATION DA-144/06**REASON:** To comment on the Parking Provisions for this Development**OBJECTIVE:** To Determine Parking Requirements**INFORMATION:**

An application has been received from GJ Holder for alterations to the property known as Jack's Arcade, Byron Street, Inverell. This arcade runs between Byron Street and Sweaney Street, with nine (9) small shops and two (2) squash courts upstairs.

It is proposed to alter the building to having four (4) shops and flood free storage upstairs. The alterations include:

1. Demolition of the internal partition walls that separate the current shops.
2. Demolition of the existing internal stairwell to the squash courts.
3. Demolition of the existing lower floor amenities.
4. Demolition of the lower timber floors.
5. New lower reinforced concrete floor on bondek.
6. Relocation of existing shop fronts along arcade to Sweaney Street.
7. New reinforced concrete stairs and disabled ramp to the Sweaney Street entrance.
8. New amenities to each shop created.
9. New reinforced concrete stairs in rear location to upper level storage.
10. Fire rate internal adjoining walls.
11. New commercial goods lift to upper level storage.

The usage for the building will be 50% retail and 50% offices.

Loading and unloading will be as per the plan submitted at the meeting.

F 3

SUPPLEMENTARY PLANNING & DEVELOPMENT REPORT
TO TRAFFIC AND DEVELOPMENT COMMITTEE MEETING 18/09/2006

F 3

FILE COPY

3. **SUBJECT:** MITRE 10 / HONG YUENS REDEVELOPMENT DA 253/05

REASON: Receipt of preliminary plans

OBJECTIVE: For discussion by the Committee

INFORMATION:

The preliminary plans have been received for the Hong Yuens redevelopment. Included is the Traffic Study prepared by Mr David Jones. This application is a redevelopment of the existing site. The development application is to be formally lodged tomorrow, but the plans and traffic study are being presented to the Committee for recommendation.

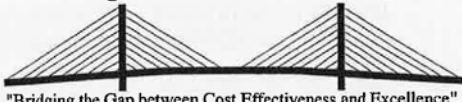
PREPARED BY: Elizabeth Cumming, Strategic Planner

RECOMMENDATION:

That the Committee consider the matter.

David C. Jones (Consulting Engineers) Pty Ltd
ACN 001 816 039 ABN/GST No. 65 001 816 039
51 Lewin Street, Inverell, NSW, Australia, 2360
Telephone (02) 6721 0222 International +61 2 6721 0222
Facsimile (02) 6721 0111 International +61 2 6721 0111
Mobile 0427 210222 International +61 427 210222
E mail: dcjones@bigpond.net.au
David C. Jones: BE, MEngSc, FIEAust, Chartered
Professional Engineer No 384884, NPER Civil and Structural
Registered Professional Engineer Queensland No. 2125
Registered Building Practitioner Victoria No. EC-2289

David C. Jones
Consulting Civil and Structural Engineers



"Bridging the Gap between Cost Effectiveness and Excellence"
Service to Inverell and District Spanning 30 years
Flood Forecasting for Inverell as a Free Community Service for 28 years

11th September 2006
06093087 is Our Reference

General Manager,
Inverell Shire Council
P.O. Box 138,
INVERELL
NSW 2360

Attention: David Pryor, Director of Planning and Development

Dear Sir,

**Traffic Study of Proposed Hong Yuen Mitre 10 Development
at Cnr Oliver and Lawrence Sts and in Byron St Inverell**

Preamble

I have inspected the plans of the proposed development to refurbish the existing Hong Yuens building between Byron Street and Byron Lane to create an enlarged Super IGA supermarket and twelve specialty shops and an arcade. I have interviewed Mr Harry Fay, the principal of Hong Yuens to prepare this traffic report.

This study is prepared specifically for the completed development and is a revision of the Traffic Study prepared for the DA for the Mitre 10 development in February 2006.

Stages of Development

Stage Two (Stage One is presently nearing completion)

The Stage One approved elevated building for the Mitre 10 Hardware Store, against the property boundaries of Lawrence St, Oliver St and Byron Lane is nearing completion, with a carpark for 58 cars beneath the building. The existing carpark with a revised capacity of 39 cars and 4 motorcycle spaces between the Byron Lane and Oliver Street is being retained but regraded from natural surface at the south-western edge up to the trading floor level of the Mitre 10 Store.

Upon opening the new Mitre 10 store, redevelopment of the front building between Byron Street and Byron Lane will commence retaining the heritage façade facing Byron Street to create the new Super IGA supermarket, and most of the specialty shops facing Byron St, with a new arcade from Byron St to Byron Lane.

The new Super IGA supermarket will be approximately 50% larger than the existing supermarket and an arcade extending from Byron Street to Byron Lane will be located in much the same position as the present walkway.

Byron Lane will be closed to traffic from the arcade to the Mitre 10 entrance, with the Byron Lane one-way traffic being diverted south-east across an easement across the Hong Yuen's Carpark to Oliver Street. Customer parking entry and egress to both carparks will be via Oliver Street only, with an entry point to the existing carpark from Byron Lane.

David C. Jones: Report of 11th September 2006: Traffic Study for the Complete Hong Yuen - Mitre 10 Redevelopment cont

Because of the pedestrian traffic generated between the redeveloped Hong Yuens site and the new Mitre 10 development, vehicular traffic egress to Byron Lane from the outside carpark will be denied.

Delivery vehicles to the supermarket will proceed north-easterly along Byron Lane exiting south-easterly through the rear Hong Yuens carpark to Oliver St. Byron Lane fronting the Tatts Hotel will remain open as a one way egress from the Tatts Hotel Bottle Shop.

Stage Three

With the completion of the relocation of the supermarket in Stage Two, the arcade will be completed and any remaining specialty shops north-east of, and facing the arcade, will be created, thus completing the redevelopment.

Estimated Traffic Movements

The development will proceed in 3 stages, as outlined above. Stage One is nearing completion. The customer-generated vehicular traffic listed in the table below quantifies the existing and estimated traffic at completion of all stages of the project:

CONVERSION OF CUSTOMERS PER DAY TO VEHICLE MOVEMENTS:

Item		Mon	Tue	Wed	Thu	Fri	Sat	Sun
EXISTING	Existing Mitre 10 customers per day	180	175	210	350	360	400	200
	Existing IGA customers per day	700	680	800	1100	1100	900	500
	Liquor, cafe, other	90	100	140	220	250	200	70
	Total existing customers per day	970	955	1150	1670	1710	1500	770
	Average time in store (minutes)	30	30	30	30	30	30	30
	Total existing customers every 30 mins based on a 10 hour day	49	48	58	84	86	75	39
	25% on foot, **	12	12	14	21	21	19	10
	Average vehicle movements per 30 minutes *	30	30	36	52	53	47	24
	Peak hour vehicle movements per hour #	91	90	108	157	160	141	72
FUTURE DEVELOPMENT	New Mitre 10 customers per day	240	230	280	470	480	540	270
	New Super IGA customers per day	1144	1113	1307	1797	1797	1471	817
	Specialty Stores, liquor, cafe customers per day	192	192	228	360	360	240	108
	Total customers per day	1576	1535	1815	2627	2637	2251	1195
	Average time in store (minutes)	30	30	30	30	30	30	30
	Total existing customers every 30 mins based on a 10 hour day	79	77	91	131	132	113	60
	25% on foot, **	20	20	23	33	34	29	15
	Average vehicle movements per 30 minutes *	49	48	57	82	82	71	38
	Peak hour vehicle movements per hour #	148	144	170	246	247	212	113
Additional peak hour customer vehicle movements per hour generated by new development		57	54	62	89	86	71	40

* Assumes 25% of customers are sharing a car

** includes customers by bus, taxi, gopher or getting a lift and customers parked elsewhere in town

based on 150% of average vehicle movements

**David C. Jones: Report of 11th September 2006: Traffic Study
for the Complete Hong Yuen - Mitre 10 Redevelopment cont**

Customer vehicle entry and egress to both underground and uncovered car parks will be from Oliver Street, with an additional entry point to the uncovered carpark from Byron Lane.

An indented loading bay will be provided for the supermarket north-west of Byron Lane, with the articulated grocery re-supply vehicles exiting in a south-easterly direction across the carpark to Oliver Street. Re-supply to the supermarket will occur at 6am daily and the articulated vehicle/s will depart before store opening time. Articulated vehicle turning templates indicate that this proposal is workable and is shown in Appendix A.

Re-supply of the Mitre 10 Store by rigid trucks will occur during normal trading hours at a loading dock located in the uncovered carpark near Oliver Street, which will also be used by local tradesmen taking delivery of builders' hardware.

In the event that it may become necessary in the future to re-supply the Mitre 10 Store using articulated vehicles, the store policy will be to have articulated-vehicle deliveries occur before store opening time, so that any encroachment over car parking spaces required to manoeuvre the articulated vehicle into position may be carried out when the carpark is empty. Articulated vehicle turning templates indicate that this proposal is workable.

Because the new Mitre 10 Store will be of similar size to the existing store, but will carry more builders' hardware lines, it is estimated that customer vehicle movements will increase by about 35%. When the Super IGA Supermarket and specialty stores are all completed, the estimated increase in peak hour customer traffic movements per hour (refer to the table above) will be 40 to 89 vehicles per hour, depending on the day of the week, compared with the estimated existing traffic movements per hour of 72 to 160 vehicles per hour, again depending on the day of the week, or approximately a 55% increase in traffic movements.

Traffic exiting the car park may disperse either way along Oliver St and then turn either way into Lawrence St or continue along Oliver St for rapid dispersion throughout the town. A map showing likely traffic impacts in the vicinity is attached as Appendix A.

The removal of the heavy vehicle movements from the Moses Transport business presently on the site of the Mitre 10 development will assist considerably in reducing traffic congestion.

The total number of original on-site parking spaces was 66. The total number of on-site parking spaces proposed is 97 plus 4 motorcycles, 58 under the Mitre 10 building and 39 plus 4 motorcycles uncovered on-site parking spaces.

The Inverell Shire Council's Development Control Plan No 9 for Control of On-Site Car Parking (hereafter DCP 9), Clause 7.2(b) states:

"Where existing premises are being extended and the development results in an increase in floor space, additional on-site parking may be required. This will be normally be calculated in accordance with Schedule 1 of this Plan, however, where the proposed extension is for additions to an existing commercial building on a site with restricted space available and where that extension does not seek to increase the number of occupancies, but only intends to expand the size of the existing occupancies, Council may reduce the number of additional parking spaces required. Such reduction may be by up to 50% of the number calculated in accordance with Schedule 1 of this plan. Such calculation will only be applied to the additional floor area proposed in the new development and will not be applied to the existing floor area."

Schedule 1 of DCP 9 specifies one on-site car park be provided for every 25m² of gross floor space of the extension. The extension for the Mitre 10 Development and the Greenlife Shop is 2,122m², which required 85 additional on-site car parking spaces. With Council's agreed 50% reduction in Stage One, the additional car parking spaces required became 43.

With the creation of ten new specialty shops (two already exists – Hairdresser and Baldwin's) which are estimated to employ 30 staff (both permanent and temporary) it is estimated that 20 additional car parks will be required.

**David C. Jones: Report of 11th September 2006: Traffic Study
for the Complete Hong Yuen - Mitre 10 Redevelopment cont**

Additional Parking in Oliver and Lawrence Streets

As mentioned above, the total number of on-site parking spaces proposed is 97, 58 under the Mitre 10 building and 39 plus 1 motorcycle uncovered on-site parking spaces and a bicycle rack. With the 66 existing car parking spaces being deducted, 31 car parking spaces will be available for the Stage One development, a deficit of 12 car parking spaces, with Council's previously approved 50% reduction for Stage One. In addition, because the Mitre 10 store will sell some bulky goods, a reduction in the on-site car parking deficit from 12 to 7 would not be unreasonable.

The Super IGA supermarket being 2,120m², larger than the existing supermarket, will operate with similar staff numbers, with economies of scale. As discussed above, 20 additional parking spaces will be required for the new specialty shops staff.

Removal of the bus stop from Oliver St to Lawrence St between Byron Lane and the entrance to the Tatts Hotel Drive-In Bottle Shop entrance, with the kerb moved outwards by 4.2 metres will mean that 17 angled parking spaces will be created along the Hong Yuen frontage to Oliver St in lieu of the existing 4 parallel parking spaces. The single angle car parking space in Lawrence St between Byron Lane and Tatts Hotel Drive-In Bottle Shop entrance will be eliminated and 12 new 60° angled parking spaces will be provided in Lawrence St between Byron Lane and the Lawrence St - Oliver St intersection, replacing the 6 existing 45° angled parking spaces, a net gain of 18 angled spaces in both streets (13 in Oliver St and 5 in Lawrence St). Recently, additional angled parking has been constructed by Council on the south eastern side of Oliver St, between Oliver and Vivian Sts.

The relocated bus stop and angled on-street parking in Byron, Lawrence and Oliver Sts is shown in the attached Appendix A map. Another option may be to create additional angled parking in Oliver St extending along the frontage of the Tin Cheung Restaurant and the house next to the existing Hong Yuens carpark. This would convert 6 existing parallel parking spaces into 14 angle car parking spaces, a further gain of 8 car parking spaces.

The combined effect of the new Mitre 10 development with the redevelopment of the supermarket and the creation of the ten new specialty shops will create a parking demand off site of 7 spaces for Mitre 10 and 20 spaces for the Specialty Shops staff, being a total of 27 spaces. A net increase of 18 available angled parking spaces against the Hong Yuen Mitre 10 frontages to Lawrence and Oliver Sts, discussed earlier, set against the 27 spaces required will leave a net deficit of 9 parking spaces.

It may be argued that a parking concession should be granted for providing public toilets and for heritage considerations, which might reduce the on-site parking deficit to zero.

On busy trading days, the carpark across Oliver Street owned by the RSM Club can provide additional parking spaces. When the RSM Club has a high demand for parking, Hong Yuens - Mitre 10 is either closed, or at least trading is quiet. So excessive parking demand at the RSM Club is complementary with Hong Yuen - Mitre 10 needs.

The Byron St frontage of the Hong Yuens site including the proposed specialty stores has 18 existing on-street angle parking spaces.

Bus Zone

It is proposed to provide a bus zone on the south west side of Lawrence St facing north-west, between Byron Lane and the entrance to the Tatts Drive-In Bottle Shop as shown on the Appendix A drawing. I have had discussions with the proprietor of Inverell Bus Service, the local bus service provider, and Inverell Home and Community Care (HACC) who provide limited bus services for the elderly and disabled.

David C. Jones: Report of 11th September 2006: Traffic Study for the Complete Hong Yuen - Mitre 10 Redevelopment cont

The Inverell Bus Service sets down and or picks up an average of 6 passengers at the existing Oliver St bus stop with a 12 metre long bus, three times between 9am and 10am, three times between 11.30am and 12.30pm and twice between 4pm and 5pm, all on weekdays. It is estimated that Inverell Bus Service bus movements will not increase, but more passengers will be set down and or picked up on each bus movement.

The HACC bus sets down and or picks up on average 5 passengers per visit, 3 times a week on Thursdays and Fridays. The increase in patronage at Hong Yuens/Mitre 10 will mean that 6 or 7 passengers will be set down and or picked up retaining 3 bus movements per day.

To improve bus passenger access along Byron Lane towards the Mitre 10 and the proposed enlarged supermarket and specialty shops entrance, a footpath will be provided in Byron Lane from the bus stop to the entrance of the Hong Yuens Arcade and the Mitre 10 building, with some type of the grated covering at the drainage inlet pit at the Lawrence Street intersection.

Bicycle and Motor Cycle Parking

It is proposed to provide a bicycle parking rack at a convenient location in the carpark. Three motor cycle parking spaces have been provided in the off street parking area.

Summary of Additional Vehicle Movements

A vehicle movement map has been attached as Appendix A. This map shows access roads in the vicinity, and estimates of traffic movements at peak hours. Almost all additional movements will be cars and utility vehicles.

The map shows the worst peak hour total vehicle movements per hour for the total development, and the increase in worst peak hour traffic movements over and above the status quo at intersections in the immediate vicinity of the development and nearby.

Parking along the Byron St frontage of Hong Yuens will continue much as at present. During busy times, it can be difficult to find a park. The additional on-site parking and the net increase of 18 on-street car parking spaces in Oliver St and Lawrence St will provide overflow parking when Byron St parking spaces are fully occupied. The pressure on parking in Byron St may be eased by the movement of the Mitre 10 Store to the rear, thereby creating new parking opportunities for the specialty shops in Byron St.

Conclusion

With the net gain of 18 on-street car parking spaces, it is my opinion that the elimination of the heavy vehicle movements in the vicinity of the former Moses Transport depot and the associated Moses Transport parking demands, both in Lawrence and Oliver Sts, will minimize the impact of the increase in the customer traffic resulting from the redevelopment of the site in Stage One. At Stage Two, the possible conversion of the north west side of Oliver St between end of the HongYuens carpark and the Gaukrogers/Tin Chueng restaurant common boundary, to angle parking has the potential to increase parking spaces by 8.

The creation of the new bus stop in Lawrence St near Byron Lane will improve accessibility for bus passengers to the Mitre 10 and IGA supermarkets. Most heavy vehicle movements to re-supply the premises will occur before opening hours, and the existing frequent heavy vehicle movements at the existing Moses Transport premises will disappear.

It may be argued that the total development of the new Mitre 10 Store, the new Super IGA Supermarket and the 12 Specialty Retail Shops all in close proximity, may lead to a reduction in vehicle movements because of the creation of a "One-stop" shopping experience, somewhat similar to a larger self-contained shopping centres in some larger towns and cities.

**David C. Jones: Report of 11th September 2006: Traffic Study
for the Complete Hong Yuen - Mitre 10 Redevelopment cont**

On busy trading days, the carpark across Oliver Street owned by the RSM Club can provide additional parking spaces. When the RSM Club has a high demand for parking, Hong Yuens - Mitre 10 is either closed, or at least trading is quiet. So excessive parking demand at the RSM Club is complementary with Hong Yuen - Mitre 10 needs.

It may be argued that a parking concession should be granted for providing public toilets and for heritage considerations, which might reduce the parking deficit of 9 spaces to zero.

The Byron St frontage of the Hong Yuens site including the proposed specialty stores has 18 existing on-street angle parking spaces.

Should you have any queries, please do not hesitate to contact the undersigned.

Yours faithfully,



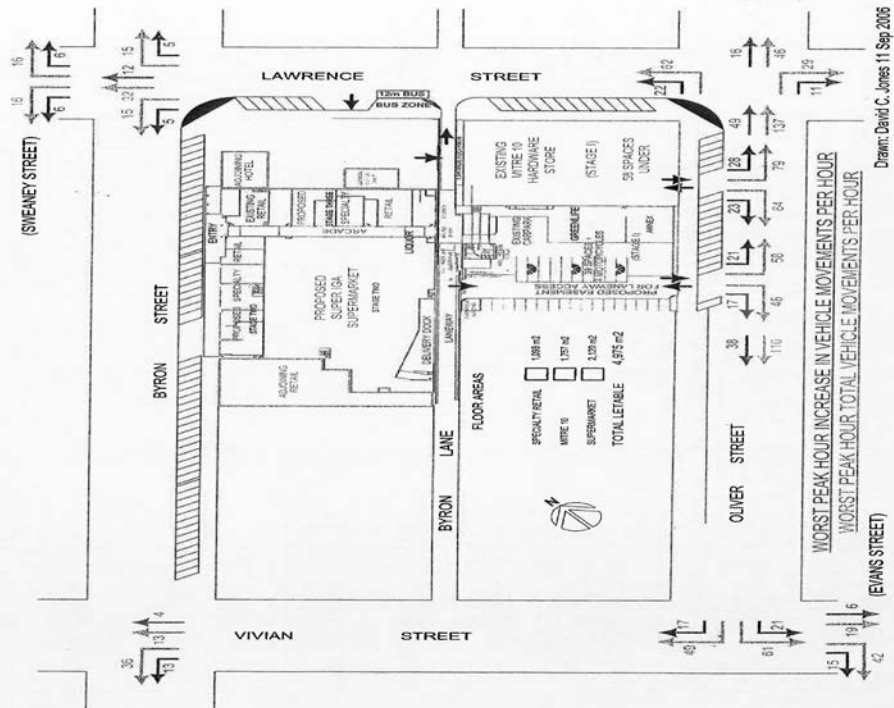
David C. Jones

Chartered Professional Engineer

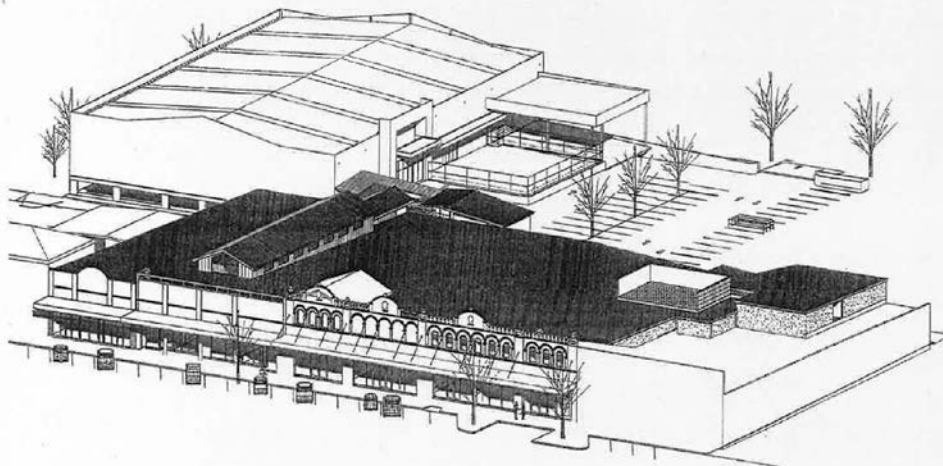
for and on behalf of David C. Jones (Consulting Engineers) Pty Ltd ACN 001 816 039

**David C. Jones: Report of 11th September 2006: Traffic Study
for the Complete Hong Yuen - Mitre 10 Redevelopment cont**

Appendix A



Northern Perspective

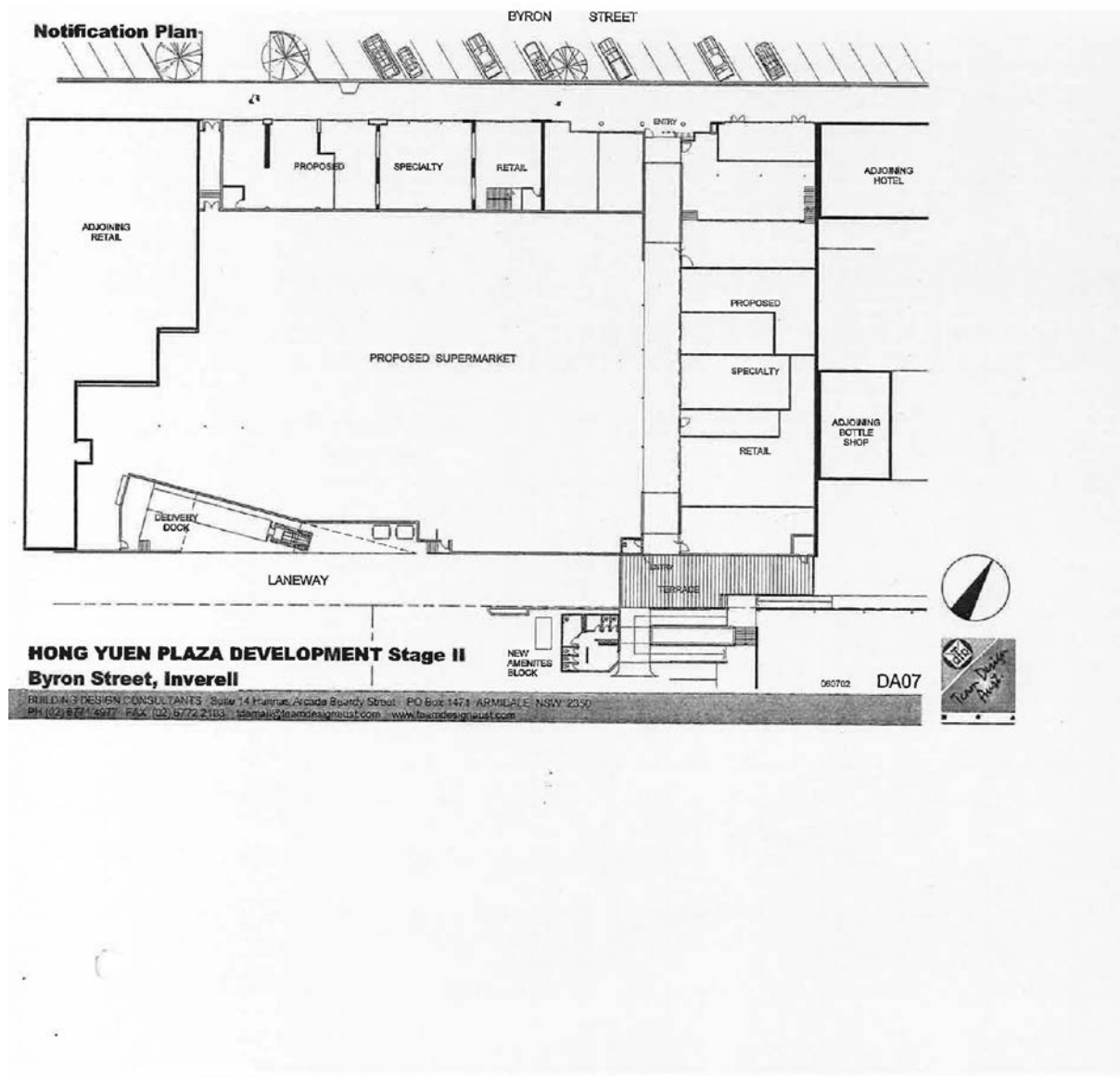


HONG YUEN PLAZA DEVELOPMENT Stage II
Byron Street, Inverell

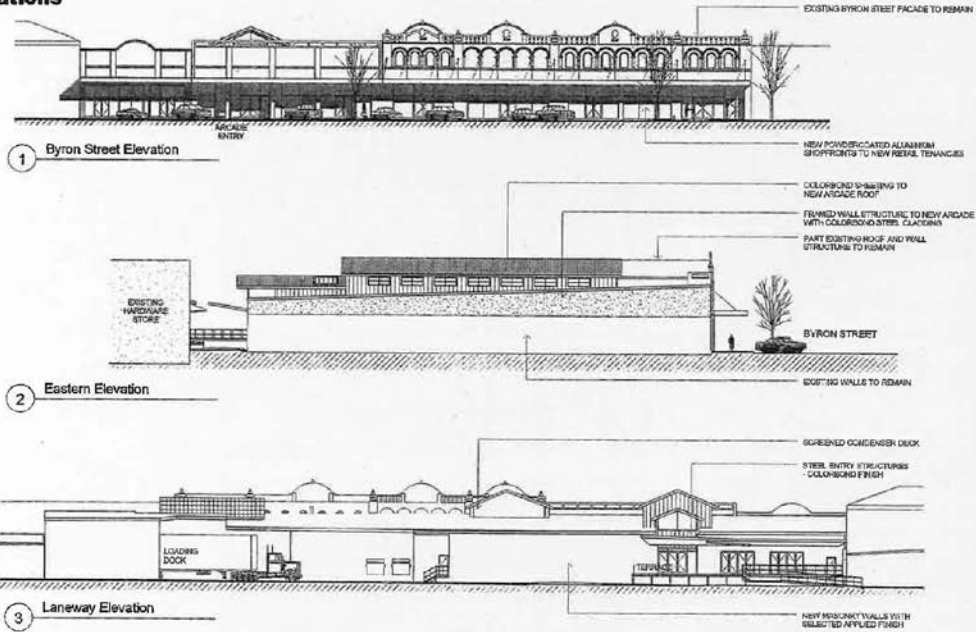
BUILDING DESIGN CONSULTANTS: Suite 14 Harbour Arcade Ready Street, PO Box 1471 ARMIDALE NSW 2350
 PH (02) 8771 4977 FAX (02) 8772 2193 tdan@bigteamdesigns.com.au www.bigteamdesigns.com.au

060702 DA06





Elevations



HONG YUEN PLAZA DEVELOPMENT Stage II Byron Street, Inverell

060702

DA08

BUILDING DESIGN CONSULTANTS Suite 14 Harbour Arcade Beatty Street PO Box 1471 ARMIDALE NSW 2350
PH (02) 6711 4777 FAX (02) 6772 2133 info@buildingdesignconsultants.com www.bdcgroup.com.au



