

INVERELL SHIRE COUNCIL
NOTICE OF MEETING
CIVIL & ENVIRONMENTAL SERVICES COMMITTEE

8 March, 2019

A Civil & Environmental Services Committee Meeting will be held in the Committee Room, Administrative Centre, 144 Otho Street, Inverell on Wednesday, 13 March, 2019, 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 D	DESTINATION REPORTS
SECTION E	INFORMATION REPORTS
SECTION F	GENERAL BUSINESS
SECTION H	CONFIDENTIAL MATTERS (COMMITTEE-OF-THE-WHOLE)

Quick Reference Guide

Below is a legend that is common between the:

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



CIVIL & ENVIRONMENTAL SERVICES COMMITTEE MEETING

Wednesday, 13 March, 2019

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MINUTES OF THE CIVIL & ENVIRONMENTAL SERVICES COMMITTEE MEETING
HELD IN THE COMMITTEE ROOM, 144 OTHO STREET, INVERELL ON
WEDNESDAY, 13 FEBRUARY, 2019, COMMENCING AT 9.00 AM.

PRESENT: Cr D F Baker (Chairperson), Crs S J Berryman, J A Watts, C M Dight, and A A Michael.

Also in attendance:

Paul Henry (General Manager), Brett McInnes (Director Civil and Environmental Services), Scott Norman (Director Corporate and Economic Services), Justin Pay (Manager Civil Engineering), Michael Bryant (Manager Environmental Engineering) and Anthony Alliston (Manager Development Services).

SECTION A

APOLOGIES:

Apologies were received from Crs P J Harmon, M J Peters, P A King and J N McCosker. All could not attend due to personal reasons.

RESOLVED (Michael/Dight) that the apology from Crs P J Harmon, M J Peters, P A King and J N McCosker be noted.

1. CONFIRMATION OF MINUTES

RESOLVED (Berryman/Michael) that the Minutes of the Civil and Environmental Services Committee Meeting held on 14 November, 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

The following interests were declared:

- Cr Harmon declared a pecuniary interest in Section D, Destination Reports, Item 6, "DA-143/2018 Medical Centre and Offices 3 Rivers St, Inverell". The nature of the interest relates to Cr Harmon having a family member with a business interest in 129-135 Otho St, Inverell.

3. PUBLIC FORUM S13.5.6/10

At this juncture, the time being 9.03 am, the Chair welcomed the members of the public and opened the Public Forum Session by inviting members of the public to speak:

Helen Lockwood

DA-156/2018 – Dual Occupancy and Subdivision – 43 Brae Street, Inverell

Helen Lockwood spoke against the proposed one into two lot subdivision and dual occupancy at 43 Brae Street (Item 7). Davey Street will be the entry to the proposed new dual occupancy building. Ms Lockwood believes Davey Street is too narrow to safely accommodate the increased traffic and probable increase in on street parking. She also believes the increased traffic will put the pedestrian traffic along Davey Street at risk.

Patrick Miller

DA-156/2018 – Dual Occupancy and Subdivision – 43 Brae Street, Inverell

Patrick Miller also spoke against the proposed one into two lot subdivision and dual occupancy at 43 Brae Street (Item 7). He reiterated Ms Lockwood's concerns and added that he was concerned it would have a negative impact on the value of his property in Davey Street. He also argued the development did not meet planning requirements in relation to parking and this could set a precedent. He concluded that he thought the report only highlighted the positives of the development and ignored any negative impacts.

At this juncture, the time being 9.11 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

Nil

SECTION D
DESTINATION REPORTS

1. LOCKABLE BOOM GATE - MAY STREET LOOKOUT S21.8.41

RESOLVED (Michael/Watts) that the Committee recommend to Council that Council install a lockable boom gate at the vehicular entrance to May Street Lookout.

2. MACINTYRE RIVER FOUNTAIN, CAMPBELL PARK S21.8.11

RESOLVED (Berryman/Watts) that Committee recommend to Council:

- i) To discontinue operation of the Macintyre River fountain, Campbell Park due to the complexities associated with the river environment and a sustainable operating outcome; and*
- ii) Council investigates other options for water features to beautify Campbell Park.*

3. USE OF GRAMAN RECREATION RESERVE – SAPPHIRE CITY MOTOR SPORTS CLUB INCORPORATED S21.8.18

RESOLVED (Michael/Berryman) that Committee recommend to Council that:

- i) Council require the Sapphire City Motor Sports Club to rehabilitate the site to the satisfaction of Council;*
- ii) Formally advise the Sapphire City Motor Sports Club to cease using the reserve unless any activities are undertaken in accordance with the original proposal;*
- iii) Advise the Sapphire City Motor Sports Club that Council is not prepared to provide it's consent for the submission of a Development Application for a concrete (burnout) pad until all other matters have been satisfactorily resolved; and*

- iv) Council commences discussions with the Sapphire City Motor Sports Club with a view to try and identify a site that would be more suitable to their actual long term interests.

4. RESTRICTED ACCESS VEHICLE PERMIT REQUEST – CLASS 2 PBS ROAD TRAIN - EDWARDS STREET INVERELL S28.15.3/08

RESOLVED (Berryman/Dight) that the Committee recommend to Council that the RAV application for a permit for a Class 2 PBS Combination on the route between Gwydir Highway and Edwards Street via Runnymede Drive, Swanbrook Road, Byron Street and Ring Street be approved.

5. SAPPHIRE WIND FARM COMMUNITY CONSULTATIVE COMMITTEE S18.6.52/01

RESOLVED (Berryman/Michael) that the Committee recommend to Council that Council approach the Local Government Association of NSW and requests their assistance with lobbying for a consistent approach to aviation lighting requirements on wind turbines.

6. DA-143/2018 - MEDICAL CENTRE AND OFFICES - 3 RIVERS STREET, INVERELL - VARIATION TO CAR PARKING DEVELOPMENT STANDARDS DA-143/2018

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

- i) The car parking requirements for the medical centre and offices proposed under DA-143/2018 be calculated as follows:
 - a) Medical Centre – 2 parking spaces per doctor and 1 parking space per staff - with visiting consultants considered as a single doctor;
 - b) Offices – 1 parking space per 40m².
- ii) The proposed 9 rear-to-kerb parking spaces in Rivers Street, fronting the proposed development, be supported;
- iii) A Section 94 contribution be accepted for each car parking space not provided; and
- iv) Subject to the above points, DA-143/2018 be determined under delegated authority.

S375A Record of Voting	
Councillors For:	Councillors Against:
Berryman	
Watts	
Baker	
Dight	
Michael	

7. DA-156/2018 – DUAL OCCUPANCY AND SUBDIVISION – 43 BRAE STREET, INVERELL DA-156/2018

RESOLVED (Michael/Dight) that the Committee recommend to Council that Development Application 156/2018 be refused on the grounds of width of the Davey Street carriage way and associated safety concerns.

<i>S375A Record of Voting</i>	
<i>Councillors For:</i>	<i>Councillors Against:</i>
<i>Berryman</i>	<i>Baker</i>
<i>Watts</i>	
<i>Dight</i>	
<i>Michael</i>	

SECTION E
INFORMATION REPORTS

1. GRAMAN RAW WATER SUPPLY DROUGHT IMPACT S32.13.4
2. SAPPHIRE SOLAR FARM – ROADS S18.6.52/05
3. FIRE BRIGADE USE OF STREET HYDRANTS, DELUNGRA S24.12.3
4. KALDAS REVIEW OF DECISION-MAKING IN THE PLANNING SYSTEM S18.3.1
5. WORKS UPDATE S28.21.1/12

RESOLVED (Michael/Dight) that the items contained in the Information Reports to the Civil & Environmental Services Committee Meeting held on Wednesday, 13 February, 2019, be received and noted.

SECTION F
GENERAL BUSINESS

Nil

There being no further business, the meeting closed at 10.36 am.

CR D F BAKER

CHAIRPERSON

TO CIVIL & ENVIRONMENTAL SERVICES COMMITTEE MEETING 13/03/2019

ITEM NO:	1.	FILE NO: S15.8.22
DESTINATION 5:	The communities are served by sustainable services and infrastructure	S
SUBJECT:	REPAIR PROGRAM FUNDING ALLOCATION 2019/2020	
PREPARED BY:	Justin Pay, Manager Civil Engineering	

SUMMARY:

Council receives State Government funding for rehabilitation and development of the regional road network through the Regional Roads REPAIR program. This program is undertaken on a 4 year cycle, the 2019/2020 financial year will be the first year of the new program. In August 2015 Council adopted the Regional Roads Rehabilitation Program and Plan as the method for determining future REPAIR program projects. The REPAIR project for the 2019/2020 financial year has been recommended accordingly.

COMMENTARY:

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

A review of how the program is administered in the northern area of the State was undertaken in 2018. This review concluded that the existing business rules for the program were working well and supported by a majority of Councils. Only minor changes were adopted for the following four years, the most significant being the removal of the Technical Sub-Committee.

In the past Council were required to submit projects to the Technical Sub-Committee for approval and inclusion in the program. Under the new rules, Council is now responsible for ensuring that proposed projects meet the REPAIR program objectives and Council must demonstrate that recognised asset management principles have been applied in determining priorities.

In order to determine priorities engineering staff have compiled the Rural Sealed Roads – Rehabilitation Program 2015 – 2018 and associated Regional Road Plan, which was adopted by Council in August 2015. This program was developed in conjunction with Council's road asset revaluation and will be updated when the next road asset revaluation is completed by June 2020.

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

	Inverell Shire Council 2019 - 2023 REPAIR Funding Profile			
	2019 - 2020	2020 - 2021	2021 - 2022	2022 - 2023
Council Contribution	\$ 492,450	\$ 502,299	\$ 512,345	\$ 522,591
RMS Contribution	\$ 492,450	\$ 502,299	\$ 512,345	\$ 522,591
Total	\$ 984,900	\$ 1,004,598	\$ 1,024,690	\$ 1,045,182

Note: funding profile subject to change (increase) once Tingha Boundary adjustment finalised.

As such, \$984,900 is available for the 2019/2020 financial year.

Engineering staff propose the reconstruction of Segment 140 of Guyra Road. The scope of the project covers a 1.5km section of road adjacent to the existing Shire Boundary west of Tingha, the estimated project cost is \$984,900. The proposed project area crosses over the existing Shire boundary and includes a section of road currently managed by Armidale Regional Council.

This project will involve vertical and horizontal realignment, drainage upgrade and pavement reconstruction of the segment, with minor pavement widening. Also a significant drainage structure over Slurry Gully will be extended to improve road user safety. It is intended that rehabilitation of the adjacent 700m section of pavement also be included in this project, to achieve operational efficiencies and remove the "missing link". Once detailed construction plans are finalised the exact scope of the project will be determined and a further report will be presented to Council in order to allocate funds to the further works.

This project was selected as Segment 140 is a high priority on the Rural Sealed Roads – Rehabilitation Program. Also, significant safety concerns exist at the narrow concrete causeway over Slurry Gully, near the "S bends" at the existing Shire boundary. Sections of this project were identified as a priority by Council a number of years ago, however unsuitable climatic conditions (severe wet weather) hampered attempts to complete construction work. The geology and topography of the site (considered a swamp) make it very difficult to complete works during wet times. The current period of drought presents ideal conditions to complete work in this area.

A map of the proposed project site is attached in Appendix 1 (D4) for the information of the Committee.

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

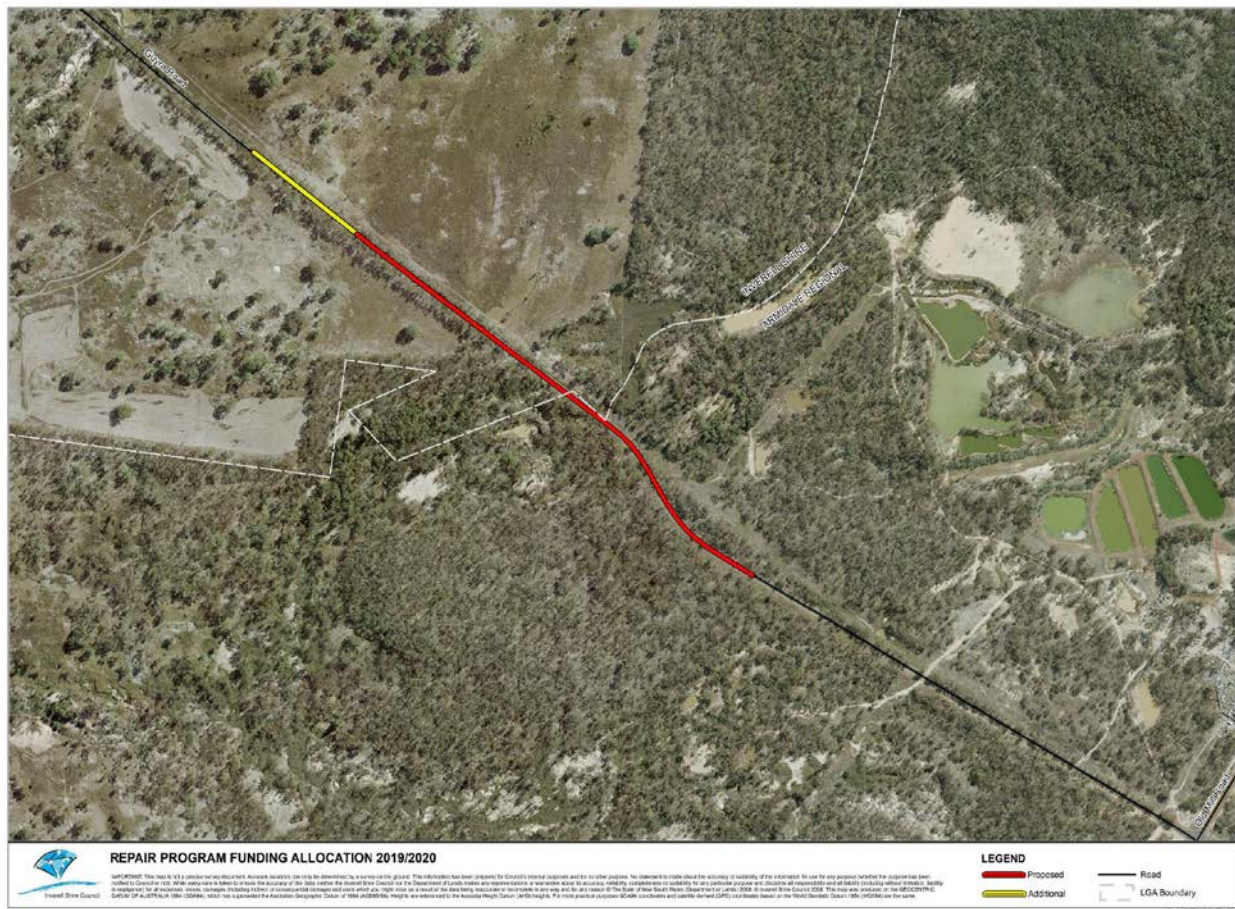
CHIEF FINANCIAL OFFICERS COMMENT:**LEGAL IMPLICATIONS:**

Nil

RECOMMENDATION:

That the Committee recommend to Council that the project for the 2019/2020 REPAIR program be reconstruction of Segment 140 of Guyra Road.

APPENDIX 1



ITEM NO:	2.	FILE NO: DA-156/2018
DESTINATION 3:	An environment that is protected and sustained	E
SUBJECT:	DA-156/2018 – DUAL OCCUPANCY AND SUBDIVISION – 43 BRAE STREET, INVERELL	
PREPARED BY:	Anthony Alliston, Manager Development Services	

SUMMARY:

Development Application 156/2018 has been referred back to the Civil and Environmental Services Committee for consideration consistent with the resolution from the February 2019 Ordinary meeting of Council.

COMMENTARY:

An application (DA-156/2018) has been received for a residential development at 43 Brae Street, Inverell. The proposed development comprises demolition of an outbuilding; a one (1) into Two (2) lot subdivision; construction of *dual occupancy* (Attached) on rear lot fronting Davey Street; and the subdivision of the *dual occupancy*.

At the Civil and Environmental Services Committee meeting held on 7 February 2019 it was resolved that:

'the Committee recommend to Council that Development Application 156/2018 be refused on the grounds of width of the Davey Street carriage way and associated safety concerns.'

Subsequently, at the Ordinary Meeting of Council on 27 February 2019, it was resolved that:

'Development Application 156/2018 be referred back to the March 2019 Civil and Environmental Services Committee for consideration.'

In accordance with the above resolution a copy of the determination report and appendices that were presented to the Civil and Environmental Services Committee meeting on 7 February 2019 are included as **Appendix 2 (D6 – D44)**.

The original staff recommendation is contained within the report in Appendix 2 (D6 – D44).

APPENDIX 2

D 90 **DESTINATION REPORTS** **D 90**
TO CIVIL & ENVIRONMENTAL SERVICES COMMITTEE MEETING 13/02/2019

ITEM NO:	7.	FILE NO: DA-156/2018
DESTINATION 3:	An environment that is protected and sustained	E
SUBJECT:	DA-156/2018 – DUAL OCCUPANCY AND SUBDIVISION – 43 BRAE STREET, INVERELL	
PREPARED BY:	Elise Short, Planning Officer	

SUMMARY

An application (DA-156/2018) has been received for a residential development at 43 Brae Street, Inverell. The proposed development comprises:

1. Demolition of an outbuilding;
2. One (1) into Two (2) Lot Subdivision, being;
 - Lot 1 – Existing dwelling fronting Brae Street;
 - Lot 2 – Vacant lot fronting Davey Street;
3. Construction of Dual Occupancy (Attached) on rear lot fronting Davey Street; and
4. Subdivision of the Dual Occupancy.

The site is zoned 'R1 General Residential' pursuant to the *Inverell Local Environmental Plan 2012*. The development is characterised as demolition, subdivision and a 'dual occupancy (attached)', which are permissible with consent. The proposed development complies with the Minimum Lot Size provisions specified in Clauses 4.1 and 4.1D of the *Inverell Local Environmental Plan 2012*.

The proposed development also complies with the relevant State Environmental Planning Policies and the *Inverell Development Control Plan 2013*.

The application was notified to adjoining and adjacent neighbours from 29 November, 2018 to 13 December, 2018. As a result of notification two (2) submissions by way of objection have been received. The objections primarily relate to the use of Davey Street to access the attached dual occupancy and perceived non-compliances with the sections of the *Inverell Development Control Plan 2013* (IDCP) relating to lot frontage, access and parking. The submission makers consider that Davey Street is a "Laneway", not a "Street".

Detailed discussion in relation to the submissions has been undertaken in the 'Submissions' section of the report. Overall, it is considered that Davey Street is not a "Laneway". Davey Street is considered to provide suitable access to this development and the proposed development will not result in significant or unreasonable traffic, parking or access impacts in the locality.

DA-156/2018 has been examined having regard to the matters for consideration in Section 4.15 of the *Environmental Planning and Assessment Act 1979* and is recommended for approval subject to conditions.

APPLICATION DETAILS

Applicant: Mr Ryan Joseph Hansen Daley and Mrs Ana Fiona Daley
Owner: Mr Ryan Joseph Hansen Daley and Mrs Ana Fiona Daley

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DESTINATION REPORTS
TO CIVIL & ENVIRONMENTAL SERVICES COMMITTEE MEETING 13/02/2019

D 91

Application No: DA-156/2018
Address: 43 Brae Street, INVERELL 2360
Title Particulars: Lot A DP 360260
Proposed Development:

1. Demolition of an outbuilding;
2. One (1) into Two (2) Lot Subdivision, being;
 - Lot 1 – Existing dwelling fronting Brae Street;
 - Lot 2 – Vacant lot fronting Davey Street;
3. Construction of Dual Occupancy (Attached) on rear lot fronting Davey Street; and
4. Subdivision of the Dual Occupancy.

BCA Classification Class 1a
Existing Site Area: 1903m²
Zoning: R1 General Residential
Existing Use: Residential – dwelling and outbuilding (garage)

DA-156/2018 - APPLICATION HISTORY

<u>Date</u>	<u>Comment</u>
28 November 2018	DA-156/2018 lodged.
29 November 2018	Neighbour notification begins.
13 December 2018	Notification period ends. Two (2) submissions received by way of objection.
18 December 2018	Request for further information made to the applicant. The information requested related to: <ul style="list-style-type: none"> • Discussion on the consideration given to the Ross Hill Heritage Conservation Area; • Site coverage calculations; • Detailed subdivision plan; and • Highlighting an eave overhang of the dual occupancy common wall, which will require an easement for subdivision. Also a request for clarification of construction measures in relation to fire separation under the National Construction Code.
10 January 2019	Additional information submitted, which addressed the above request.

SUBJECT SITE AND LOCALITY

The site is known as Lot A DP 360260, 43 Brae Street, Inverell and has an area of 1903m². It contains a dwelling and outbuilding (garage) and has frontage to Brae Street at the front and Davey Street at the rear (Figure 1).

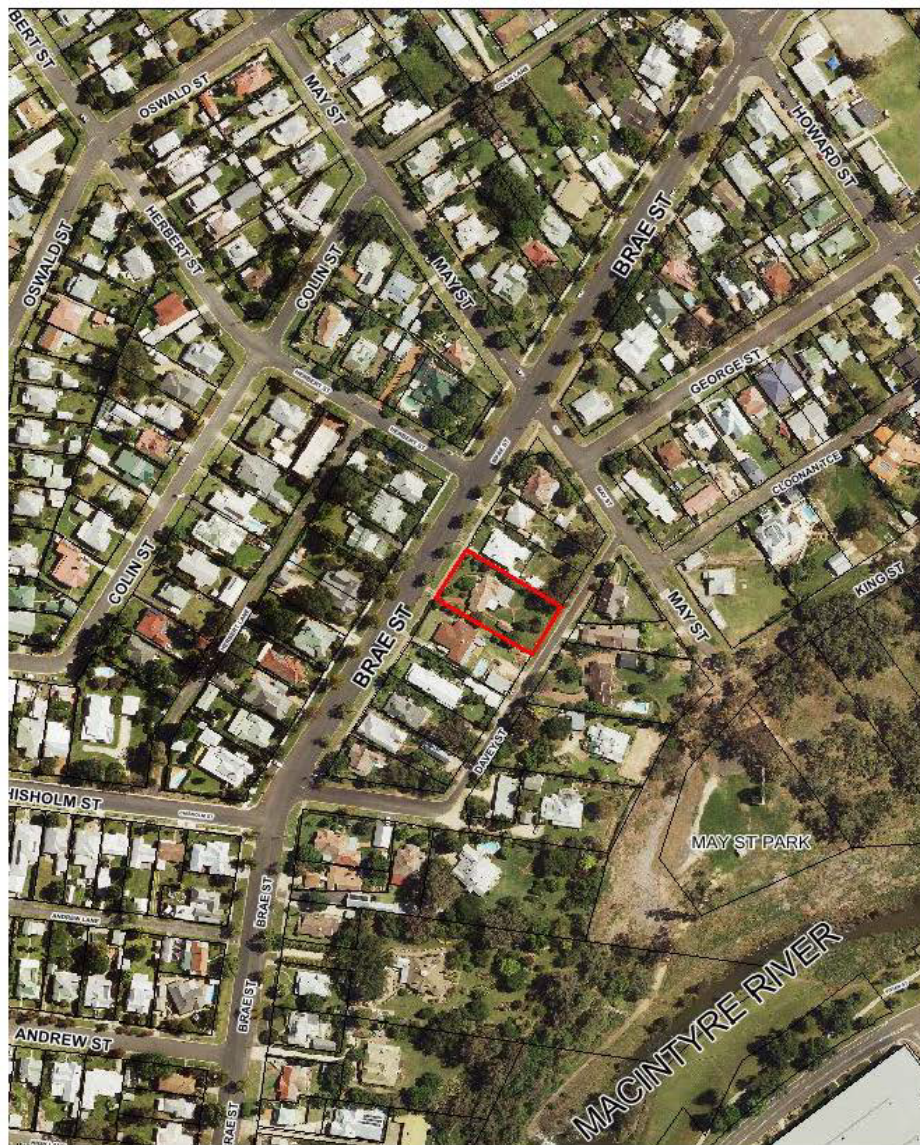


Figure 1 – Site Plan

43 Brae Street is located in a residential area on the northern side of the Macintyre River (Figure 2). The area is mapped under Schedule 5 of the *Inverell Local Environmental Plan 2012* as the Ross Hill Heritage Conservation Area, centered on the Brae Street streetscape (Figure 3). The site does not contain an item of environmental heritage, the nearest item being located opposite the site at number 44 Brae Street.

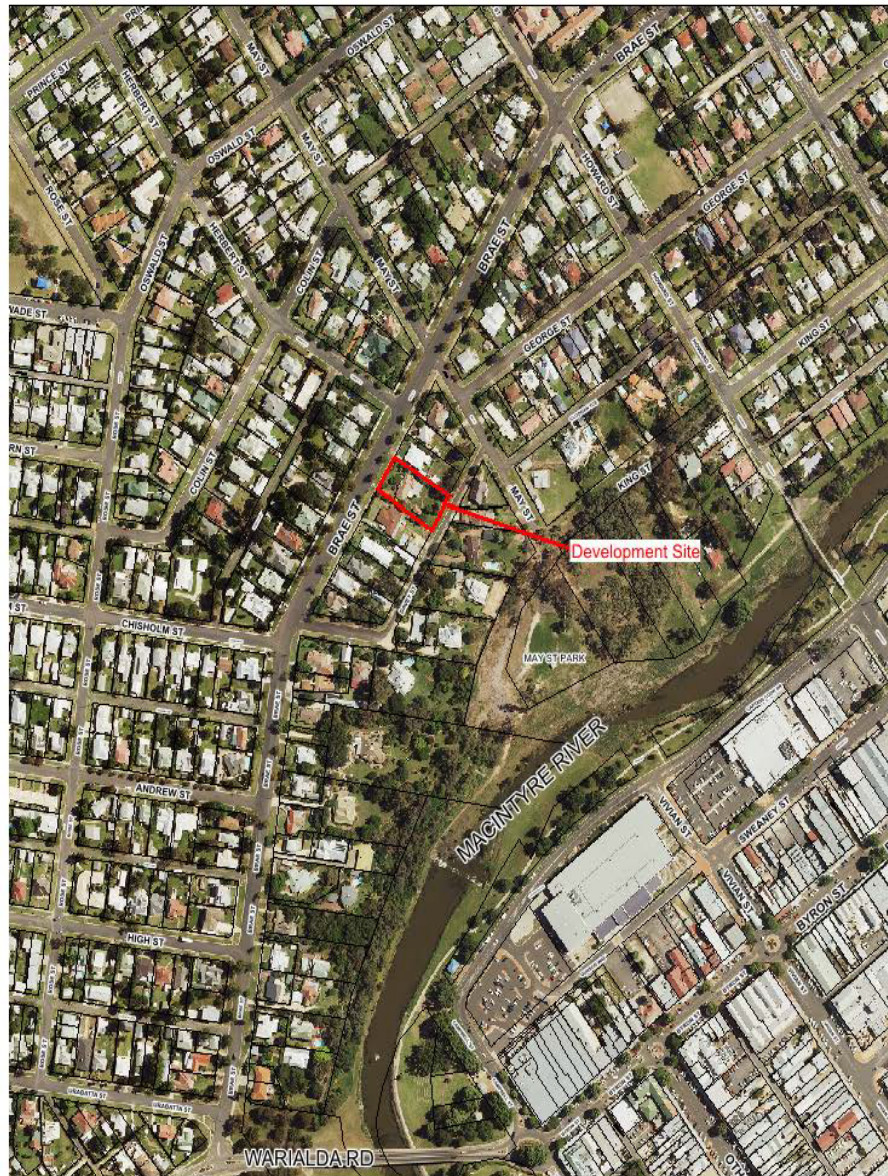


Figure 2 – Locality Plan

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DESTINATION REPORTS
TO CIVIL & ENVIRONMENTAL SERVICES COMMITTEE MEETING 13/02/2019

D 94

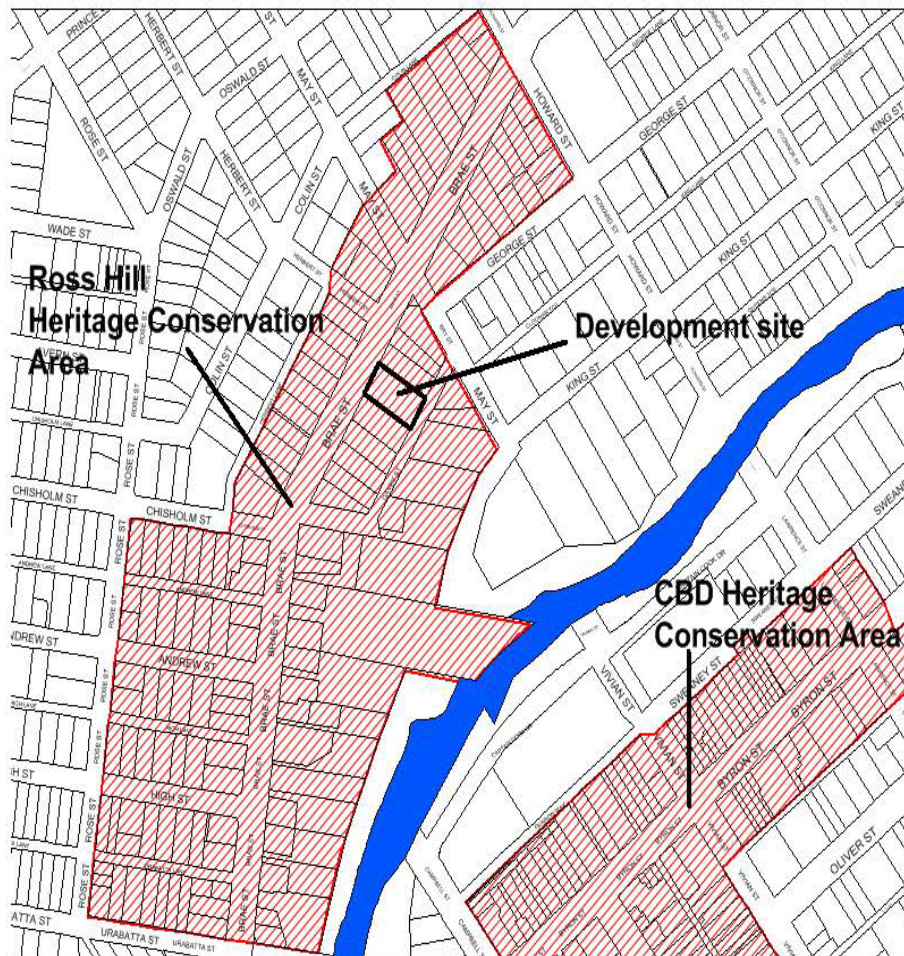


Figure 3 –Ross Hill Conservation Area Plan

The surrounding land use consists of mixed residential development on various size and shaped lots (Figure 4). 43 Brae Street is within walking distance of:

- Inverell High and Ross Hill Schools (approx. 500-600 metres);
- May Street Park (approx. 250 metres); and
- The Inverell CBD via the suspension bridge or main bridge.

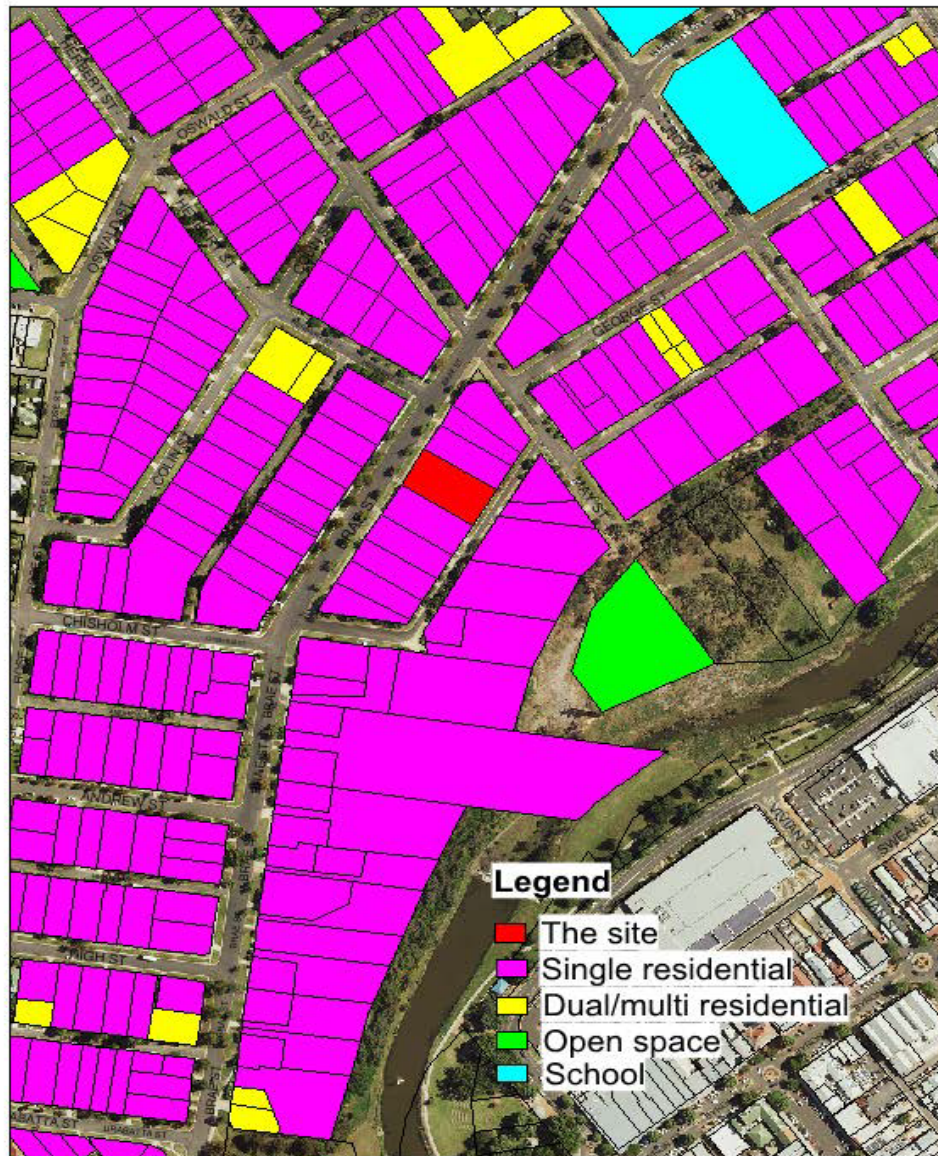


Figure 4 – Land use map

Access and frontage to 43 Brae Street is from both Brae Street (primary frontage/access) and Davey Street (secondary frontage/access). Brae Street is a wide bitumen sealed urban street. Davey Street has a road reserve width of 12.2m, seal 3.8m wide and total width of 5 metres

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DESTINATION REPORTS
TO CIVIL & ENVIRONMENTAL SERVICES COMMITTEE MEETING 13/02/2019

D 96

including 600mm of mountable kerb and gutter either side of the seal. 13 properties currently use Davey Street for primary access (Refer Figure 5).



Figure 5 – Davey Street accesses

Water, sewer, electricity and telecommunications are connected to the site and can be provided to the proposed development. Some minor onsite landscaping will be affected by the development.

Council's sewer main crosses the site behind the dwelling. The proposed development is clear of the main and the dual occupancy can gravity feed to the main. Easements for sewer will be required to the development. Stormwater from the site drains to Davey Street which has been allowed for in the development. An easement will be created to benefit the existing dwelling.

The following photos depict the site and locality.

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DESTINATION REPORTS
TO CIVIL & ENVIRONMENTAL SERVICES COMMITTEE MEETING 13/02/2019

D 97



Photo 1 – The site from Brae Street



Photo 2 – The site from Davey Street



Photo 3 – Davey Street frontage looking from May Street



Photo 4 – Davey Street frontage looking towards May Street

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DESTINATION REPORTS
TO CIVIL & ENVIRONMENTAL SERVICES COMMITTEE MEETING 13/02/2019

D 99



Photo 5 – The outbuilding to be demolished



Photo 6 – Existing access crossings to the rear of Brae Street properties adjacent to the site

D 100

DESTINATION REPORTS
TO CIVIL & ENVIRONMENTAL SERVICES COMMITTEE MEETING 13/02/2019

D 100



Photo 7 – The slope of the site and location of the dual occupancy development

PROPOSED DEVELOPMENT

It is proposed to undertake a staged residential development at 43 Brae Street, Inverell.

The development consists of:

1. Demolition of an outbuilding (garage);
2. One (1) into Two (2) Lot Subdivision;
3. Construction of Dual Occupancy (Attached); and
4. Subdivision of the Dual Occupancy.

1. Demolition of an outbuilding

To facilitate the one (1) into two (2) lot subdivision, it is proposed to demolish the detached garage at the rear of the dwelling. The drainage diagram held by Council indicates that there is a toilet in the garage which will need the sewer connection to be capped during demolition.

2. One (1) into two (2) lot subdivision

It is proposed to subdivide Lot A DP 360260 into two lots.

Proposed Lot 1 will contain the existing dwelling and have an area of approximately 1252.6m². This lot will have sole frontage and access to Brae Street. The existing access crossing and driveway from Brae Street will continue to serve the dwelling.

Proposed Lot 2 will be approximately 650.4m² and will comprise the area at the rear of the 43 Brae Street dwelling. Proposed Lot 2 will have sole frontage and access to Davey Street.

3. Construction of a Dual Occupancy (Attached) on Proposed Lot 2

D 101

DESTINATION REPORTS
TO CIVIL & ENVIRONMENTAL SERVICES COMMITTEE MEETING 13/02/2019

D 101

The dual occupancy (attached) will be a mirror image duplex (plans sheet, Appendix 12, D124 – D128), each unit having an overall floor area of 163.3m² consisting of:

- 3 bedrooms with built in robes;
- Living area containing kitchen, dining and lounge;
- Bathroom;
- Laundry;
- Verandah and entry; and
- Single car garage.

It will be constructed on a reinforced concrete slab, having external weatherboard walls and a pitched colorbond roof. The right unit (when viewed from Davey Street) is stepped down from the left unit following the fall of the site and a 600mm retaining wall will delineate the centre of the site and height difference.

The building will be setback:

- 4.5 metres to the verandah posts, 6.6 metres to the garage from the front boundary (Davey Street);
- 4.1 metres from the rear boundary (common boundary with 43 Brae Street); and
- 1.5 metres from the both side boundaries.

2,500L rain water tanks will be located in the rear yard of each unit, sited on concrete foundations, and the site will be landscaped with lawn and some low native shrubs. The driveways will be concreted from the Davey Street rollover kerb to the garage.

4. One (1) into two (2) lot subdivision of the dual occupancy

Following completion of the dual occupancy it is proposed to subdivide the development into proposed lots A and B each lot having an area of 325.2m².

PLANS & DOCUMENTATION

The following information was submitted with the Development Application:

- Design plans;
- BASIX Certificates;
- Statement of Environmental Effects; and
- Cover letter addressing further information request.

Appendix 12 (D124 – D128) includes a copy of the design plans.

REFERRALS UNDERTAKEN & OTHER APPROVALS REQUIRED

Internal Referrals

Building Referral

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

D 102

DESTINATION REPORTS
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D 102

A Construction Certificate is required to be assessed and approved prior to construction of the dual occupancy (attached).

Prior to issue of a Construction Certificate further information is required and is to include:

1. *Engineering designs and certification for:*
 - a. *Footings and deep edge beams, and*
 - b. *Inter allotment drainage design and certification*
2. *Firewall designs and specifications*
3. *Sound insulation designs and specification.*

Provided the above is satisfactorily addressed, it is considered that the proposed development can readily achieve compliance with the relevant provisions of the BCA, by virtue of compliance with BCA Deemed-to-Satisfy provisions.

Planner Comment

The information identified above is construction-detail, which is not required for consideration of the Development Application. It is considered that there are no Building Code of Australia matters, which would preclude issuing development consent.

Engineering Referral

The application was referred to Council's **Manager Environmental Engineering**. The following comments were received:

Suitability of Davey Street for Proposed Development

Davey Street is a 260m long local street that runs east off Brae Street for approximately 80m then deflects northward for approximately 180m to intersect May Street. The eastern leg running off Brae Street has a road reserve width of 20.1m with a distance between upright kerbs of approximately 10 m. The northern leg of Davey Street through to May Street has a road reserve width of 12.2m with mountable kerb and gutter width of 5m (3.8m of pavement plus 2 x 600mm mountable kerb and gutter).

The northern leg of Davey Street was designated as a lane in earlier times, however was widened out to 12.2m to become a street in the late 1960's / early 1970's to cater for development in the area between Brae Street and the Macintyre River. The narrowest section of Davey Street with a road reserve width of 12.2m is therefore classified as a street (not a laneway) under the Inverell Development Control Plan 2013. Laneways are described in the DCP Glossary as a narrow public access, usually 6m to 10m wide located between two streets.

The geometry of Davey Street with T intersections at both ends combined with a dog leg towards the southern end calms traffic and does not encourage through traffic. May Street is a local street terminating at the Lookout and does not attract through traffic.

Traffic counts have not been taken for Davey Street, however based on nine traffic movements per day for each dwelling with access off Davey Street (including Brae Street properties that use rear access off Davey Street), the current traffic counts based on 13 dwellings would be 117 per day. The proposed dual occupancies would create another 18 traffic movements, taking the total to around 135 traffic movements per day, which is a light traffic volume. Davey Street is two way traffic, which provides the option for traffic to access from May Street or Brae Street, further diluting traffic movements throughout the street. Davey Street therefore has capacity to cater for more infilling development as allowed under current planning legislation and the Inverell LEP.

D 103

DESTINATION REPORTS
TO CIVIL & ENVIRONMENTAL SERVICES COMMITTEE MEETING 13/02/2019

D 103

The geometry of the narrower section of Davey Street with gentle mountable kerbs fronting the proposed development allows room for vehicles to pass and vehicles to Parallel Park off the roadway while still allowing safe pedestrian movements.

Davey Street has underground stormwater drainage. Overall the sealed pavement, kerb and gutter and drainage are in good condition, and require no augmentation to accommodate the proposed development.

In summary Davey Street has capacity to service further infilling development while not compromising traffic and pedestrian safety or the character of the local precinct.

State of Footpath Area in Davey Street Fronting Proposed Development

The footpath along the frontage to the proposed development is totally clear of any obstructions including power poles.

Access & Parking

There is no requirement for vehicles to enter and exit the duplex in a forward manner. Vehicles may reverse out the driveway. The driveways are proposed to be perpendicular to the carriageway, with good sight distance in all directions.

The proposal meets the parking requirements for a three bedroom unit, providing two parking spaces at each unit, one space within the garage and one space on the driveway within the property boundary.

The proposed driveways in Davey Street from the mountable kerb and gutter to the property boundary are to be reinforced concrete.

Drainage

The proposed development comprises an overall area of approximately 1,900m² sloping from Brae Street in a north easterly direction to Davey Street.

Engineering design is to be provided for an inter-allotment drainage system for the existing dwelling and duplex showing piped and surface drainage paths, including kerbs as necessary beneath fences, to direct drainage to Davey Street.

The inter-allotment drainage systems for the existing house and each duplex unit are to be kept independent, with an easement to be created over proposed Lot B for drainage of the residual house block fronting Brae Street. However, where possible roof water from the residual house block should be directed to Brae Street kerb and gutter. Drainage from the duplex can be directed to the kerb and gutter in Davey Street.

Water Supply

The existing water service to the site is off Davey Street, with the meter located approximately 4.5m from the southern boundary.

A new water service will be required from the water main located on the western side of Brae Street to service Proposed Lot 1 (dwelling).

The existing water service off Davey Street will continue to serve Proposed Lot 2 and subsequently one of the future duplex units.

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A town water supply main is located along the eastern footpath of Davey Street, requiring a road crossing for a new water service for the second duplex unit.

Under Council's Development Servicing Plan No. 1, a Water Contribution for 1.6 Equivalent Tenements is required for the overall development.

Sewer

Each duplex unit will require an individual junction and 150mm diameter lines from the sewer main located in the residual house block. These services will require engineering design and works-as-executed drawings once constructed.

A 3 metre wide easement for sewerage be created over the existing sewer main through the residual house block and the sewer extensions servicing the duplex units.

Under Council's Development Servicing Plan No. 1, a Sewer Contribution for 2 Equivalent Tenements is required for the overall development.

Planner Comment:

The above comments have informed the below section addressing the submissions to the development and any necessary conditions of consent can be applied regarding inter-allotment drainage, services, access and contributions.

Heritage Advisor

The application was referred to Council's **Heritage Advisor**. The following comments were received in the report issued to Council's planning staff following the monthly visit:

ITEM 2: Proposed subdivision and duplex – 43 Brae St, Inverell (DA156-2018)

Visited the property with Council officer Elise Short.

The property is not listed as a heritage item within Inverell LEP 2012, however, is within the Ross Hill Conservation Area (C0006).

The proposal is to subdivide the lot and erect a duplex at the rear fronting Davey Street.

The proposal does not retain the typical block width characteristics and historic subdivision pattern of the area including the characteristic rhythm and built form spacing.

Mitch McKay, Heritage Advisor

3 December 2018

Planner Comment:

These comments were provided considering the lot pattern in the immediate vicinity of the development. While the lot layout varies with that typically in the immediate vicinity, a broader consideration of the Ross Hill conservation area and locality demonstrates that there is a variety of lot styles (rectangle, battle-axe, square, small, large) on Brae Street, Davey Street, the surrounding streets and Ross Hill. This position was further discussed with Council's Heritage Advisor during his visit on Monday, 4 February, 2019. The Heritage Advisor acknowledged this broader context and compatibility.

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External Referrals

No external referrals were required for this application.

Other Approvals

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

- Construction Certificate;
- Approval under Section 68 of the *Local Government Act 1993* for water supply work, sewerage work and stormwater drainage work; and
- Approval under Section 138 of the *Roads Act 1993* for construction of the concrete access crossings in Davey Street.

Council Policies

It is considered that no Council policies apply to the assessment of this development application.

ASSESSMENT - STATUTORY REQUIREMENTS – S.4.15

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

Relevant State Environmental Planning Policies

Policy	Comment
<i>State Environmental Planning Policy No. 55 – Remediation of Land</i>	43 Brae Street has been historically residential land and there is no evidence that the site is unsuitable for the development.
<i>State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004</i>	BASIX certificates have been submitted and are considered satisfactory.

Local Environmental Plans

Inverell Local Environmental Plan 2012

CLAUSE	TITLE	COMMENT AND ASSESSMENT
1.2	Aims of Plan	<p><i>The particular aims of this Plan are as follows:</i></p> <ul style="list-style-type: none"> <i>a) To encourage sustainable economic growth and development,</i> <i>b) To protect and retain productive agricultural land,</i> <i>c) To protect, conserve and enhance natural assets,</i> <i>d) To protect built and cultural heritage assets,</i> <i>e) To provide opportunities for growth.</i> <p>The construction of the dual occupancy will contribute to the residential growth and housing diversity of Inverell and is not considered to adversely impact natural or heritage assets.</p>

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		The development is not inconsistent with the aims of the LEP.
2.1	Land use zones	<p>The site is zoned R1 General Residential. The development is characterised as demolition, subdivision and a 'dual occupancy (attached)', which is permissible with consent.</p> <p>The objectives of the R1 zone are:</p> <ul style="list-style-type: none"> ▪ <i>To provide for the housing needs of the community.</i> ▪ <i>To provide for a variety of housing types and densities.</i> ▪ <i>To enable other land uses that provide facilities or services to meet the day to day needs of residents.</i> <p>The development will provide an additional choice in housing without impacting on the housing needs of the community. The development is consistent with the objectives of the R1 General Residential zone.</p>
4.1	Minimum Lot Size	<p>The initial subdivision of 43 Brae Street into two lots is subject to the requirements of this clause.</p> <p>The Minimum Lot Size as per the LEP Lot Size Map for the site is 450m².</p> <p>Proposed Lot 1 (dwelling) has an area of 1252.6m² and Proposed Lot 2 (vacant) has an area of 650.4m².</p> <p>The proposed lots exceed the Minimum Lot Size (MLS) for the site and the subdivision is consistent with this clause.</p> <p>The dual occupancy subdivision is subject to the requirements of Clause 4.1D below.</p>
4.1D	Exception to minimum lot sizes for certain residential development in Zone R1.	<p>This clause allows the subdivision of dual occupancies in the R1 General Residential zone below the MLS of 450m², but no less than 300m².</p> <p>The proposed subdivision of the attached dual occupancy into two lots having areas of 325.2m² is consistent with this clause.</p>
5.10	Heritage conservation	<p>The site is located within the Ross Hill Heritage Conservation Area as identified under Schedule 5 of the ILEP.</p> <p>The site does not contain an item of heritage, with the nearest heritage item being opposite the site at 44 Brae Street. Being located on the opposite side of the</p>

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		<p>development, the heritage item at 44 Brae Street is not considered to be adversely impacted by this development.</p> <p>The subdivision and construction of the dual occupancy is at the rear of 43 Brae Street and will not be inconsistent with the residential context or character of the area. The location and frontage to Davey Street will minimise any alteration to the Brae Street streetscape and will not effect the significance of the broader conservation area.</p> <p>The development is consistent with the objectives of this clause which are to conserve the significance of conservation areas, including settings.</p>
6.1	Earthworks	<p>Earthworks associated with the construction of the development will be minor and will be controlled through appropriate sediment and erosion control measures. They will not greatly alter the topography of the site. The development is considered to be consistent with the provisions of this clause.</p>
6.6	Essential Services	<p><u>Water Supply</u></p> <p>The existing water service to the site is located in Davey Street, which will serve Proposed Lot 2 and the dual occupancy.</p> <p>A new water service for the dwelling can be provided from Brae Street to the dwelling and a second water service can be provided from Davey Street for the dual occupancy.</p> <p><u>Sewer</u></p> <p>Sewer is connected to the existing dwelling from the main crossing the site. Sewer can be supplied to the dual occupancy from this sewer main as well.</p> <p><u>Stormwater</u></p> <p>All roof and surface water from the site is currently discharged to Davey Street. The applicant proposed to discharge stormwater from Lot 1 (dwelling) to a stormwater pit and discharged to Davey Street via an inter-allotment drainage easement along the northern boundary of proposed Lot 2. In this instance the dwelling stormwater must be drained to Brae Street with site runoff only to be captured in the proposed inter-allotment drainage. The dual occupancy will discharge stormwater to the gutter in Davey Street, which is acceptable</p>

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		<p>Subject to detailed engineering design, the proposed stormwater drainage is satisfactory.</p> <p><u>Access</u></p> <p>Access to the site from Brae Street is existing and satisfactory. An access crossing is required from Davey Street. The suitability of Davey Street for access has been considered by Council's Manager Environmental Services (refer previous comments) and discussed further in the 'Submissions' section of this report.</p> <p><u>Electricity & Telephone</u></p> <p>Electricity and telephone infrastructure is available to the site, subject to the connection requirements of the utility agencies, which is acceptable.</p>
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Development Control Plans

Inverell Development Control Plan 2013 – Chapter 1 Introduction

SECTION	TITLE	COMMENT AND ASSESSMENT
1.11	Notification Applications of	<p>The application was notified to adjoining neighbours from 29 November 2018 to 13 December 2018. As a result of notification two (2) submissions by way of objections have been received.</p> <p>These objections have been discussed in the 'Submissions' section of the report.</p>
1.12	Advertising Applications of	The development did not meet the criteria to be advertised.

Inverell Development Control Plan 2013 – Chapter 2 Subdivision

SECTION	TITLE	COMMENT AND ASSESSMENT
2.3	Site Analysis	The applicant has provided a Site Analysis plan as part of the application as required by this clause. The plan is considered satisfactory and the development has been designed to the site characteristics.
2.4	Lot Dimensions	<p>The development has been designed to allow the existing dwelling (Proposed Lot 1) to retain its access and private open space.</p> <p>It is considered that the subdivision provides "sufficient area and configuration to enable the construction of dwellings and accessible on-site parking facilities" for the Davey Street lot, as demonstrated by the dual occupancy on Lot 2 forming part of this application.</p>

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		The proposed Lots comply with the Minimum Lot Size requirements as stated above.
2.5	Lot Orientation	The proposed lot layout has provided opportunities for each lot to achieve good solar orientation while preserving private open space for the existing dwelling.
2.6	Frontage and Access	Providing a full street frontage via Davey Street to the rear lot is considered to be a more practical, optimal and consistent provision of frontage and access, rather than a battle axe handle from Brae Street.
2.8	Landscape	The development will ensure minimal disturbance to the onsite landscaping and vegetation.
2.10	Stormwater Drainage	The dwelling roof water must be redirected to Brae Street while the proposed surface runoff inter-allotment drainage to Davey Street is considered satisfactory.
2.11	Utility Services	The development can be provided with water, sewer, electricity and telecommunications services.

Inverell Development Control Plan 2013 – Chapter 3 Residential Accommodation

SECTION	TITLE	COMMENT AND ASSESSMENT
3.3	Site Analysis	The applicant has provided a Site Analysis plan as part of the application. The plan includes the topography of the site, roads, orientation and built development on adjoining land. It demonstrates that the development has accounted for these factors.
3.4	Neighbourhood Character	The neighbourhood is characterised by mixed residential accommodation (i.e. single dwellings, dual occupancies, flats, etc.), landscaping, outbuildings, etc. The proposed attached dual occupancy is consistent with this character.
3.5	Streetscape	The site fronts both Brae and Davey Streets. The primary frontage is considered to be Brae Street and the development will not alter the Brae Street streetscape. The proposed dual occupancy ensures that the Brae Street frontage is maintained and has been designed with consideration for the building type and style in the Brae and Davey streetscapes.
3.6	Density	The subdivision of the site into two lots is compatible with the area and past land development. The single dwelling on a large residential allotment is consistent with the streetscape and density in this block of Brae Street.

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		The development complies with minimum lot size controls and applicant has provided density calculations demonstrating that the dual occupancy is below the maximum 60% site coverage controls of this section. It is also consistent with the density of surrounding dual occupancy development.
3.7	Building Height	The dual occupancy is single storey with a standard pitched roof. The height of the development is compatible with the adjoining dwellings and streetscape.
3.8	Setbacks	<p>This section requires a minimum of 4.5m front boundary setbacks with 5.5m to a garage. The proposed dual occupancy is setback 4.5m (front) and 6.6m (garage) complying with this control.</p> <p>The side and rear setback meet BCA requirements and provide for practical space up the side and at the rear of the dwellings.</p>
3.9	Private Open Space	<p>The existing dwelling will be setback 5.3m from the proposed common boundary providing ample private open space to the rear, with additional area on the southern façade of the dwelling.</p> <p>An unimpeded space of 4m x 5m has been provided directly off the living area of the units, with additional open space either side of this area. These spaces have been located to maintain privacy between the units, existing dwelling and adjoining land.</p>
3.10	Privacy and Amenity	There is considered to be sufficient area and distance between the proposed development and adjoining land, to minimise any adverse privacy or amenity impacts.
3.11	Solar Access	The dual occupancy has been designed to maximise separation and the height is not excessive to overshadow adjoining land. A shadow diagram has been submitted with the application which demonstrates compliance with this control.
3.12	Access and Parking	<p>The access and parking arrangement for the existing dwelling from Brae Street will not change and is satisfactory.</p> <p>The construction of the dual occupancy will require an access crossing off Davey Street. The development provides a single garage per unit and the ability for a visitor to park wholly within the site in front of the garage.</p>
3.13	Utilities	All utilities are available as discussed above under Clause 6.6 of the <i>Inverell Local Environmental Plan</i>

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		2012.
3.14	Stormwater Drainage	<p>Stormwater from the development will be managed as follows:</p> <ul style="list-style-type: none"> • The existing dwelling will need to redirect its roof water to Brae Street; • Overland flow will drain to the inter-allotment drainage proposed between lots 1 and 2. This will drain to Davey Street and require an easement over Lot 2; and • The dual occupancy will discharge stormwater to the gutter in Davey Street. <p>Subject to detailed engineering design, the proposed inter-allotment stormwater drainage is satisfactory.</p>
3.15	Landscaping	The existing landscaping in the front yard of 43 Brae Street will be maintained. Some trees in the rear yard will be removed for the dual occupancy development. A dividing fence will be installed on the proposed common boundary and the dual occupancy will be provided with lawn and low native shrubs as shown on plan.
3.16	Site Facilities	The plans nominate suitable clothes line, bin and mailbox locations for the units.
3.17	Earthworks	The earthworks required for the construction of the dual occupancy development and associated services will not be unreasonable and have been minimised by the stepped design of the dual occupancy following the slope of the site. All sediment and erosions control measures will be implemented.
3.18	Security	Additional dwellings in the area will provide further passive surveillance of pedestrians and residents along Davey Street.
3.19	Ancillary Development	It is proposed to provide a 2500L rainwater tank per unit at the rear adjacent to the common boundary, which is acceptable. No further ancillary development is proposed.

Inverell Development Control Plan 2013 – Chapter 5 Parking & Traffic

SECTION	TITLE	COMMENT AND ASSESSMENT
5.3	Parking space requirements	The existing dwelling and dual occupancy requires one roofed space per dwelling unit.
5.4	Provision of Car Parking	<p><u>Proposed dual occupancy</u></p> <p>The proposed dual occupancy contains a single garage per unit which complies with section 5.3.</p>

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		<p><u>Existing dwelling</u> The single attached carport provides roofed parking for the existing dwelling and will be retained in compliance with sections 5.3 and 5.4.</p> <p>Both the existing dwelling and dual occupancy have the ability for additional parking on the driveway, wholly within the sites.</p>
5.5	Design	The design of the access and on-site car parking is consistent with the area and this section.
5.6	Stormwater	The hardstand areas will drain to Davey Street.
5.7	Landscaping	The applicant is proposing low native shrubs to soften the hardstand areas.
5.8	Access and Frontage to Laneways	This clause does not apply as Davey Street is not a "Laneway". This is discussed further in the 'Submissions' section of the report.

Inverell Development Control Plan 2013 – Chapter 7 Heritage

SECTION	TITLE	COMMENT AND ASSESSMENT
7.4	New Development and Buildings	<p>The development is consistent with this section as it respects the character of the surrounding conservation area, housing types and styles. Subdividing the rear of the lot maintains the Brae Street frontage and streetscape.</p> <p>The siting, scale, proportions, setbacks, facades, materials, finishes and colours have taken into account the wider area and designed to be in keeping and sympathetic to the locality.</p>

Section 7.11 Plan

In accordance with Section 7.11, previously Section 94, of the *Environmental Planning and Assessment Act 1979*, Council's Section 94 Plan applies to the site. The development will be required to pay two (2) contributions for Community Services and this can be included as a condition of consent.

The likely impacts of that development

Matters	Consideration
Context & Setting	<p>The proposed subdivision and residential development is consistent with the dominant land use and past land development practices in the area. The locality contains a mix of residential styles and materials as well as lot shapes and sizes.</p> <p>The dual occupancy is single storey, has a standard pitched roof and has</p>

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	been designed to "step" down the site further reducing the bulk of the development. The style and scale of the development is consistent with the locality and provides additional housing options in this area.
Access, Transport & Traffic	<p>An average single dwelling will result in approximately nine traffic movements per day on the road network. Although this could be expected to double for the dual occupancy, this is not significant in the context of the area. Additionally, the proximity of the site to the CBD, schools and parks provides occupants the opportunity to walk or cycle potentially reducing traffic movements.</p> <p>The provision of access directly from Davey Street is preferable to a battle-axe handle from Brae Street as it promotes better design, passive surveillance and maintains the Brae Street streetscape. The setback of the garage from the boundary provides for stacked parking for occupants and or visitors within the site.</p> <p>The development is not considered to have an adverse impact on traffic or transport.</p>
Utilities	All utilities are available to the site and utility infrastructure is not considered to be adversely impacted.
Heritage	The site is located in the Ross Hill Heritage Conservation Area. The development has been designed to be in keeping with and sensitive to the context of the area. Due to past disturbance, it is highly unlikely to contain any Aboriginal or European artefacts.
Other Land Resources	The site is not suitable for production of resources.
Water	<p>The Macintyre River is located approximately 200 metres to the south-east and is not considered to be adversely affected by the development.</p> <p>It is considered that the development can adequately manage and divert stormwater.</p>
Soils	The development has been designed to follow the gentle down slope of the site and suitable sediment and erosion control measures will be implemented during and post construction.
Air & Microclimate	The dwelling is not considered to influence microclimate and will not result in significant odour or dust affecting air quality.
Flora & Fauna	The site contains no significant flora or fauna.
Waste	The development will utilise Council's garbage and recycling collection services. All demolition and construction waste will need to be disposed at the Inverell landfill and this can be enforced as a condition of consent.
Energy	The dual occupancy is not considered to impact energy infrastructure and has achieved energy efficiency and thermal comfort targets under the BASIX scheme.

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Noise & Vibration	Noise and vibration will occur during the demolition and construction activities. Suitable conditions can be placed on any subsequent consent to restrict hours of construction.
Natural Hazards	The site is not subject to flooding, bush fire or other natural hazard.
Safety, Security & Crime Prevention	The development does not adversely impact safety or security in the area. Additional dwellings will provide further passive surveillance for pedestrians and residents of Davey Street.
Social Impacts in the Locality	The development is not considered to have an adverse social impact.
Economic Impact in the Locality	The dual occupancy contributes to the residential diversity and growth of Inverell and is not considered to have an adverse economic impact.
Site Design & Internal Design	The design of the subdivision and dual occupancy responds to the characteristics of the site, in particular: <ul style="list-style-type: none"> • The subdivision accounts for the existing dwelling, onsite sewer main, Brae Street streetscape, availability of Davey Street for access and amenity for the dual occupancy; • The demolition of the detached garage does not affect the availability of roofed parking for the existing dwelling and is not inconsistent with the area; • The dual occupancy follows the gentle slope onsite and ensures the development complies with setbacks controls; and • The garage setback provides stacked parking options wholly within the site.
Construction	Construction impacts can be mitigated with appropriate conditions of consent.
Cumulative Impacts	It is considered that the above mentioned impacts from the development can be adequately mitigated and are not considered to be cumulative or detrimental in the locality.
Climate Change	The development is not considered to significantly influence climate change factors.

Suitability of the Site

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

Does the proposal fit in the locality?

The locality is characterised by mixed residential development of diverse dwelling styles, height and material on varying lot sizes and shapes. The proposed subdivision and dual occupancy dwelling is compatible with the surrounding dwellings and is considered to 'fit' in the residential locality.

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Are the site attributes conducive to development?

The constraints of the site (access, sewer main, existing development) have been accounted for in the design of the development. All essential services (water, sewer, electricity and telephone) are available to the site. There is sufficient fall for roof and ground water to be conveyed to Davey Street and acceptable.

The location of the development site is also conducive to in-fill development. It is located within walking distance of schools, parks and the CBD. Additionally, the site is not constrained by natural hazards such as flooding.

Legal and practical access is available from Brae Street and Davey Street. An assessment of Davey Street also confirms that it is suitable for use by this development. Sufficient on-site parking has been proposed for the development.

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

Submissions

The application was notified to adjacent and adjoining properties from 29 November 2018 to 13 December 2018. As a result of notification two (2) submissions by way of objection were received.

The objections primarily relate to the use of Davey Street to access the attached dual occupancy and perceived non-compliances with the sections of the *Inverell Development Control Plan 2013* (IDCP) relating to lot frontage, access and parking. The submission makers consider that Davey Street is a "Laneway", not a "Street".

The submissions have been circulated separately to Committee Members with the Business Paper and the matters raised by submission makers are discussed below.

5.8 Access and Frontage to Laneways

The first matter to address from the submissions is the view that Davey Street is a laneway. This view appears to originate from:

- Davey Street being shown as a "laneway" on a house plan from 1968; and
- A 'Laneway' is defined in the Glossary of Terms included with the *Inverell Development Control Plan 2013*. The submission makers appear to have focused on the first sentence of the definition relating to width, rather than the definition as a whole.

In regards to the reference to "laneway" on a 1968 house plan, as per the comments received from Council's Manager Environmental Engineering (refer 'Referrals' section of the report), the northern leg of Davey Street was designated as a lane in earlier times; however, it was widened out to 12.2m to become a street in the late 1960's / early 1970's to cater for development in the area between Brae Street and the Macintyre River.

As per the Glossary of Terms, a Laneway is:

"For the purpose of this plan a laneway is a narrow public access (usually 6 – 10m wide), commonly located at the rear of lots between two streets and not suitable as a principle access for new development. Laneways are usually of a lesser standard than streets and are quite often un-sealed and/or do not have kerb and gutter. In some cases laneways provide secondary access to properties particularly, where vehicle storage areas are located at the rear of a property."

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In consideration of the 'Laneway' definition:

- The width in the definition relates to 'Reserve Width' not the 'Formation Width'. Therefore, as Davey Street has a Reserve Width of 12.2 metres, it exceeds the typical laneway dimensions;
- Davey Street is constructed to a street standard, being bitumen sealed and having kerb and gutter on both sides;
- Davey Street is located between Brae Street and the unformed King Street. However, the unformed King Street cannot be used for access; therefore, Davey Street is used as principle access and/or frontage for 12 properties; and
- The sealed pavement, kerb and gutter and drainage are in good condition, and require no augmentation to accommodate the proposed development. Davey Street is suitable for new development.

Overall, it is considered that the width, standard of construction and existing property accesses, are such that Davey Street does not meet the definition of a laneway under the *Inverell Development Control Plan 2013*.

Chapter 2 Subdivision, 2.6 Frontage and Access

In addition to the objections due to Davey Street being a laneway, the submission makers also object on the basis that the development does not meet the objectives of Section 2.6 of the IDCP as the development does not make provision for safe pedestrian or vehicular access nor will it optimise efficiency or safety of road network due to additional daily vehicle movements.

Council's Manager Environmental Engineering has reviewed the traffic volumes (pre and post development) and the Davey Street geometry. Based on this review:

- Currently 13 properties take access off Davey Street. Based on 9 traffic movements per day for each dwelling with access off Davey Street, the current traffic counts would be 117 per day. The proposed dual occupancy would create another 18 traffic movements, taking the total to 135 traffic movements per day, which is a light traffic volume. Davey Street therefore has sufficient capacity to cater for the additional movements;
- The geometry of Davey Street with "T" intersections at both ends, combined with a dog leg towards the southern end calms traffic and does not encourage through traffic;
- May Street is a local street terminating at the Lookout and does not attract through traffic and Davey Street is two way traffic which provides the option for traffic to access from May Street or Brae Street, further diluting traffic movements throughout the street;
- The geometry of the narrower section of Davey Street with gentle mountable kerbs fronting the proposed development allows room for vehicles to pass and vehicles to parallel park off the roadway while still allowing safe pedestrian movements;
- The proposed access for the dual occupancy has sufficient sight distance to minimise safety impacts for pedestrians and vehicles; and
- The proximity of the site to the CBD, schools and parks provides occupants the opportunity to walk or cycle potentially reducing traffic movements.

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Overall, it is considered that the development has made satisfactory provision for safe pedestrian and vehicle movements without compromising the efficiency or safety of the road network.

Chapter 2 Subdivision, 2.7 Roads

The submission makers consider that the development doesn't meet the objectives of Section 2.7 of the IDCP *to ensure roads are appropriately designed for all users of the road including motorists, pedestrians, emergency services, service vehicles and cyclists*. It is also contended that the development does not comply with the requirement that *Subdivisions with laneway frontage must comply with 5.8 of the IDCP*.

Davey Street is not a laneway as already addressed above. The standard of construction, geometry and traffic movements are considered satisfactory.

It is noted that Davey Street is already accessed by service vehicles, i.e. garbage truck, emergency services. This will not change with the proposed development.

Chapter 5 Parking & Traffic, 5.5 Design

The submission makers object to development as they consider that it doesn't meet the outcome of Section 5.5 of IDCP *to ensure parking areas are designed for vehicles to enter and exit in a forward direction*.

Further reading of this section of the IDCP highlights that for residential development the trigger is *"development requiring 4 or more car parking spaces must provide adequate turning to allow all vehicles to enter and exit the site in a forward direction"*.

As confirmed by Council's Manager Environmental Engineering, there is no requirement for vehicles to enter and exit the duplex in a forward manner. Vehicles may reverse out the driveway. Furthermore, the driveways are proposed to be perpendicular to the carriageway, with good sight distance in all directions.

The proposal provides safe and user friendly parking while being designed for the vehicles occupying the site. The design of the access and on-site car parking is consistent with the area and this section of the IDCP.

Chapter 3 Residential Development, 3.12 Access and Parking

The submission makers object on the basis that the development does not meet the objectives of Section 3.12 of the IDCP to ensure that sufficient access and on-site parking is provided for residents and their visitors.

Whilst the development complies with the numerical requirement of the IDCP to provide one (1) covered space per dwelling, the submission makers contend that a 3 bedroom unit generally has 2 or more cars. Therefore, whilst the numerical standard is met, there is still in reality insufficient car parking.

In this regard, in addition to the garage (1 space) for each unit, the garages are setback 5.5 metres from the front boundary to facilitate an additional stacked park wholly within the boundary for each unit. Therefore, each unit does have capacity for 2 car parking spaces. This is considered to be sufficient parking for this development.

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Conclusion

Davey Street is not a "laneway". It is currently the primary access and/or frontage for 13 residential properties. The proposed development, resulting in two additional dwellings is not considered to impact the safety or efficiency of the street. The standard of construction of geometry of Davey Street is such that it has sufficient capacity to cater for this development.

In regards to parking and design, the proposed dual occupancy complies with the requirements of the *Inverell Development Control Plan 2013*.

The proposed development is not considered to establish any significant precedents in the use of Davey Street, with any future developments subject to a merit based assessment. Whilst it is acknowledged there are other Brae Street properties with potential to develop fronting Davey Street, these properties do not benefit from wide frontage and total area of 43 Brae Street. Any significant demand for development is considered to be unlikely.

Public Interest

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

CONCLUSION

DA-156/2018 was lodged for the demolition of an outbuilding, subdivision of the land into 3 lots and construction of an attached dual occupancy dwelling at 43 Brae Street, Inverell. The dual occupancy proposed to take access off Davey Street at the rear of the site.

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

As a result of notification of DA-156/2018, two (2) submissions by way of objection have been received. The objections primarily relate to the use of Davey Street to access the attached dual occupancy and perceived non-compliances with the sections of the *Inverell Development Control Plan 2013* (IDCP) relating to lot frontage, access and parking. The submission makers consider that Davey Street is a "Laneway", not a "Street".

Davey Street was widened in the late 1960's / early 1970's to cater for development in the area between Brae Street and the Macintyre River. Davey Street has a road reserve width of 12.2m with mountable kerb and gutter width of 5m, which is a significantly higher standard than a "laneway".

Furthermore, Davey Street currently provides access to 13 properties and has sufficient capacity to cater for the additional 2 dwellings under this development. The geometry of the narrower section of Davey Street with gentle mountable kerbs fronting the proposed development allows room for vehicles to pass and vehicles to parallel park off the roadway while still allowing safe pedestrian movements.

Overall, it is considered that Davey Street is not a "Laneway". Davey Street is considered to provide suitable access to this development and the proposed development will not result in significant or unreasonable traffic, parking or access impacts in the locality.

Following an assessment in accordance with Section 4.15 of the *Environmental Planning and Assessment Act 1979*, it is recommended that DA-156/2018 be approved subject to conditions.

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RECOMMENDATION:

The Committee recommend to Council that Development Application 156/2018 be approved subject to the following conditions of consent:

PRELIMINARY

1. Inverell Shire Council issues its consent, subject to conditions stated hereunder, in accordance with Section 80A of the *Environmental Planning and Assessment Act 1979*.

Consent is granted for:

- Demolition of an outbuilding;
- One (1) into Two (2) Lot Subdivision;
- Construction of Dual Occupancy (Attached) on rear lot fronting Davey Street; and
- Subdivision of the Dual Occupancy.

To confirm and clarify the terms of consent, the development must be carried out in accordance with the stamped and approved plans and accompanying documentation, unless modified by any following condition. Any deviation will require the consent of Council.

2. The units shall be numbered as follows:
 - 12A Davey Street, the left facing unit; and
 - 12B Davey Street, the right facing unit.
3. The applicant must comply with all relevant prescribed conditions as contained in Division 8A of the *Environmental Planning & Assessment Regulation 2000* (as detailed at the end of this consent).

CONDITIONS RELATING TO DEMOLITION OF THE OUTBUILDING

4. All demolition work is to be carried out in accordance with *Australian Standard 2601 The demolition of structures*.
5. At all times during demolition a competent person shall directly supervise work. It is the responsibility of the person to ensure that:
 - The structure to be demolished and all its components shall be maintained in a stable and safe condition at all stages of the demolition work;
 - Precautions are to be taken to ensure that the stability of all parts of the structure and the safety of persons on and outside the site are maintained particularly in the event of sudden and severe weather changes; and
 - The site shall be sealed off at all times against the unauthorised entry of persons or vehicles.
6. All utilities are to be disconnected from the outbuilding and capped to the satisfaction of the relevant authority.

CONDITIONS RELATING TO THE ONE (1) INTO TWO (2) LOT SUBDIVISION OF LOT A DP 360260

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7. A Subdivision Certificate must be obtained from Council in accordance with Section 109C (1)(d) of the *Environmental Planning and Assessment Act 1979*. The applicant must submit a completed Subdivision Certificate application form (with applicable fee), four (4) copies of the survey plan, two (2) copies of any 88b instrument and documentary evidence demonstrating compliance with the conditions of this development consent.
8. Prior to the issue of a Subdivision Certificate, electricity and telecommunications services are to be provided to all lots. The proponent is required to submit to Council, certificates from:
 - An approved electricity service provider indicating that satisfactory arrangements have been made for the provision of electricity to each lot in the subdivision.
 - An approved telecommunications service provider indicating that satisfactory arrangements have been made for the provision of telecommunications to each lot in the subdivision.
9. Prior to issue of a Subdivision Certificate, the roof water from the dwelling must be redirected to Brae Street.
10. Prior to issue of a Subdivision Certificate, inter-allotment drainage is to be provided along the common boundary of Proposed Lots 1 and 2.

 Prior to construction of this inter-allotment drainage, plans of the inter-allotment drainage, prepared by a suitably qualified engineer, are to be submitted to and approved by Council. These plans are to show piped and surface drainage paths, including kerbs as necessary beneath fences, to direct drainage to Davey Street. Where possible the roof water from the dwelling must be directed to the Brae Street kerb and gutter.
11. Two individual sewer junctions and 150mm diameter lines are to be constructed off the sewer main through Lot 1 to serve Lot 2.

 Prior to construction of these sewer services, plans of the sewer junctions and lines, prepared by a suitably qualified engineer, are to be submitted to and approved by Council.

 Prior to issue of a Subdivision Certificate:
 - The sewer services are to be constructed to Council's satisfaction, at the applicant's expense; and
 - Works-as-executed plans for the sewer services are to be submitted to and approved by Council.
12. A 3m easement over Council's sewer main is to be shown on the plan of subdivision and dedicated in favour of Council.
13. Prior to the issue of a Subdivision Certificate, a Sewer Contribution under Council's Development Servicing Plan No. 1 for 1 equivalent tenement, is to be paid to Council for Lot 2.

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14. The existing water service in Davey Street is to be disconnected from the dwelling and serve Lot 2.

Prior to the issue of a Subdivision Certificate, contributions/fees must be paid to Council for water supply and new water connection for the existing dwelling on Lot 1. This will require payment to Council of:

- A Contribution per lot under Council's Development Servicing Plan No. 1 for 1 equivalent tenement; and
- A water connection fee in accordance with Council's fees and charges.

15. Prior to the issue of a Subdivision Certificate, a Community Services Contribution must be paid to Council pursuant to Section 94 of the *Environmental Planning and Assessment Act 1979*.

**CONDITIONS RELATING TO THE CONSTRUCTION OF THE DUAL
OCCUPANCY (ATTACHED)**

Prior to Commencement of Works

16. Prior to the commencement of any works (including earthworks) on the site a Construction Certificate must be issued in accordance with Section 109C (1)(b) and 81A (2) of the *Environmental Planning and Assessment Act 1979*. The application for a Construction Certificate shall include plans and specifications demonstrating full compliance with the *Building Code of Australia* and associated standards.
17. Prior to issue of a Construction Certificate, approval under Section 68 of the *Local Government Act 1993* is to be obtained for sewerage work, water supply work and stormwater drainage work.
18. Prior to the issue of a Construction Certificate, a Community Services Contribution must be paid to Council pursuant to Section 94 of the *Environmental Planning and Assessment Act 1979*.
19. Prior to the issue of a Construction Certificate, contributions/fees must be paid to Council for unit B for sewer supply and sewer connections. This will require payment to Council of:
- A Contribution per lot under Council's Development Servicing Plan No. 1 for 1 equivalent tenement; and
 - A sewer junction fee in accordance with Council's fees and charges.
20. Prior to the issue of a Construction Certificate, contributions/fees must be paid to Council for unit B for water supply and water connections. This will require payment to Council of:
- A Contribution per lot under Council's Development Servicing Plan No. 1 for 0.6 equivalent tenement; and
 - A water connection fee by quotation from Davey Street in accordance with Council's fees and charges.
21. Prior to the issue of a Construction Certificate, the plan of subdivision for the one (1) into two (2) lot subdivision of 43 Brae Street, Inverell, is to be registered with the NSW Land Registry Services.

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During Construction

22. To safeguard the local amenity, reduce noise nuisance and to prevent environmental pollution during the construction period:
- Works on site are to be carried out in accordance with the *Protection of the Environment Operations Act 1997* in relation to noise, dust and associated nuisances from the site. The carrying out of works shall not interfere with the quiet enjoyment of the surrounding neighbourhood;
 - Construction may only be carried out between 7.00am and 5.00pm, Monday to Saturday, and no construction is to be carried out at any time on a Sunday or Public Holiday. Council may consent to vary these hours in particular circumstances where it can be demonstrated that it is unavoidable;
 - Stockpiles of topsoil, sand, aggregate, spoil or other material shall be stored clear of any drainage path of easement, natural watercourse, footpath, kerb or road surface and shall implement measures to prevent the movement of such material off site;
 - Building operations such as brick cutting, washing tools, concreting and bricklaying shall be undertaken on the building block. The pollutants from these building operations shall be contained on site;
 - Builders waste must not be burnt or buried on site. All waste (including felled trees) must be contained and removed to a waste disposal depot;
 - Sediment and erosion control measures are to be implemented onsite and maintained until the site is fully stabilised, in accordance with Council's Erosion and Sedimentation Control Policy 2004; and
 - Where the proposed development involves the disturbance of any existing survey monuments, those monuments affected will need to be relocated by a registered surveyor under the *Surveying and Spatial Information Act 2002*. A plan showing the relocated monuments will then be required to be lodged as a matter of public record at the Lands Titles Office.

Prior to Occupation

23. Prior to occupation of the premises, an Occupation Certificate must be issued in accordance with Section 109M of the *Environmental Planning and Assessment Act 1979*.
- Note: Prior to issue of the Occupation Certificate, the Principal Certifying Authority is required to be satisfied, amongst other things, that:
- all required inspections (including each applicable mandatory critical stage inspection) have been carried out; and
 - any preconditions to the issue of the certificate required by a development consent have been met.
24. Prior to issue of an Occupation Certificate, where applicable, the following works are to be completed:
- All adjacent public and private land must be cleared of obstructions such as stockpiles of topsoil, building material, waste and other material associated with construction; and
 - The applicant will repair/restore, or pay the full costs associated with

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repairing/restoring, any footpath, public reserve and infrastructure that is damaged by the development.

25. Prior to issue of an Occupation Certificate, all stormwater (i.e. roof water and/or surface water) shall be drained in accordance with *Australian Standard 3500.3 Plumbing and drainage*.
26. Prior to issue of Occupation Certificate, a concrete access crossing and driveway is to be constructed from Davey Street to the garage of each unit.

Prior to the commencement of this work the applicant is required to:

- Apply to Council for approval under Section 138 of the *Roads Act 1993* to install a paved vehicular access across the footpath (a copy of the application form is enclosed); and
- Contact Council for footpath levels so that the driveway can be constructed to provide vehicle access onto the site.

The installation of the vehicular access crossing must be carried out under the supervision of Council and the applicant must give Council two (2) working days' notice to inspect the formwork prior to pouring any concrete.

CONDITIONS RELATING TO THE DUAL OCCUPANCY SUBDIVISION

27. A Subdivision Certificate must be obtained from Council in accordance with Section 109C (1)(d) of the *Environmental Planning and Assessment Act 1979*. The applicant must submit a completed Subdivision Certificate application form (with applicable fee), four (4) copies of the survey plan, two (2) copies of any 88b instrument and documentary evidence demonstrating compliance with the conditions of this development consent.
28. Prior to the issue of a Subdivision Certificate, each unit is to be constructed and issued an Occupation Certificate.
29. Any other condition deemed appropriate by the Director Civil and Environmental Services.

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APPENDIX 12

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1	Original Application Drawing	AB							
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06	Site Plan								
07	Site Work & Landscape								
08	BAU/Construction								
09	Other/Shadowing								

Proposed Dual Occupancy Units
for
Ryan & Fiona Daley



43 Brae Street, Inverell.

Precise Designs

20 King Street
Inverell
NSW 2360
Phone: 02 87571000
Email: info@precisedesigns.com.au

Consent of this document is given
for the use of the drawings for the
purpose of the building of the
proposed units on the site of 43
Brae Street, Inverell, NSW.
The drawings are not to be used
for any other purpose without the
written consent of the designer.

Client Approval Sign Off

We acknowledge that these working drawings will be the document for construction & all work detailed in these
working drawings has been accounted for in the contract price. Please initial each page in this plan set.

Client's Name _____ Client's Signature _____

Builder's Name _____ Builder's Signature _____

bda
BUILDING
DESIGNERS
AUSTRALIA MEMBER

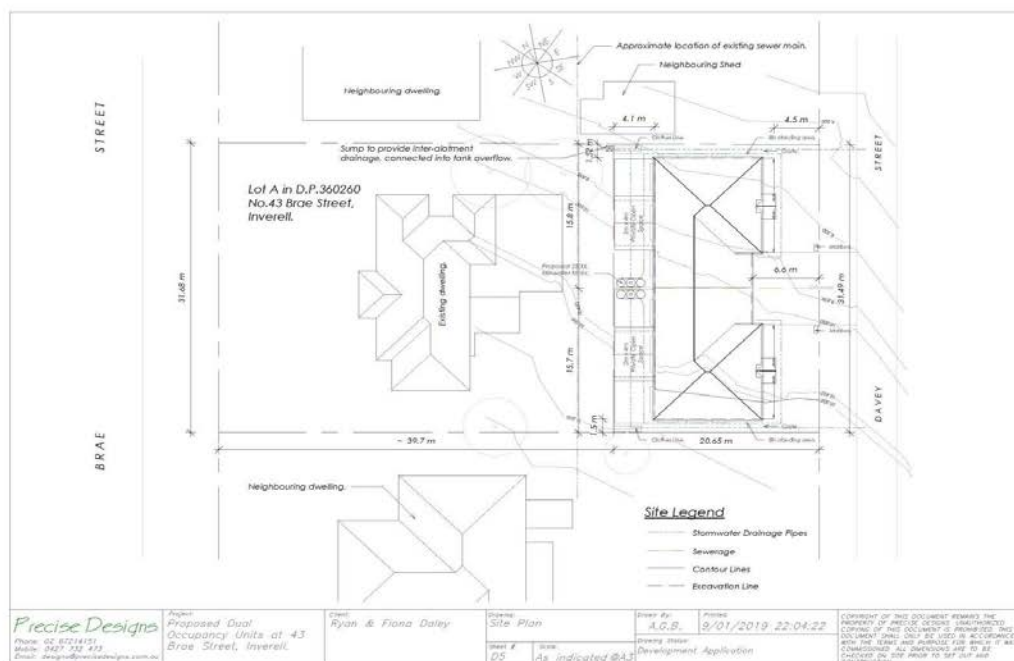
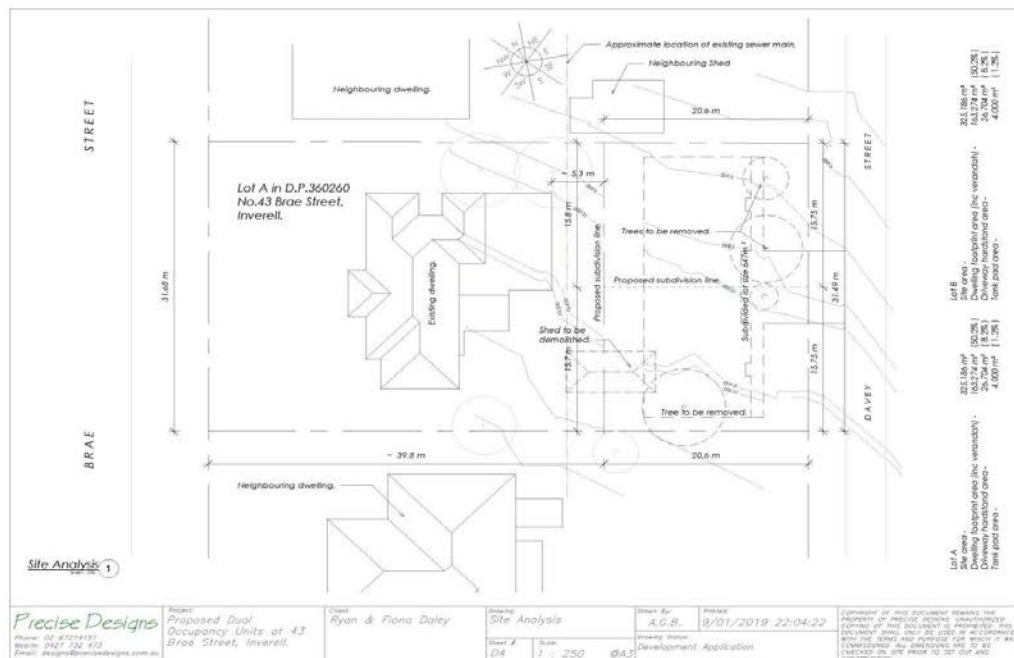
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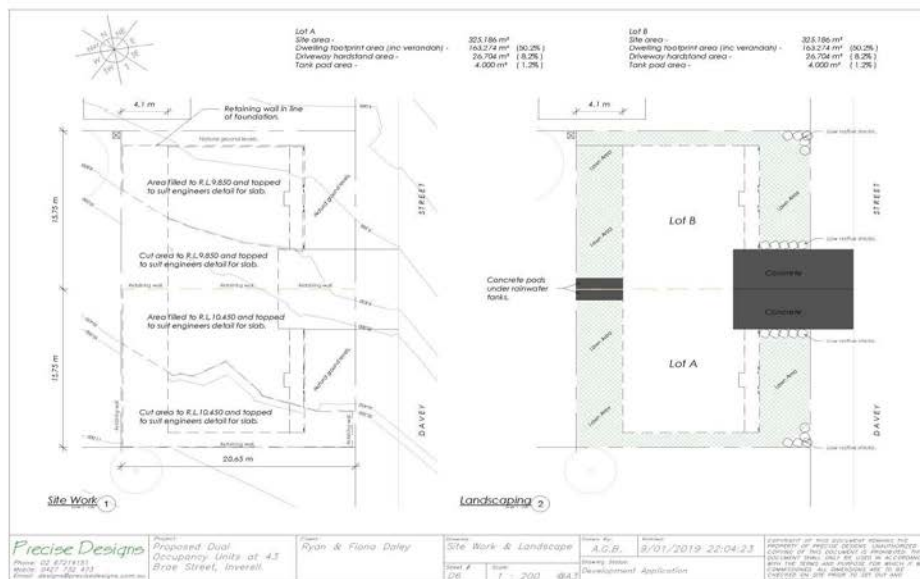
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Door Schedule BASIX				
Room	Height	Width	Frame & Glazing Requirement	Shading
BBB	2040	500	Aluminum Frame with Double Clear Glass	100% shade 240 above door
BBB	2040	2400	Aluminum Frame with Double Clear Glass	100% shade 140 above door
BBB	2040	500	Aluminum Frame with Double Clear Glass	100% shade 240 above door

Window Schedule BASIX					
Room	Mark	Height	Width	Frame & Glazing Schedule	Shading
REC-1	1	1900	2400	Aluminum Frame / Single Glaze / Clear	440 series 140 screen awning
REC-2	2	1900	2400	Aluminum Frame / Single Glaze / Clear	440 series 140 screen awning
REC-3	3	1900	2400	Aluminum Frame / Single Glaze / Clear	440 series 140 screen awning
REC-4	4	1900	2400	Aluminum Frame / Single Glaze / Clear	440 series 140 screen awning
REC-5	5	1900	2400	Aluminum Frame / Single Glaze / Clear	440 series 140 screen awning
REC-6	6	1900	2400	Aluminum Frame / Single Glaze / Clear	440 series 140 screen awning
REC-7	7	1900	2400	Aluminum Frame / Single Glaze / Clear	440 series 140 screen awning
REC-8	8	1900	2400	Aluminum Frame / Single Glaze / Clear	440 series 140 screen awning
REC-9	9	1900	2400	Aluminum Frame / Single Glaze / Clear	440 series 140 screen awning
REC-10	10	1900	2400	Aluminum Frame / Single Glaze / Clear	440 series 140 screen awning
REC-11	11	1900	2400	Aluminum Frame / Single Glaze / Clear	440 series 140 screen awning
REC-12	12	1900	2400	Aluminum Frame / Single Glaze / Clear	440 series 140 screen awning
REC-13	13	1900	2400	Aluminum Frame / Single Glaze / Clear	440 series 140 screen awning
REC-14	14	1900	2400	Aluminum Frame / Single Glaze / Clear	440 series 140 screen awning
REC-15	15	1900	2400	Aluminum Frame / Single Glaze / Clear	440 series 140 screen awning
REC-16	16	1900	2400	Aluminum Frame / Single Glaze / Clear	440 series 140 screen awning
REC-17	17	1900	2400	Aluminum Frame / Single Glaze / Clear	440 series 140 screen awning

BASIX - Water Commitments

* The applic

- * The applicant must install showerheads with a minimum rating of 3 star (> 6 but ≤ 7.5 l/min) in all showers in the development.
- * The applicant must install a toilet flushing system with a minimum rating of 3 star in each toilet in the development.
- * The applicant must install taps with a minimum rating of 5 star in the kitchen in the development.
- * The applicant must install basin taps with a minimum rating of 5 star in each bathroom in the development.

Alternative Water:

- Alternative Water**
- The applicant must install a rainwater tank of at least 10000 litres on the site. This rainwater tank must meet and be installed in accordance with the requirements of all applicable regulatory authorities.
- * The applicant must configure the rainwater tank to collect rain runoff from at least 342.9 square metres of the roof area of the development (excluding the area of the roof which drains to any storm water tank or private dam).
- * The applicant must connect the rainwater tank to:
a) at least one outdoor tap in the development (Note: NSWHealth does not recommend that rainwater be used for human consumption in areas with potable water supply.)

BASIX - Energy Commitments

Hot Water
* The pool

- Hot Water:**
* The applicant must install the following hot water system in the development, or a system with a higher energy rating: gas instantaneous with a performance of 3 stars.

Cooling System

- * The bedrooms must not incorporate any cooling system, or any ducting which is designed to accommodate a cooling system.

creation system.

- * The bedrooms must not incorporate any heating system, or any ducting which is designed to accommodate a heating system.

Verification

- * The applicant must install the following exhaust systems in the development:
- At least 1 Bathroom: individual fan, not ducted; Operation control: manual switch on/off
 - Kitchen: individual fan, not ducted; Operation control: manual switch on/off
 - Laundry: natural ventilation only, or no laundry; Operation control: n/a

Artificial Lighting

- * The applicant must ensure that the "primary type of artificial lighting" is fluorescent or light emitting diode (LED) lighting in each of the following rooms, and where the word "dedicated" appears, the fittings for those lights must only be capable of accepting fluorescent or light emitting diode (LED) lamps:
- at least 4 of the bedrooms / study;
 - at least 2 of the living / dining rooms;
 - the kitchen;
 - the laundry; dedicated
 - all hallways;

Natural Lighting

- * The applicant must install a window and/or skylight in the kitchen of the dwelling for natural lighting.

Other
F. T. 10

BASIX - Thermal Comfort Commitments.

†The open
months are

- | Construction | Additional Information Requested (if Values) | Other Notes |
|------------------------------------|--|-------------|
| None - Certificate valid as issued | | |

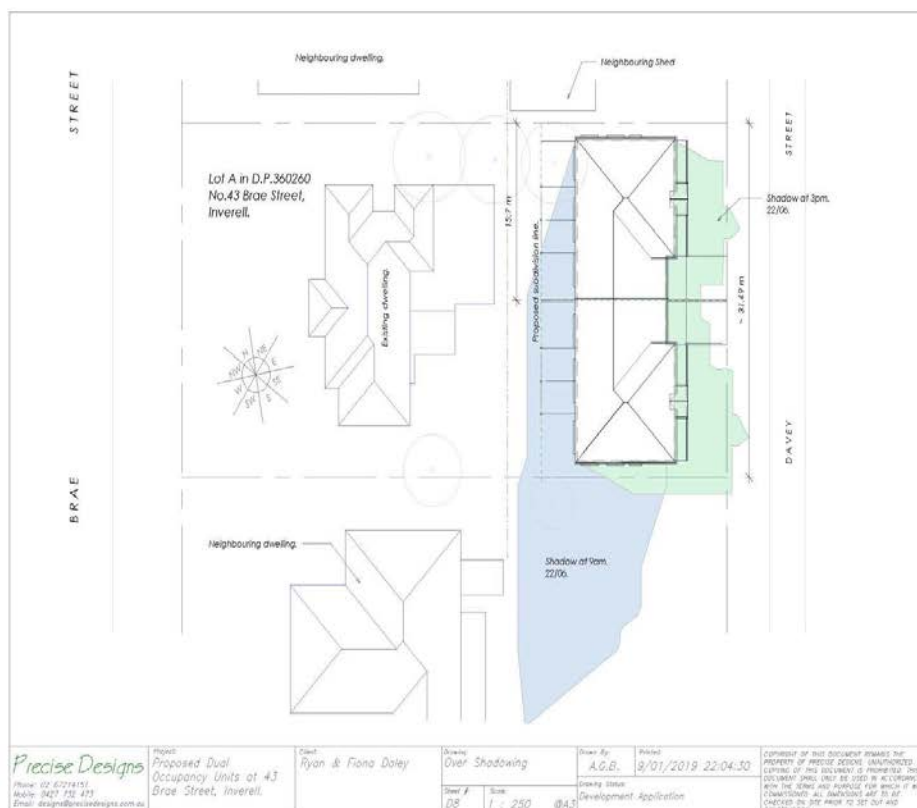
Construction	Additional Installation Period (if Value)	Other Fees
Floor - Concrete slab on ground	nil	
External wall - Brick veneer	2.20 (or 2.00 including construction fees)	
Internal wall - Shared with garage	0.84 (or 1.20 including construction)	
Ceiling & roof - Flat ceiling with hard roof	ceiling & 3.00 roof installation	unventilated medium (solar intensity 1450-170)

Precise Designs Phone: 602 821/1411 Phone: 2487 732 419 Email: design@precise-designs.com.au	Project: Proposed Dual Occupancy Units at 43 Brose Street, Inverell.	Client: Ryan & Fiona Daley	Strategy: BA500: Commitments	Status: A.G.B.	Period: 9/01/2019 22:04:23	Copyright of this document remains the property of PRECISE DESIGN. UNAUTHORIZED REPRODUCTION OF ANY PART OF THIS DOCUMENT SHALL BE AN OFFENSE IN ACCORDANCE WITH THE CRIMINAL AND CIVIL PENALTIES OF THE COMMONWEALTH OF AUSTRALIA. ALL RIGHTS ARE RESERVED.
	Sheet: 02	Title: As indicated BA500	Drawing: Development Application			

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TO CIVIL & ENVIRONMENTAL SERVICES COMMITTEE MEETING 13/03/2019

ITEM NO:	1.	FILE NO: S28.15.3/09
DESTINATION 5:	The communities are served by sustainable services and infrastructure	S
SUBJECT:	NATIONAL HEAVY VEHICLE REGULATOR REGIONAL FORUM	
PREPARED BY:	Justin Pay, Manager Civil Engineering	

SUMMARY:

On Tuesday, 26 February 2019 the National Heavy Vehicle Regulator held the New England Region Heavy Vehicle access Forum in Armidale. The forum was attended by Council's Manager Civil Engineering, Justin Pay and Councillor Stewart Berryman.

COMMENTARY:

On Tuesday, 26 February, 2019 the National Heavy Vehicle Regulator (NHVR) held the New England Region Heavy Vehicle access Forum in Armidale. The forum was well attended with over 60 delegates from various backgrounds, including local government, state government, industry and other interested parties.

Speakers from various sectors presented information on various topics, including:

- NHVR – Engaging with Local Government
- NHVR – NHVR Online Access Portal
- Roads and Maritime Service – Optimising the Road Network
- Mid North Weight of Loads Group – Protecting Road Infrastructure
- Walcha Shire Council and Moree Shire Council – Responding to Industry Needs
- Smedley Engineers – Benefits of Performance based Standards Vehicles (PBS)

The focus of the forum was to highlight industry needs and showcase the efforts from all government sectors in meeting these needs. The projected increase in freight task over the coming decades was re-enforced. Council's were urged to take all possible measures to open access to Higher Productivity Vehicles on their road networks in order to ensure safe and efficient movement of freight.

ITEM NO:	2.	FILE NO: S28.21.1
DESTINATION 5:	The communities are served by sustainable services and infrastructure.	S
SUBJECT:	WORKS UPDATE	
PREPARED BY:	Justin Pay, Manager Civil Engineering	

SUMMARY:

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

COMMENTARY:**MR 187 Yetman Road 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 incorporated a section of Yetman Road from 62.6km to 64.0km north of Inverell, whilst stage two (2) incorporates a section from 64.0km to 66.7km north of Inverell.

Stage 2 is currently under construction with 2.44km of a 2.7km length completed to date. Council's construction crew are currently undertaking a 260 metre section which links stage 1 and stage 2. Pavement works are completed on this section with a primer seal planned for Monday 4 March, 2019. Given the recent weather conditions the construction crew are having difficulty sourcing sufficient water locally. An additional water cart is being utilised and is hauling water from Ashford in order to meet the needs of the project. This final section will complete the pavement and rehabilitation works on Yetman Road, from Cucumber Creek to Wallangra, chainages 62.66km to 66.35km being a total distance of 3.69km.

It is anticipated that at the completion of these works there will be under expended funds, due to savings from operation efficiencies. It is intended to expend these funds to complete further rehabilitation works on MR187. The additional work will be completed adjacent to the property "Ulupna", directly to the south of works completed in 2018.

MR 137 Bonshaw Road Pavement Widening and Rehabilitation

This project involves the widening and rehabilitation of the section of Bonshaw Road 5km north of Ashford, including upgrades to a number of drainage structures. Currently \$930K is allocated to the project from the Repair Program. The project will be completed in 2 stages with the exact length to be rehabilitated dependant on cost. It is anticipated the total extent of works will be 2.4km. Stage one (1) of the project incorporates a section of Bonshaw Road from 63.24km to 64.44km north of Inverell, whilst stage two (2) incorporates a section from 62.06km to 63.24km north of Inverell.

A 400 metre section from 64.04km to 64.44km has been completed to date with a 1340 metre section from 62.70km to 64.04km currently under construction. Works on this section commenced early January 2019 with the sub base layer completed and the base layer under construction at present. The base layer construction is due to be completed early March 2019 with a primer seal tentatively planned for Monday, 18 March, 2019. Dependant on funds, the remaining 640 metres will then commence.

HW12 Gwydir Highway "Bald Nob" Rehabilitation Project

Council staff are in the process of negotiating to undertake a construction project on the Gwydir Highway in the Glen Innes LGA. Council staff would be completing the works as a private works project under RMS Roads Maintenance Council Contract. RMS contacted Council in late 2018 explaining that they had funding available and the project needed to be completed by the end of the current financial year. Given limited availability of Civil contractors and Council's proven performance in completing these types of projects, RMS requested that Council consider undertaking the project, on a fee for service basis.

RMS has advised that this project has now been delayed indefinitely, due to various reasons. Council staff will continue to pursue the matter and the committee will be advised if there is any progress.

Bitumen Resealing Program

This project involves the bitumen resealing of Council's road network identified as part of Council's Asset Management Plan. Currently \$1.28M is allocated for bitumen reseals excluding final seals on construction works, which are allocated to the specific project and the Gwydir Highway which are funded through the RMCC arrangements with the RMS.

Council's annual bitumen resealing program commenced on 1 November, 2018 with NSW Spray Seal awarded a full service contract through Local Government Procurement. The program duration was four weeks with Council's own rural roads and urban streets completed by the end of November 2018. The following reseal lengths were undertaken.

Road Class	Road Name	Length Resealed (km)
Regional Roads	Yetman Road	23.0
Rural Local Roads	Wallangra, Kings Plains & Swanbrook	8.8
Urban Street	Various Inverell Streets	8.5
Village Streets	Various Ashford Streets	2.2
Construction	Various final seals on projects	14.6
	TOTAL	57.1

The Gwydir Highway Resealing Program is now finalised with the remaining eight segments completed in February 2019.

A further report detailing the outcomes of the program will be presented to Council when all costs associated with this work are finalised.

Road Class	Road Name	Length Resealed (km)
State Highway	Gwydir Hwy	5.2 (completed Dec 2018)
State Highway	Gwydir Hwy	9.5 (completed Feb 2019)
	TOTAL	14.7

Pedestrian Access and Mobility Program (PAMP) – Footpath Construction

Council's concrete construction crew are currently working on a project within the PAMP program. Works were completed in February to extend the footpath along Rosslyn Street, from Urabatta Street to Brown Street. Further works will be undertaken in February and March to extend the footpath along Gilchrist Street, from Swan Street to Vernon Street. Other minor works will also be completed, including minor footpath extension in Lawrence Street.

Maintenance Grading

No maintenance grading works were undertaken during February 2019.

The maintenance grading program is under significant pressure due to the current climatic conditions and severe lack of available water. Given the conditions, Council crews do not draw water that local farms are reliant on. Council staff will continue to monitor water availability and the full program will re-commence as soon as possible.

Gravel Patching

No Gravel Patching works were undertaken during February 2019.

Gravel Re-sheeting

The following gravel re-sheeting works were undertaken during February 2019.

Road Number	Road Name	Length Resheeted (km)
SR 234	Kings Plains Road	7.0
	TOTAL	7.0

Given the current climatic conditions there is significant stress on the gravel resheeting program with lack of available water. Works were completed on Kings Plains Road during February, with water being sourced from the Council gravel pit on that road. Unless significant rain falls during February, the gravel resheeting program will be put on hold as all other roads to be resheeted do not have sufficient water in their vicinity. Council staff will continue to monitor water availability and the program will re-commence as soon as possible.

Heavy Patching

No heavy patching works were undertaken in February 2019.

Other Maintenance Activities

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

ITEM NO:	3.	FILE NO: S18.8.3
DESTINATION 1:	A recognised leader in a broader context	R
SUBJECT:	PROGRESS REPORT ON THE FORMER SISTERS OF MERCY CONVENT, 69 VIVIAN STREET, INVERELL	
PREPARED BY:	Elise Short, Planning Officer	

SUMMARY:

This report has been prepared to inform the Councillors on the progress of the redevelopment of the former Sisters of Mercy Convent at 69 Vivian Street, Inverell. The building is an iconic local heritage item that has received significant funding via the NSW Office of Environment and Heritage.

COMMENTARY:

In July, 2017, Egan House at 67 Vivian Street and the former Sisters of Mercy Convent located at 69 Vivian Street, Inverell, passed into new, local ownership. Since that time the owners have been working through a restoration and redevelopment project at Egan House and a repairs and maintenance programme at the former Convent.

Egan House

DA-116/2017 was granted on 18 October 2017 for repairs and restoration of Egan House. This development is nearing completion and has included restoration of the internal stairway, new

kitchen, repair to the bathrooms, original fireplaces, flooring, painting, window replacements, new balustrading and drainage upgrades. It will remain a form of caretaker's residence.

Former Convent

Given its significant scale, works at the former convent have focussed on repairs and maintenance to date. Works have included removing overgrown vegetation, removing rotten timber posts, replacing them with temporary structural supports and repairing ground floor verandah footings to allow the replacement of rotten verandah posts and floor boards.

DA-18/2019 has recently been granted for external restoration works as follows:

- Remove asbestos shingle cladding between the first and second storey verandah and replace them with a custom cut 'Weathertex' board;
- Complete repairs to all supporting members under the verandah and for the shingles to be fixed too;
- Installation of a platform lift at the northern end of the first floor front verandah;
- Create an opening in the entrance side wall to provide access through from the lift, across the verandah and into the principle entrance;
- Replacement of the unsympathetic windows in the northern (former boys boarding house) wing; and
- Removal and replacement of guttering and downpipes.

Replacement of the upper floor verandah balustrading will also be completed and the roof of the convent will be painted in a light grey.

Funding

It is a credit to the owners who have prepared applications for various state funding opportunities. The funding has been sought to support the repairs and maintenance needs of this iconic item of local heritage given the significant scale and costs associated getting it to a manageable state.

To date funding success has been obtained from the NSW Office of Environment and Heritage 2016-2019 Heritage Near Me Programme under the:

- Heritage Activation Grants – access and upper floor verandah balustrading;
- Local Strategic Heritage Projects – A joint project with the owners of the Oxford Hotel for verandah repairs and restoration on the Oxford, Egan House and the former convent;
- Local Strategic Heritage Projects – Preparation of an Office of Environment and Heritage guideline and working case study to help balance Building Code of Australia Compliance and Heritage; and
- Green Energy Grants - Replacement of the unsympathetic aluminium windows in the northern (former boys boarding house) wing with timber, energy efficient windows.

The Future of the site

While the maintenance works remain ongoing the owners are preparing a full redevelopment plan for the site which is expected to include the use of the buildings for tourist and visitor accommodation, a function room/heritage gallery, car parking and formal gardens.

Council and the owners will continue to work together to ensure that the redevelopment of the site is considerate of the iconic nature of the premises, its proximity to the CBD and the needs of tourists and locals alike.

RELATIONSHIP TO STRATEGIC PLAN, DELIVERY PLAN AND OPERATIONAL PLAN:

Strategy: R.01 Inverell Shire is promoted and distinguished regionally, nationally and internationally.

Term Achievement: R.01.01 Inverell is recognised locally and throughout the New England area, as a vibrant, diverse, innovative and attractive rural centre, with a range of services and experiences complemented by those available in Armidale and Tamworth.

Operational Objective: R.01.01.01 Undertake marketing programs that presents Inverell Shire as an attractive and vibrant community that distinguishes it from other centres of the region.

ITEM NO:	4.	FILE NO: S4.2.1
DESTINATION 3:	An environment that is protected and sustained	E
SUBJECT:	NSW DEPARTMENT OF PLANNING – LEGISLATIVE UPDATES	
PREPARED BY:	Chris Faley, Development Planner	

SUMMARY:

A range of legislative updates have been undertaken since the comprehensive amendments to the *Environmental Planning and Assessment Act 1979* began on 1 March 2018.

The most recent update is the new *State Environmental Planning Policy (Primary Production and Rural Development) 2019* which commenced operation on 28 February 2019.

The purpose of this report is to brief Committee Members on:

- *State Environmental Planning Policy (Primary Production and Rural Development) 2019*; and
- Other identified updates which remain deferred until a later date.

The Committee is requested to note this information.

COMMENTARY:

Background

On 1 March 2018, the *Environmental Planning and Assessment Amendment Act 2017* commenced operation, which made a number of amendments to the *Environmental Planning and Assessment Act 1979* (*EP&A Act 1979*).

In addition to the comprehensive reforms to the *EP&A Act 1979*, the NSW Department of Planning are also committed to updating and amending the State Environment Planning Policies and State Planning Guidelines, across metropolitan, coastal, regional and rural areas.

The following matters have previously been reported to the Civil and Environmental Services Committee:

- Information Report to the March 2018 Civil and Environmental Services Committee meeting in relation to the following amendments which commenced on 1 March, 2018:
 - Implementation of Local Planning Panels;
 - Updated numbering of the *EP&A Act 1979*; and
 - Ending transitional arrangements for former Part 3A Major Projects.

- Information Report to the August 2018 Civil and Environmental Services Committee meeting in relation to the following amendments which commenced on 1 July, 2018:
 - Mandatory public notification of certain planning decisions and the reasons for the decisions;
 - The introduction of the Low Rise Medium Density Housing Code into *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008*; and
 - Mandatory reporting of building certification functions to the Building Professionals Board.
- Information Report to the November 2018 Civil and Environmental Services Committee in relation to the following updates announced in September and October 2018:
 - New Exempt Development Complying Development Standards for Inland NSW;
 - Proposed Planning Framework for Short Term Rental Accommodation; and
 - Release of Local Housing Strategy Guidelines and Template.

On 28 February, 2019, *State Environmental Planning Policy (Primary Production and Rural Development) 2019* commenced operation, which applies to rural land within the Inverell Local Government Area.

State Environmental Planning Policy (Primary Production and Rural Development) 2019

State Environmental Planning Policy (Primary Production and Rural Development) 2019 commenced operation on 28 February, 2019. This SEPP is largely a consolidation of other state policies into one policy for rural land; however, a number of provisions have also been transferred into local environmental plans, including the *Inverell Local Environmental Plan 2012*.

The following state policies have been repealed:

- *State Environmental Planning Policy (Rural Lands) 2008*;
- *State Environmental Planning Policy 30 - Intensive Agriculture*;
- *State Environmental Planning Policy 52 - Farm Dams and Other Works in Land and Water Management Plan Areas*; and
- *State Environmental Planning Policy 62 - Sustainable Aquaculture*.

In addition to the new *State Environmental Planning Policy (Primary Production and Rural Development) 2019*, a number of amendments have been made to the *Inverell Local Environmental Plan 2012*, including:

- Updated planning definitions relating to 'Extensive Agriculture', 'Intensive Livestock Agriculture' and 'Feedlots'. The updated definitions are considered to be an improvement and will provide greater clarity for both property owners and Council staff, when a feedlot development is proposed.
- New clauses have been inserted relating to rural subdivision, rural dwellings, intensive livestock agriculture and aquaculture. These clauses have largely been transferred from the repealed SEPPs above.

To support the new state policy, the NSW Department of Planning have also released new Planning Guidelines for Intensive Livestock Agriculture. Previous guidelines only related specifically to cattle feedlots and piggeries, being produced in 1996. The new guidelines, which cover all livestock (cattle, pigs, sheep, goats, etc.), will be a useful resource.

Key provisions which are yet to commence

As previously reported to the Civil and Environmental Services Committee, a number of other significant provisions have been introduced into the amended *EP&A Act*; however, their implementation has been deferred.

The table below shows the proposed amended provisions and estimated commencement timeframe.

<u>Provision</u>	<u>Description</u>	<u>Estimated Commencement</u>
Community Participation Plans	<p>A Community Participation Plan will outline the consultation a Planning Authority (i.e. Council) will undertake for planning functions (Development Application, Planning Proposal, etc.).</p> <p>Schedule 1 of the amended <i>EP&A Act</i> specifies mandatory requirements for community consultation.</p> <p>Until a Community Consultation Plan has been prepared by the Planning Authority, community consultation of planning matters is to be undertaken under those provisions that existed prior to 1 March 2018.</p>	1 July 2019
Building and Subdivision Provisions	The changes to the building and subdivision areas will be implemented in stages and will require further consultation, including the development of the building manual, preparation of relevant guidance material and review of the schemes for issuing occupation certificates and subdivision certificates.	<p>1 September 2019</p> <p>Note: This was originally intended to commence on 1 September, 2018, but was deferred for 12 months.</p>
Local Strategic Planning Statements	<p>The form, structure and length of Local Strategic Planning Statements have not yet been determined.</p> <p>Based on the information sessions recently attended by Development Services staff; at this stage, it is understood that a Local Strategic Planning Statement will be a 10-20 page summary of the 20-year vision for land-use in the local area, the special character and values that are to be preserved and how change will be managed into the future.</p>	<p>1 July, 2019 – Greater Sydney</p> <p>1 July, 2020 – other regions</p>
Standard Format Development Control Plans	The NSW Government will establish a standard, online format for DCPs drawing on new model provisions to be prepared by the NSW Department of Planning and Environment.	2020

Conclusion

Since 1 March, 2018, following the commencement of the new *Environmental Planning and Assessment Act 1979*, the NSW Government remains committed to major reforms to planning legislation in NSW.

The new *State Environmental Planning Policy (Primary Production and Rural Development) 2019* is the latest legislative update. Overall, it is largely a consolidation of existing legislation into one policy. The major changes for Inverell relate to the planning definitions around agriculture; however, these changes are considered to provide greater clarity for Council staff and applicants when dealing with intensive agriculture proposals.

Given the reforms still expected over the next two years, it is considered that Council should not embark on any significant local planning reforms, which may be superseded by state-wide changes.

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:

Council's planning functions will need to be undertaken in accordance with the amended *Environmental Planning and Assessment Act 1979* and rural development assessed in accordance with the new planning provisions relating to primary production and rural development.

CHIEF FINANCIAL OFFICERS COMMENT:

Nil

LEGAL IMPLICATIONS:

Nil

ITEM NO:	5.	FILE NO: S30.14.1
DESTINATION 5:	The communities are served by sustainable services and infrastructure	S
SUBJECT:	GILGAI PUBLIC SCHOOL TRAFFIC ISSUE - BUS ZONE	
PREPARED BY:	Justin Pay, Manager Civil Engineering	

SUMMARY:

In December 2018 a meeting was held between Department of Education representatives and Council representatives to discuss an ongoing safety issue with conflict between pedestrians and vehicles at the Gilgai Public School bus zone. The education department have since put measures in place to mitigate the risks.

COMMENTARY:

In December 2018 a meeting was held between Department of Education representatives and Council representatives to discuss an ongoing safety issue with conflict between pedestrians and vehicles at the Gilgai Public School bus zone. In attendance was the Acting School Principal, Head

Teachers, Education Department delegate, Council's Manager Civil Engineering and representatives from the bus operator.

For a number of years there have been issues with the operation of the bus zone adjacent to Gilgai Public School in the area of crown road that extends from Schwenkes Lane. The conflict arises from parents also using this area to drop off children from their cars. This is a very undesirable situation that has led to multiple near misses with children nearly being struck by buses or other cars. The matter had been raised to the school by a number of parents and particularly the school bus operator. At the meeting, the school bus operator presented photographs of a number of near misses, recorded from on bus CCTV.

At the meeting it was resolved that the existing practice of parents using the bus zone was not safe, and must stop. The school indicated that this would lead to another issue, lack of suitable alternative space for parents to drop off their children. A number of alternatives were discussed and it was suggested that construction of a number of parking spaces on the other side of the crown road would be the best solution. It was decided that Council staff would undertake preliminary investigations and report back to the Department regarding the viability of the project.

In further discussions with the Department during 2019, it was evident that the original proposed solution was not optimal; as such the school has taken measures to provide suitable alternative segregated space for parents to drop off their children on existing school grounds.

This solution will continue to be monitored by the school, Council staff and bus operators, to ensure that optimum safety outcomes have been achieved. No further action is required from Council at this time.

ITEM NO:	6.	FILE NO: S28.7.18/51
DESTINATION 5:	The communities are served by sustainable services and infrastructure	S
SUBJECT:	PROJECT CONTROL GROUP MEETING MINUTES 11 FEBRUARY 2019 – KINGS PLAINS ROAD BITUMEN EXTENSION	
PREPARED BY:	Nicole Riley, Administration Officer	

SUMMARY:

A Project Post Construction meeting was held on Monday, 11 February 2019 for the Kings Plains Road Bitumen Extension.

For the information of the Committee:

COMMENTARY:

MINUTES OF THE KINGS PLAINS ROAD BITUMEN EXTENSION PROJECT POST CONSTRUCTION MEETING HELD ON MONDAY 11 FEBRUARY 2019 COMMENCING AT 11:00AM

PRESENT: Justin Pay (Manager Civil Engineering), Scott Hamilton (Project Engineer), Darrell Hughes (Operations Coordinator), Joe Arca (Operations Supervisor).

APOLOGIES: Brett McInnes (Director Civil & Environmental Services).

1. Name of Project

SR 234 Kings Plains Road Bitumen Extension.

2. Description of Project

Bitumen extension CH 20.1 to CH 21.5km east of Inverell

3. Works Completed

Earthworks
 120-200mm sub-base layer (existing pavement)
 200mm stabilised base layer
 6.5 metre formation width
 6.0 metre seal width
 10mm primer seal C170 binder
 7mm final seal S35E binder

4. Work as Executed (WAE) Plans

There are no plans to WAE.

5. Estimate vs Actual Cost

	Estimate	Actual
Earthworks	\$20K	\$32,083
Sub Base Layer	\$110K	\$128,224
Base layer	\$175K	\$155,721
Bitumen Seal	\$76K	\$84,090
Total	\$381K	\$400,118

Over expenditure was attributed to additional earthworks required due to unsuitable materials found onsite and the addition of the Woodstock Road intersection upgrade.

Over expenditure was funded from Council's Non-Recurrent Program.

6. Project Quality

Material Quality:

Pavement material was sourced from Mather Gravel Pit and stabilised with Tri-blend 352 at a rate of 7.64kg/m².

Density Results:

Density results averaged 104.5%
 (The benchmark for density conformance is 100.0%)

CBR Results:

CBR tests were carried out on the proposed pavement material to determine additive content; CBR results achieved 100% with little to no swelling @ 7.64kg/m² of additive. The CBR requirement for base quality material is 80%. No CBR tests were carried post construction.

Benkelman Beam Results:

No Benkelman beam tests were carried out.

Roughness Results:

No roughness tests were carried out.

7. Political/Public Sensitivities-Complaints

A local resident made numerous requests regarding her access post construction. Council have since returned to make some improvements to her access with the resident satisfied with the outcome.

8. Project Audit

Traffic Control at Worksites audit completed at project start up.

9. Other Issues

No other issues were experienced.

10. Wet Weather

Wet weather had no impact on this project.

11. Construction Times

Estimated Project Duration: 31 working days

Actual Project Duration: 33 working days

Wet Weather Duration: 0 working days

12. Project Outcomes

Extension to Council's bitumen road network resulting in less maintenance resources.
 Improved pavement width.
 Community satisfaction in that dust emissions have been removed.

There being no further business, the meeting closed at 11:30am.

ITEM NO:	7.	FILE NO: S28.7.18/61
DESTINATION 5:	The communities are served by sustainable services and infrastructure	S
SUBJECT:	PROJECT CONTROL GROUP MEETING MINUTES 11 FEBRUARY 2019 – KINGS PLAINS ROAD SWANBROOK PAVEMENT REHABILITATION AND WIDENING	
PREPARED BY:	Nicole Riley, Administration Officer	

SUMMARY:

A Project Post Construction meeting was held on Monday, 11 February 2019 for the Kings Plains Road Swanbrook Pavement Rehabilitation and Widening.

For the information of the Committee:

COMMENTARY:

MINUTES OF THE KINGS PLAINS ROAD SWANBROOK PAVEMENT REHABILITATION AND WIDENING PROJECT POST CONSTRUCTION MEETING HELD ON MONDAY 11 FEBRUARY 2019 COMMENCING AT 11:30AM

PRESENT: Justin Pay (Manager Civil Engineering), Scott Hamilton (Project Engineer), Darrell Hughes (Operations Coordinator), Joe Arca (Operations Supervisor).

APOLOGIES: Brett McInnes (Director Civil & Environmental Services).

1. Name of Project

SR 234 Kings Plains Road Rehabilitation and Widening Segment SR234-120.

2. Description of Project

Rehabilitation and Widening CH 7.71km to CH 8.20km east of Inverell.

3. Works Completed

Vegetation clearing
 Extend existing 375mm dia Reinforced Concrete Pipe (RCP)
 Major earthworks to improve road alignment
 Box out existing shoulders to minus 450mm
 225mm sub-base layer
 225mm stabilised base layer
 8.6 metre formation width
 8.0 metre seal width
 10mm primer seal C170 binder
 7mm final seal S35E binder

4. Work as Executed (WAE) Plans

Design plans for this project were completed in 2008 with a section not being completed – RLR/145. Updated WAE plans to be completed by the Operations Supervisor and provided to the Senior Designer.

5. Estimate vs Actual Cost

	Estimate	Actual
Earthworks	\$34K	\$49,024
Sub Base Layer	\$84K	\$50,350
Base layer	\$95K	\$77,323
Bitumen Seal	\$42K	\$50,305
Total	\$255K	\$227,002

Remaining funds utilised on over-expenditure of the Kings Plains Road Bitumen Extension.

6. Project Quality

Material Quality:
 Pavement material sourced from Turners Pit and stabilised with Tri-blend 352 at a rate of 8.69kg/m².

Density Results:
 Density results averaged 103.5%.
 (The benchmark for density conformance is 100.0%)

CBR Results:
No CBR tests were carried out.

Benkelman Beam Results:
No Benkelman beam tests were carried out.

Roughness Results:
No roughness tests were carried out.

7. Political/Public Sensitivities-Complaints

Nil

8. Project Audit

Traffic Control at Worksites audit completed at project start up.

9. Other Issues

Nil

10. Wet Weather

Wet weather had no impact on this project.

11. Construction Times

Estimated Project Duration: 21 working days

Actual Project Duration: 28 working days

Wet Weather Duration: 0 working days

12. Project Outcomes

Improved site distance.
Improved pavement width.
Safety improvements to roadside batters.
Improved erosion control and Environmental improvements for run-off into Swanbrook Creek.

There being no further business, the meeting closed at 11:45am.

RECOMMENDATION:

That the items contained in the Information Reports to the Civil & Environmental Services Committee Meeting held on Wednesday, 13 March, 2019, be received and noted.