

INVERELL SHIRE COUNCIL
NOTICE OF MEETING
CIVIL & ENVIRONMENTAL SERVICES COMMITTEE

5 April, 2019

A Civil & Environmental Services Committee Meeting will be held in the Committee Room, Administrative Centre, 144 Otho Street, Inverell on Wednesday, 10 April, 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, 10 April, 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 MARCH, 2019, COMMENCING AT 9.00 AM.

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

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

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

SECTION A

APOLOGIES:

Apologies were received from Cr P A King.

RESOLVED (Peters/Berryman) that the apology from Cr King be noted.

1. CONFIRMATION OF MINUTES

RESOLVED (Berryman/Watts) that the Minutes of the Civil and Environmental Services Committee Meeting held on 13 February, 2019, as circulated to members, be confirmed as a true and correct record of that meeting.

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

There were no interests declared.

3. PUBLIC FORUM S13.5.6/12

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.

Patrick Miller - DA-156/2018 Patrick Miller spoke against DA-156/2018 – Dual Occupancy at 43 Brae Street. He was concerned with the potential adverse social and environmental impacts. He identified a number of observations contained in the Council report that he considered incorrect. He was particularly concerned with the narrow street width, lack of parking and lack of sight distance from the proposed new driveway.

Tony Sonter – DA – 156/2018 Tony Sonter spoke against DA-156/2018 – Dual Occupancy at 43 Brae Street. He is seeking a reduction in the speed limit in Davey Street. His principle concerns are the width of the road, the implications of using the footpath to park, obstacles on the footpath and in his opinion the current speed limit is too high.

Sam Doyle – DA - 156/2018 Sam Doyle of Legal Minds Solicitors spoke on behalf of the applicant DA-156/2018 – Dual Occupancy at 43 Brae Street. He referred to the Council report and subsequent letter from the applicant which addressed the concerns raised in detail. He reminded the Committee that the development is fully compliant and refusing it would set an unhelpful precedent and open Council up to possible litigation.

At this juncture, the time being 9.25 am, the Public Forum Session closed and the Committee resumed the balance of the Agenda.

4. BUSINESS ARISING FROM PREVIOUS MINUTES

Nil.

SECTION B
ADVOCACY REPORTS

Cr Harmon First Sydney Fly Corporate flight

Cr Harmon attended the arrival of the first Sydney Fly Corporate flight on Monday, 11 March 2019.

Cr Harmon Lions fundraiser for Bush Fire Relief

Cr Harmon attended a Lions fundraiser for Bush Fire Relief held on Saturday, 10 March 2019.

Cr Berryman Heavy Vehicle Forum

Cr Berryman attended the Heavy Vehicle Forum held in Armidale on 26 February.

SECTION D
DESTINATION REPORTS

1. REPAIR PROGRAM FUNDING ALLOCATION 2019/2020 S15.8.22

RESOLVED (Berryman/Harmon) that the Committee recommend to Council that the project for the 2019/2020 REPAIR program be reconstruction of Segment 140 of Guyra Road.

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

MOTION (Berryman/Harmon) that the Committee recommend to Council that DA 156/2018 – Dual Occupancy at 43 Brae Street be refused on the basis that additional traffic generated by the development will likely result in both traffic and pedestrian safety impacts, given the width of the formed Davey Street Carriageway.

AMENDMENT (Peters/McCosker) that the Committee recommend to Council that DA 156/2018 – Dual Occupancy at 43 Brae Street be refused on the basis that:

- the additional traffic generated by the development will likely result in both traffic and pedestrian safety impacts given the width of the formed Davey Street Carriageway, and*
- the probable negative social and environmental impacts of the development.*

The Amendment on being put to the meeting was LOST.

The Motion on being put to the meeting was CARRIED.

S375A Record of Voting	
Councillors For:	Councillors Against:
Berryman	Baker
Harmon	
McCosker	
Peters	

SECTION E
INFORMATION REPORTS

1. NATIONAL HEAVY VEHICLE REGULATOR REGIONAL FORUM S28.15.3/09
2. WORKS UPDATE S28.21.1
3. PROGRESS REPORT ON THE FORMER SISTERS OF MERCY CONVENT, 69 VIVIAN STREET, INVERELL S18.8.3
4. NSW DEPARTMENT OF PLANNING – LEGISLATIVE UPDATES S4.2.1
5. GILGAI PUBLIC SCHOOL TRAFFIC ISSUE - BUS ZONE S30.14.1
6. PROJECT CONTROL GROUP MEETING MINUTES 11 FEBRUARY 2019 – KINGS PLAINS ROAD BITUMEN EXTENSION S28.7.18/51
7. PROJECT CONTROL GROUP MEETING MINUTES 11 FEBRUARY 2019 – KINGS PLAINS ROAD SWANBROOK PAVEMENT REHABILITATION AND WIDENING S28.7.18/61

RESOLVED (Harmon/Berryman) 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.

SECTION F
GENERAL BUSINESS

Cr Berryman Transportation of Veterans for treatment

Cr Berryman asked that Council write to the Minister for Veteran Affairs to seek assurance that the Department will utilise regional airlines where available when transporting Veterans for treatment; as opposed to using road transport to larger centres with regular flights provided by the national airlines.

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

CR D F BAKER

CHAIRPERSON

TO CIVIL & ENVIRONMENTAL SERVICES COMMITTEE MEETING 10/04/2019

ITEM NO:	1.	FILE NO: S28.15.3/09
DESTINATION 5:	The communities are served by sustainable services and infrastructure	S
SUBJECT:	NATIONAL CLASS 1 AGRICULTURAL VEHICLE AND COMBINATION MASS AND DIMENSION EXEMPTION NOTICE 2019	
PREPARED BY:	Justin Pay, Manager Civil Engineering	

SUMMARY:

Council has received a consent request from the National Heavy Vehicle Regulator regarding the National Class 1 Agricultural Vehicle and Combination Mass Exemption Notice 2019. The Committee is requested to recommend to Council that the consent request be approved.

COMMENTARY:

The National Class 1 Agricultural Vehicle and Combination Mass Exemption Notice 2019 is an effort from the National Heavy Vehicle Regulator (NHVR) to harmonise, modernise and simplify road access for agricultural vehicles and implements. There are currently multiple different notices across various states that allow road access for these types of vehicles. The National Class 1 Agricultural Vehicle and Combination Mass Exemption Notice 2019 will incorporate all previous notices, which will reduce red tape and provide clarity to the agricultural industry. The notice will also remove inconsistencies across states and will provide for greater road safety, by ensuring that vehicles comply with relevant design standards and standard conditions relating to vehicle operating conditions.

The vehicles that this notice applies are currently operating on Council's road network under numerous other existing notices. Council's approval of this consent request does not provide access for any different combinations than are already on our road network. Approval for this request will provide for the Inverell road network to be included in the Notice, which will reduce red tape for local producers and improve road safety. The NHVR Information Sheet for the notice is included in Appendix 1 (D3 – D4) for the information of the Committee.

It is recommended that Council approve this consent request and include Inverell Shire Council's road network on the National Class 1 Agricultural Vehicle and Combination Mass Exemption Notice 2019.

RELATIONSHIP TO STRATEGIC PLAN, DELIVERY PLAN AND OPERATIONAL PLAN:

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

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

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

POLICY IMPLICATIONS:

Nil

CHIEF FINANCIAL OFFICERS COMMENT:

Nil

LEGAL IMPLICATIONS:

Nil

RECOMMENDATION:

That the Committee recommend to Council that the NHVR consent request be approved for inclusion of the Inverell Shire Council road network in the National Class 1 Agricultural Vehicle and Combination Mass Exemption Notice 2019.

APPENDIX 1



Information Sheet

National Class 1 Agricultural Vehicle and Combination Mass and Dimension Exemption Notice 2019

Purpose

The purpose of this document is to provide information about the National Class 1 Agricultural Vehicle and Combination Mass and Dimension Exemption Notice 2019 (the Notice), and to provide information on the road manager consent process for the Notice.

What are the current access arrangements?

Currently, different access arrangements exist across Australia for agricultural vehicles and combinations that exceed the mass and dimension requirements of the Heavy Vehicle National Law (HVNL) and the Heavy Vehicle (Mass, Dimension and Loading) National Regulation (MDL Regulation).

The authorisation instruments for each state and territory are listed in Table 1.

It is important to note that the agricultural vehicles and combinations, that exceed the mass and dimension requirements of the HVNL and MDL Regulation, are already operating on your roads under existing legislated exemptions.

Table 1: Current legal instruments governing the movement of agricultural vehicles and combinations in Australia

Australian Capital Territory	No authorisation instrument currently exists in the Australian Capital Territory that governs the travel of oversize or overmass agricultural vehicles and combinations.
New South Wales	<i>New South Wales Class 1 Agricultural Machine Combination Exemption Notice 2017 (No.1)</i> <i>New South Wales Class 1 Agricultural Vehicles (Notice) 2015 (No. 1)</i> <i>New South Wales Class 1 Heavy Vehicle Combine Harvester Combination Exemption Notice 2015 (No. 1)</i> <i>New South Wales Class 1 Heavy Vehicle Grain Auger Combination Exemption Notice 2015 (No. 1)</i>
Queensland	<i>Guideline for excess dimension agricultural vehicles and agricultural combinations, Form 14, Version – including Amendment Notice 2019 (No. 1).</i> <i>Queensland Agricultural Machines and Cane Bins Flotation Tyres Mass Exemption Notice 2017 (No. 1)</i> <i>Queensland Class 1 Agricultural Vehicle (Coastal Zone 1) Dimension Exemption Notice 2016 (No. 1)</i> <i>Queensland Class 1 Agricultural Vehicle (Northern Coastal Zone 1) Dimension Exemption Notice 2016 (No. 1)</i> <i>Queensland Class 1 Comb Trailer Dimension Exemption Notice 2017 (No. 1)</i> <i>Queensland Class 1 Heavy Vehicles (Cotton Harvester) Mass and Dimension Exemption Notice 2017 (No.1)</i> <i>Queensland Class 1 Cotton Harvest Derestriction Notice 2017 (No. 1)</i> <i>Queensland Heavy Vehicle Class 1 Agricultural Vehicle (Bundaberg Region 5.0m wide) Dimension Exemption Notice 2017 (No. 1)</i>
South Australia	<i>South Australia Class 1 Agricultural Vehicle Mas and Dimension Exemption Notice 2019 (No.1)</i> <i>Code of practice for oversize or overmass agricultural vehicles</i> <i>South Australia Class 1 Rubber Tracked Tractor Mass and Dimension Exemption Notice 2019</i> <i>Code of Practice for Rubber Tracked Tractors</i>
Tasmania	<i>Tasmania Class 1 Agricultural Vehicle Dimension Exemption Notice 2016 (No.1)</i>
Victoria	<i>Victoria Class 1 Agricultural Vehicle Exemption Notice 2018 (No.3)</i>

What is changing?

A single Notice will replace current access arrangements. The Notice introduces a modernised and simplified set of national standards based on research conducted by Austroads and was developed in partnership with industry and state and territory road transport authorities in the Australian Capital Territory; New South Wales; Queensland; South Australia; Tasmania; and Victoria.



What are the benefits of the Notice?

The Notice will replace existing access arrangements, harmonise mass and dimension limits and operating conditions, and reduce duplication and inconsistencies across state and territory borders.

The Notice introduces vehicle standards and operating conditions to improve road safety. This includes conditions relating to maximum operating speed, setting a maximum mass and dimension limit, vehicle standards that meet the Australian Design Rules, warning signs and lights, and pilot and escort requirements.

The improvement of the regulatory environment governing agricultural vehicle and combination operation on public roads will improve the productivity of Australia's farming industry, provide increased support for drought-affected communities, and improve road safety and infrastructure protection.

The Notice

The Notice outlines the eligible vehicles, mass and dimension limits, approved areas and routes, and operating conditions (such as pilot vehicle requirements).

The Notice works in conjunction with the National Class 1 Agricultural Vehicle and Combination Mass and Dimension Exemption Notice Operator's Guide (the Guide) and the Agricultural Heavy Vehicle Map (the Map).

[The Notice can be found on the NHVR website](#) (please click on the hyperlink to access the Notice).

The Guide and the Map

The Guide and the Map outlines road and travel conditions that are not prescribed or specified in the Notice.

[The Guide can be found on the NHVR website](#) (please click on the hyperlink to access the Guide).

[The Map can be found on the NHVR website](#) (please click on the hyperlink to access the Map).

Zones

The Notice grants eligible agricultural vehicles and combinations access to Zones. Zones are indicated in the Map and are an area of operation, and agricultural vehicles and combinations must comply with the dimension limits for the Zone of travel. The Notice outlines mass limits, and these mass limits apply to all Zones.

Proposed Zones

The proposed Zones in Australia can be found on the [Map on the NHVR website](#) (please click on the hyperlink to access the map). These Zones have been determined by the NHVR, the relevant road transport authorities in each state and territory, and in consultation with industry.

Consent Process

Because this is a new notice, Part 4.7 of the HVNL requires that the NHVR obtains consent from all affected road managers for the operation of eligible agricultural vehicles and combinations under the Notice.

The NHVR will send all road managers a consent form to sign and return.

In this same email, road managers will also find the Guide, the link to the Map and an Information Sheet explaining the consent process.

As access under the Notice is not provided unless consent is received, the NHVR requests local government support to provide a timely and informed response, to improve the productivity and efficiency of Australia's farming industry, and to improve road safety and infrastructure protection.

The official closing date for providing consent is 28 days from the date road managers receive the consent request, as per the requirements of the HVNL.

Contact the NHVR

Please direct any enquiries to RMconsent@nhvr.gov.au or call the road manager hotline on 1300 880 493.

ITEM NO:	2.	FILE NO: S5.2.58
DESTINATION 4:	A strong local economy	B
SUBJECT:	STAGE 2 RIFLE RANGE ROAD INDUSTRIAL SUBDIVISION	
PREPARED BY:	Brett McInnes, Director Civil & Environmental Services	

SUMMARY:

This report has been initiated by the completion of the detailed investigations and civil designs for stage 2 of the Rifle Range Road Industrial Subdivision. The committee is being asked to consider a funding strategy to enable the development to proceed.

COMMENTARY:**Background**

The Rifle Range Road industrial subdivision located on the southern fringe of the township was first released in early 2006. Whilst lot sales have been relatively slow there are now no available lots left in stage 1 of the subdivision. To date the precinct has tended to cater for smaller scale industrial development.

During the original design and investigation process conceptual work was also completed for a future "stage 2" of the industrial subdivision. This extended to the physical provision of electricity reticulation (poles and wires) to the future stage.

Council has for several years recognised the need to release further lots to cater for future demand in the precinct. The 2016/17, 2017/18 and 2018/19 budgets all quarantined the annual Industry Promotions and Assistance vote to fund stage 2 of the industrial estate. These funds have been held in an internally restricted reserve pending commencement of works. The project has also been identified as part of Council's intended urban works program since 2016/17.

The Proposal

As indicated, stage 2 of the Rifle Range Road industrial subdivision was part of the original design concept for the precinct. It is located directly to the north of the allotments contained in stage 1 and will be accessed via a ring road connecting with Rifle Range Road.

The development site is approximately 11 hectares in size which includes a residual lot of approximately 3.6 hectares upon which the National Transport Museum is located. The land is zoned IN1 'General Industrial' in accordance with the *Inverell Local Environmental Plan 2012* (LEP) and the proposed development is permissible with the consent of Council. It should be noted the development site was also zoned industrial under the previous 1998 LEP and there was no suggestion the land should be rezoned for any other purpose in the strategic planning work that supported the 2012 LEP.

With the exception of the finalisation of some third party telecommunication design, the project development is now complete. This has included survey, geotechnical investigation, drainage investigations and detailed civil design.

A Development Application for stage 2 was lodged on the 12 February 2019. In accordance with Council's Development Control Plan the application was notified for a period of 14 days from the 13 February to the 27 February 2019. No submissions were received as a result of the notification. Development consent for the project was subsequently issued on the 12 March 2019.

A copy of the plan of stage 2 of the subdivision has been included in Appendix 2 (D10) for the information of the Committee. It should be noted that the lot layout as shown is indicative only and has been developed more so for servicing at this stage. It is ultimately intended there will be a degree of flexibility to, within reason, create lot sizes that will provide the site area required by future developers.

Access to stage 2 will be available for Higher Productivity Vehicles such as B-Double combinations. Individual site access requirements will be determined at development application stage consistent with the nature of the proposed use.

Related Strategic Planning

As a precursor to the 2012 LEP Council completed a range of strategic land use planning studies. This included an *Employment Lands Strategy* (ELS) that was finalised in 2011. Such strategies are long term in nature (up to 30 years) and designed to inform future planning instruments. As circumstances change, it is also appropriate to review such strategies and their recommendations.

Amongst other aspects the ELS examined the most appropriate long term location for future industrial development. The ELS ultimately recommended the establishment of a large scale industrial precinct at the eastern end of Burtenshaw Road. This proposal was contingent upon the completion of the northern heavy vehicle bypass around the town providing a direct route from a realigned Ring Street Bridge intersection to the Gwydir Highway east of the township. This route would involve the extension of Brissett Street linking with the unformed Burtenshaw Road, continuing east until meeting with an electricity supply corridor and essentially following that corridor in a south east direction until intersecting with the Gwydir Highway approximately 3 kilometres east of the township.

The ELS considered several sites for long term industrial land development. Each site had a range of pros and cons that were evaluated. Whilst the physiographical aspects of the Rifle Range Road precinct were considered positive, concern was raised regarding its isolation from other established industrial areas and transport links to the north and west requiring travel through the town centre. Whilst not the preferred choice for longer term industrial development, the ELS did conclude that the Rifle Range Road precinct should retain its industrial zoning and included the currently undeveloped 11 hectares (stage 2 parcel) in its future supply calculations. It was acknowledged that this land parcel may accommodate some future demand and that Council should monitor future demand for development in the precinct.

The ELS and eight other strategic land use planning studies were ultimately consolidated into the *Inverell Strategic Land Use Plan 2011-2031* (ISLUP). The ISLUP was the principal strategic planning document that ultimately informed the preparation of the Inverell 2012 LEP. When Council adopted the ISLUP at its meeting on the 13 December 2011, it did so subject to a number of amendments. One of these amendments was the "*exclusion of the nominated heavy vehicle bypass route and associated future industrial precinct on Burtenshaw Road until the completion of further investigations*". Whilst the merit of the continuation of the bypass and associated industrial hub was acknowledged the accompanying Council report also highlighted the need to undertake further detailed economic feasibility and environmental studies. The costs of the environmental

studies alone were put at several hundred thousand dollars at the time. Council acknowledged the supply of existing industrial land stock and their decision placed the Burtenshaw Road site outside the short to medium term horizon.

Whilst a consolidated, well located industrial hub serviced by appropriate transport links is a very worthy strategic objective it is not the reality Council is currently faced with. The past legacy of segregated industrial precincts can create challenges and this needs to be balanced against reasonably available options. Ensuring appropriate development opportunities exist now is important for the economic prosperity of the Shire. The pursuit of long term objectives can continue parallel with current actions acknowledging that implementation will always be subject to future resources and opportunities.

Funding Strategy

The estimated cost to complete the works associated with Stage 2 of the Rifle Range Road Industrial Subdivision is **\$1,475,587**.

As indicated, since 2016/17 Council has nominated the annual Industry Promotion and Assistance vote to supplement funds held in reserve for this project. There is currently \$1,148,600 available in the Industrial Development Internally Restricted Asset.

It is proposed that the project be funded as follows:

Water Reticulation Component (Water Fund – Future Capital Works)	\$ 131,736
Sewer Reticulation Component (Sewer Fund – Future Capital Works)	\$ 203,851
Civil Construction Works (Industrial Development – IRA)	\$1,140,000
Total	\$1, 475,587

Consistent with Council's previous approach it would be intended that the sale of land would ultimately offset the cost of the development and these funds would be returned to the Industrial Development Internally Restricted Asset.

Conclusion

Currently no lots are available for future industrial development at the Rifle Range Road Industrial precinct. There are also very limited opportunities for development in the older industrial precincts north of the CBD and in the Brissett Street area.

In recent years Council has worked towards funding stage 2 of the Rifle Range Road subdivision. The project has also been identified in Council's Urban Works Program since 2016/17. Project development and detailed design is now complete and subject to funding authorisation it would be proposed to commence work prior to the end of the current budget year.

Development of the residual 11 hectares of historic zoned industrial land at the Rifle Range Road precinct was included in the supply calculations contained within the *Employment Lands Strategy* in 2011.

When excluding the completion of the heavy vehicle bypass and associated industrial precinct on Burtenshaw Road from the ISLUP, Council acknowledged this was a long term strategic objective subject to significant further investigation.

It is recommended that Council proceed with stage 2 of the Rifle Range Road development and continue to investigate the most appropriate options for long term industrial development for the Shire.

RELATIONSHIP TO STRATEGIC PLAN, DELIVERY PLAN AND OPERATIONAL PLAN:

Strategy: B.02 Plan for and promote the clustering of specific business and industry sectors in commercially appropriate locations.

Term Achievement: B.02.01 Networks and clusters of similar economic activity are developing in appropriate areas.

Operational Objective: B.02.01.01 To ensure the physical development of the Shire is in accordance with community needs and expectations, using adopted planning instruments and policies.

POLICY IMPLICATIONS:

The proposal to proceed with stage 2 of the development is not in conflict with Council's strategic land use plans.

CHIEF FINANCIAL OFFICERS COMMENT:

Adequate funds exist as nominated for the completion of the development. The funds from future sales would be returned to the Internally Restricted Asset and ultimately offset the development costs.

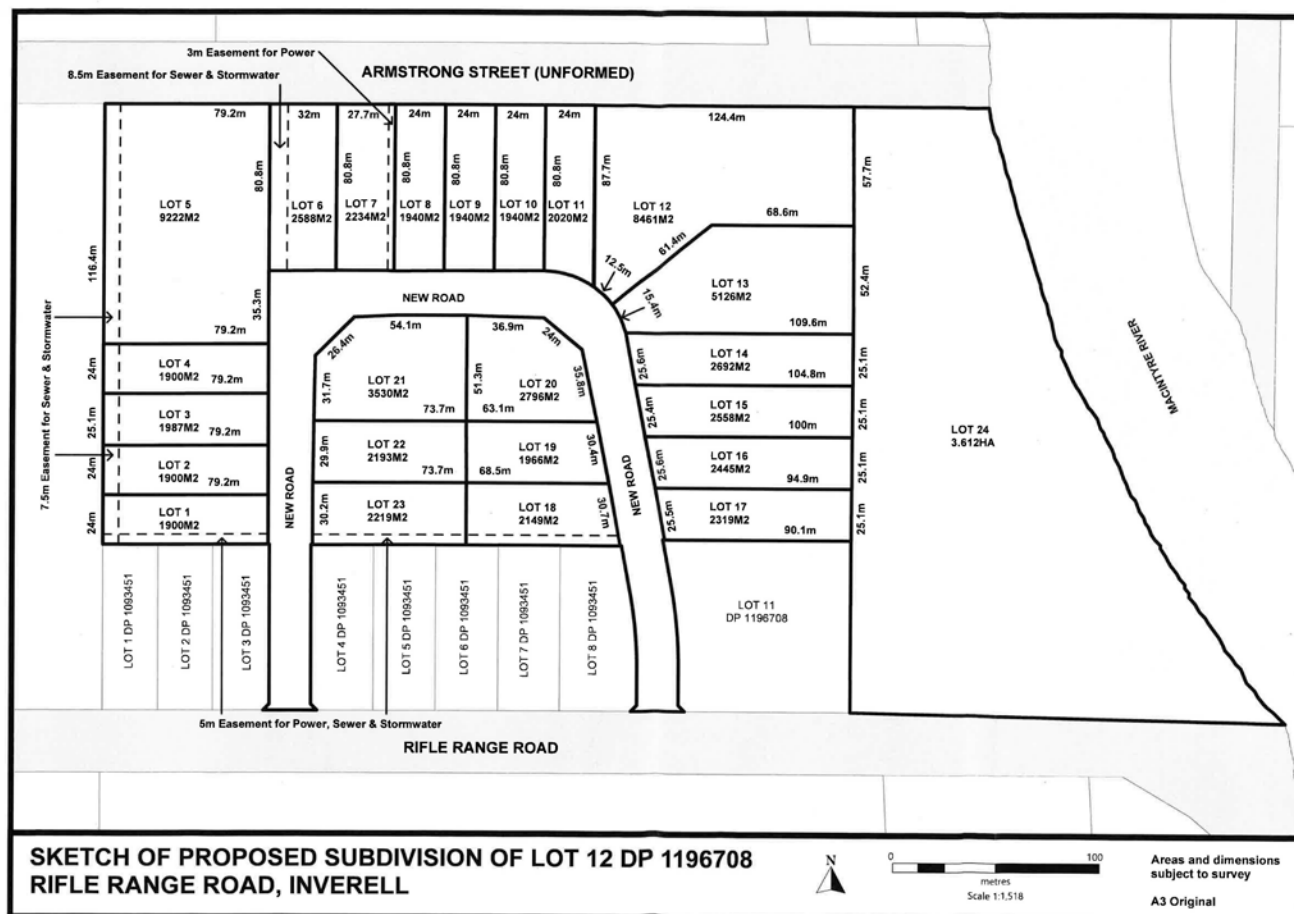
LEGAL IMPLICATIONS:

Council is the land owner and development consent for the subdivision has been issued in accordance with the *Environmental Planning and Assessment Act 1979*.

RECOMMENDATION:

That the Committee recommend to Council that the funding strategy as proposed for stage 2 of the Rifle Range Road Industrial Subdivision be approved and works commence accordingly.

APPENDIX 2



ITEM NO:	3.	FILE NO: S28.23.1/12 & S15.8.92
DESTINATION 5:	The communities are served by sustainable services and infrastructure	S
SUBJECT:	ROAD CLOSURE – STAR WARS DAY – MAY THE FOURTH BE WITH YOU	
PREPARED BY:	Scott Hamilton, Project Engineer	

SUMMARY:

Council is planning a community event, Star Wars Day – ‘May the Fourth Be with You’ at the Town Hall and have requested the closure of the Evans Street Precinct between Otho Street and Campbell Street on Saturday, 4 May, 2019 from 9am until 9pm.

COMMENTARY:

Council is in receipt of a request for the closure of the Evans Street Precinct between Otho Street and Campbell Street on Saturday, 4 May, 2019 from 9am until 9pm. The road closure is requested to coincide with Star Wars Day – ‘May the Fourth Be with You’, a community event organised by Council.

As part of Council’s Youth Opportunities Program, Sons of Obiwan Saber Academy are booked in to provide light saber training (a safe, non-contact activity) to individuals aged ten years and above at the Town Hall on Saturday, 4 May, 2019.

In light of a new Star Wars film to be released in December 2019, and International Star Wars Day falling on a Saturday, an opportunity was sought to expand the event to a larger scale community and tourism event, Stars Wars Day – May the Fourth be with You. The event is expected to attract a large number of attendees from the Inverell Shire and surrounding areas.

Stars Wars Day – ‘May the Fourth be with you’ will be open from 12 noon until 6.00pm and will include stalls, competitions, games, performances and will conclude with the screening of The Last Jedi at the Town Hall. Evans Street will be required to be closed from 9am – 9pm to allow sufficient time for set-up and pack-up. The screening of The Last Jedi at the Town Hall is expected to be a sold out event, seating 430 people. The movie will be screened at 6.30pm and will conclude at approximately 9.30pm.

A Transport Management Plan (TMP) has been completed and forwarded to NSW Police for comment and advertising has been arranged for the event.

Council has legislated authority under the *Roads Act 1993 - Section 122* to grant a permit for an event with an associated road closure. Should Council agree to the requested road closure, the appropriate approvals will then be obtained from the NSW Police.

Access to the Art Gallery and the residence at 83–85 Otho Street would be impacted by any road closure approval. Council representatives will liaise with all affected businesses and residents to accommodate their access requirements.

The Committee is requested to make a determination regarding the closure of Evans Street between Otho & Campbell Streets between the hours of 9am and 9pm on Saturday, 4 May 2019.

RELATIONSHIP TO STRATEGIC PLAN, DELIVERY PLAN AND OPERATIONAL PLAN:

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

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

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

POLICY IMPLICATIONS:

In accordance with Section 122 *Roads Act 1993*.

CHIEF FINANCIAL OFFICERS COMMENT:

The costs for the road closure are estimated at \$840 which includes advertising and installing and removing barriers. Costs will be funded from the Drought Communities Program.

LEGAL IMPLICATIONS:

Nil

RECOMMENDATION:

A matter for the Committee.

ITEM NO:	4.	FILE NO: S15.8.90/17 & S28.23.1/12
DESTINATION 5:	The communities are served by sustainable services and infrastructure	S
SUBJECT:	ROAD CLOSURE – ELSMORE COMMUNITY FUN DAY	
PREPARED BY:	Scott Hamilton, Project Engineer	

SUMMARY:

Council in conjunction with the Elsmore Hall Committee are planning to hold a community fun day at the Elsmore Hall, Elsmore on Saturday, 18 May, 2019. The Committee is being asked to consider the closure of Daw Lane between Elsmore Road and the Elsmore Fire Shed on Saturday, 18 May, 2019 from 1pm until 8pm.

COMMENTARY:

Council is in receipt of a request for the closure of Daw Lane between Elsmore Road and the Elsmore Fire Shed from 1pm until 8pm on Saturday, 18 May, 2019. The road closure is requested to enable a community event to proceed. The event organiser is the Elsmore Hall Committee and Inverell Shire Council. Please see Appendix 3 (D13 – D14) for details of the proposed road closure.

The Elsmore Community Fun Day is a free family fun event. The event will include a barbeque, entertainment, a movie screening and the official opening of the new playground. The event is part of the Drought Communities Program.

A Transport Management Plan (TMP) for the event has been received by Council and has been forwarded to the NSW Police for comment.

Council has legislated authority under *Section 122 of the Roads Act 1993* to grant a permit for an event with an associated road closure. Should Council agree to the requested road closure, the appropriate approvals will be obtained from the NSW Police with advertising of the road closure to be carried out by Council.

Access to residential properties along Daw Lane would be impacted by the proposed road closure. The impact would be restricted access for event duration. Affected residents shall be notified by the event organiser prior to commencement of the event. There will be no impact on through traffic as Daw Lane can be accessed off Loves Lane.

The Committee is requested to make a determination regarding the closure of Daw Lane, Elsmore between Elsmore Road and the Elsmore Fire Shed between the hours of 1pm and 8pm on Saturday, 18 May 2019.

RELATIONSHIP TO STRATEGIC PLAN, DELIVERY PLAN AND OPERATIONAL PLAN:

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

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

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

POLICY IMPLICATIONS:

Nil

CHIEF FINANCIAL OFFICERS COMMENT:

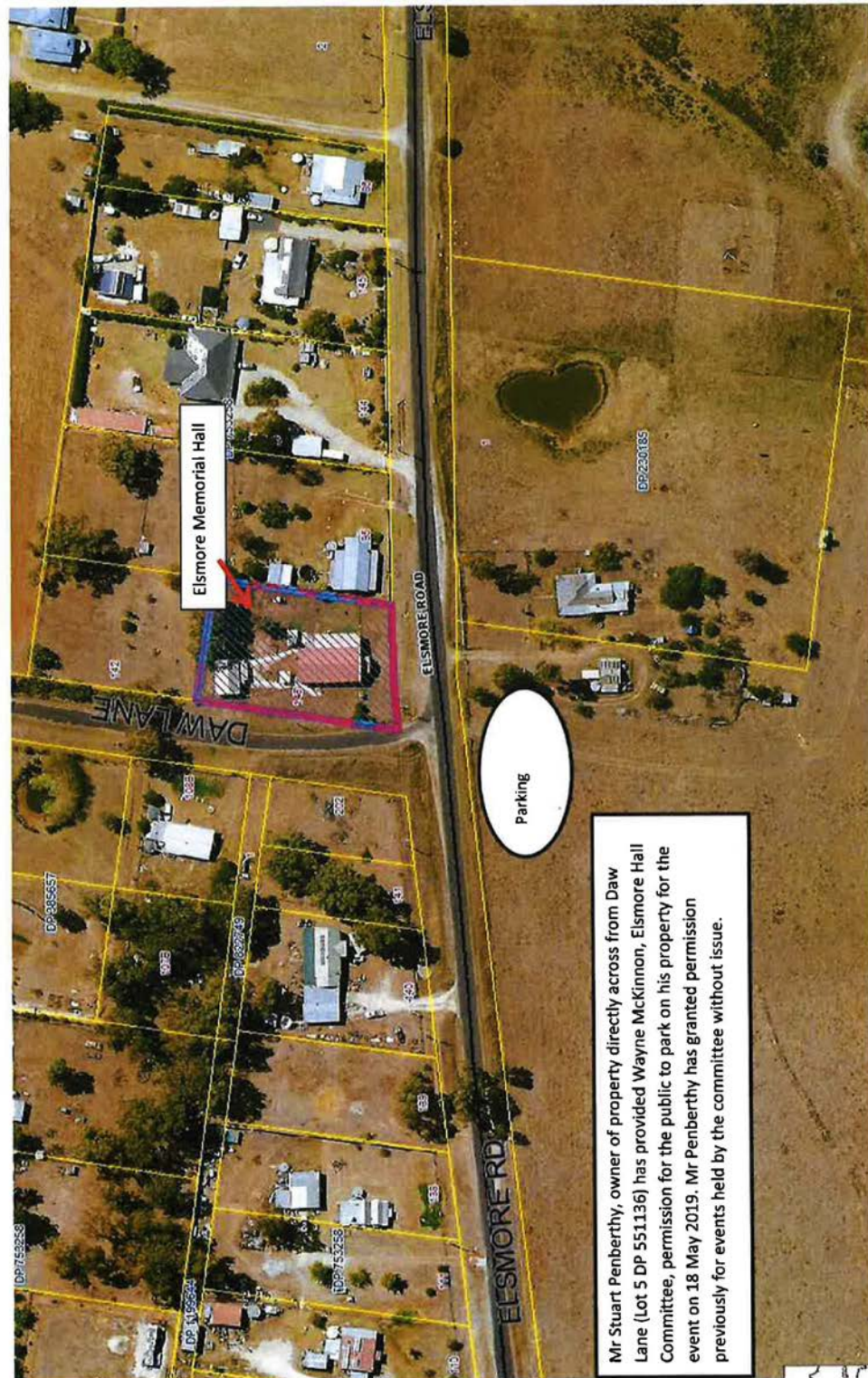
Costs are estimated at \$850 for advertising and staff time to setup and remove barriers. Cost will be met by Drought Communities Program which is funding the event.

LEGAL IMPLICATIONS:**RECOMMENDATION:**

A matter for the Committee.

APPENDIX 3





ITEM NO:	5.	FILE NO: S15.8.90/17 & S28.23.1/12
DESTINATION 5:	The communities are served by sustainable services and infrastructure	S
SUBJECT:	ROAD CLOSURE – YETMAN – YES WE CAN	
PREPARED BY:	Scott Hamilton, Project Engineer	

SUMMARY:

The Yetman Hall & Progress Association are planning to hold a community event at and nearby the Yetman Hall on Saturday, 8 June, 2019. The Committee is being asked to consider the closure of Warialda Street between Dight Street and Simpson Street, Yetman to facilitate the event.

COMMENTARY:

Council is in receipt of a request for the closure of Warialda Street between Dight Street and Simpson Street from 12 noon on Saturday, 8 June 2019 until 1am on Sunday, 9 June, 2019. The road closure is requested to enable a community event to proceed. The event organiser is the Yetman Hall & Progress Association. Please see Appendix 4 (D17) for details of the proposed road closure.

Yetman Yes We Can is a community event aimed at showing resilience in the face of drought. The agenda for Saturday has a producers market commencing at 4pm. The stall holders will be setting up in Warialda Street fronting the memorial hall. A concert is being held that night in the memorial hall with local community groups providing food. The event is part of the Drought Community Program.

A Transport Management Plan (TMP) for the event has been received and has been forwarded to NSW Police for comment.

Council has legislated authority under *Section 122 of the Roads Act 1993* to grant a permit for an event with an associated road closure. Should Council agree to the requested road closure, the appropriate approvals will be obtained from the NSW Police with advertising of the road closure being carried out by Council.

Access to residential properties along Warialda Street between Dight Street and Simpson Street would be impacted by the proposed road closure. The impact would be restricted access for the event duration. Affected residents shall be notified by the event organiser prior to commencement of the event. There will be no impact on through traffic as a detour utilising Macintyre Street will be available.

The Committee is requested to make a determination regarding the closure of Warialda Street, Yetman between Dight Street and Simpson Street between the hours of 12 noon on Saturday 8 June 2019 until 1am on Sunday 9 June 2019.

RELATIONSHIP TO STRATEGIC PLAN, DELIVERY PLAN AND OPERATIONAL PLAN:

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

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

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

POLICY IMPLICATIONS:

Nil

CHIEF FINANCIAL OFFICERS COMMENT:

Costs are estimated at \$850 which includes advertising and setting up and removing barriers. Costs will be met from the Drought Communities program.

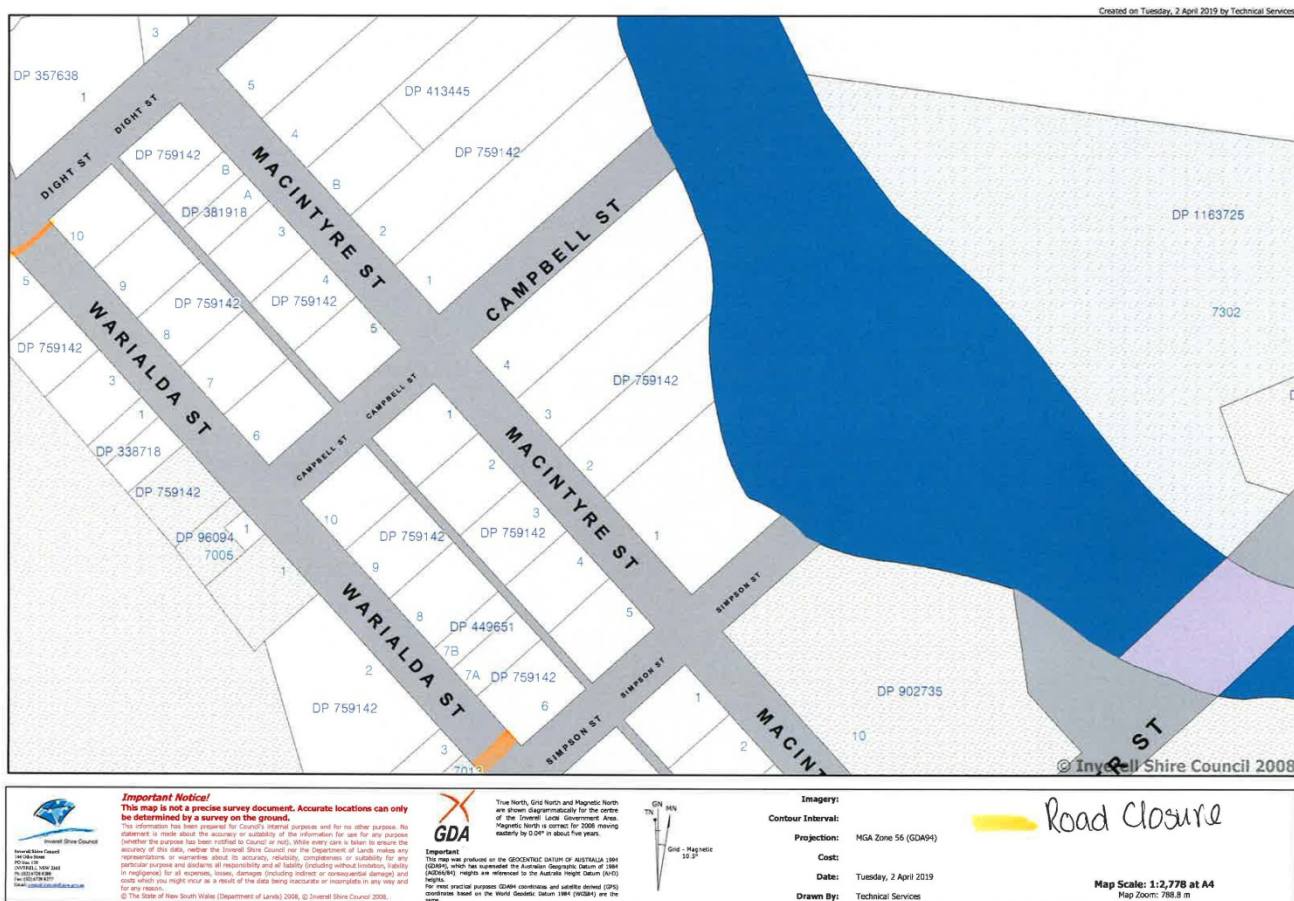
LEGAL IMPLICATIONS:

Nil

RECOMMENDATION:

A matter for the Committee.

APPENDIX 4



ITEM NO:	6.	FILE NO: S28.16.7
DESTINATION 5:	The communities are served by sustainable services and infrastructure	S
SUBJECT:	SPECIAL PROJECTS ROADS INFRASTRUCTURE FUNDING ALLOCATION – 2019/2020	
PREPARED BY:	Justin Pay, Manager Civil Engineering	

SUMMARY:

Since September 2017, the Valuer General has issued separate land valuations for the wind turbine sites installed on farming land within the Inverell Shire. This has resulted in additional income which Council has resolved to allocate to its road asset renewal and maintenance programs.

The Committee is requested to make a determination on the allocation of these funds for the 2019/2020 financial year.

COMMENTARY:

Since September 2017, the Valuer General has issued separate land valuations for the wind turbine sites installed on farming land within the Inverell Shire. This has resulted in additional income which Council has resolved to allocate to its road asset renewal and maintenance programs.

The funds available for expenditure in the 2019/2020 financial year total \$341,055.

It is recommended that these funds be allocated to gravel resheeting on 11.3km of unsealed road network in the Maybole area. The roads to be included are:

- Beckmore Road 2.2km
- Maybole Road 6.0km
- Durkins Road 3.1km

Council has a high maintenance burden on these sections of road, due to the lack of suitable gravel surface. Council receives a significant number of complaints regarding these roads, relating to areas with limited or no gravel that are slippery during wet periods as well as sections with coarse gravel that may cause tyre punctures. Whilst some gravel patching and resheeting has taken place over the past 10 years, significant works on the road have been delayed due to the lack of a suitable gravel source in the area. This delay in works has lead to frustration of residents in the Maybole area.

Works in recent years for the construction of White Rock Wind Farm have also had an impact on roads in the area. Whilst only a small portion of the road network in that area was considered as the “construction route”, residents have noted that wind farm related traffic did use the roads in question. The wind farm contractors did complete remediation road works in accordance with requirements under the project approval, however the lack of suitable gravel on the roads continue to cause concern.

Council staff have undertaken extensive investigations over the past decade and have been unable to find an appropriate source of gravel in the area. Investigations are continuing; it is however anticipated that the closest suitable gravel source may be in excess of 50km away from the works. Given that the exact gravel source for the project is yet to be finalised, a precise estimate is not yet available. It is anticipated that the cost of the works will be similar to those recently completed on the Kings Plains Road with an estimated unit rate of \$28,500 per km.

In reviewing Council's asset management system and in considering the above issues, it has been determined that utilising the Special Roads Project funding for gravel resheeting on the 11.3km of unsealed road network in the Maybole area would deliver optimum benefit to the community.

It is intended that a further 3.4km of resheeting be completed in the Maybole area on Kellys Road during 2019/2020 financial year, with these works to be funded under the gravel resheet program. This program will be presented to Council for adoption at a future Committee meeting.

RELATIONSHIP TO STRATEGIC PLAN, DELIVERY PLAN AND OPERATIONAL PLAN:

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

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

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

POLICY IMPLICATIONS:

Nil

CHIEF FINANCIAL OFFICERS COMMENT:

Nil

LEGAL IMPLICATIONS:

Nil

RECOMMENDATION:

That the Committee recommend to Council that the Special Projects Roads Infrastructure funding of \$341,055 be allocated to Gravel Resheeting 11.3km of unsealed road network in the Maybole area.

ITEM NO:	7.	FILE NO: S28.10.SR246
DESTINATION 5:	The communities are served by sustainable services and infrastructure	S
SUBJECT:	ELSMORE ROAD CAUSEWAY - FUNDING ALLOCATION	
PREPARED BY:	Justin Pay, Manager Civil Engineering	

SUMMARY:

Through routine asset inspections Council staff have identified a concrete causeway on Elsmore Road that has reached the end of its useful life and requires replacement. The Committee are requested to recommend to Council that funding be allocated in the 2019/2020 budget for the project to replace this asset.

COMMENTARY:

Through routine asset inspections Council staff have identified a concrete causeway on Elsmore Road that has reached the end of its useful life and requires replacement. The causeway in question is located 10.6km east of the Gwydir Highway on the Elsmore Road and is approximately 300m west of Stannifer Road.

Council staff have been undertaking routine and unplanned maintenance on this causeway for in excess of 10 years, in order to extend the life of the asset. The condition of the concrete slab has deteriorated to the point that it is no longer economically viable to continue to undertake constant maintenance.

The causeway in question has sub optimal alignment and provides poor ride quality at the posted speed limit. Localised flooding does from time to time cut off Elsmore Road at this location. For these reasons, construction of a box culvert structure was initially envisaged and investigated. Site characteristics are unfavourable for this type of treatment and initial estimates indicated that the benefit of a box culvert structure would not justify the considerable cost.

Instead, design plans have been completed for the replacement of the existing concrete slab, with a wider and longer slab with better vertical alignment. In order to achieve the improvement in alignment and associated improved ride quality, it is essential to complete road works on the approaches to the causeway.

A review of Council's asset management system indicates that this slab is the highest priority for renewal within Council culvert and causeway assets.

A construction estimate has been completed for the project and the total cost is expected to be \$115,500. The Committee is requested to recommend to Council that \$115,500 be allocated toward this project in the 2019/2020 budget, the source of funding being:

- \$72,500 – ACRD Culverts and Causeways
- \$43,000 – ACRD Bitumen Renewal (cost of road approach upgrade).

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:

There is sufficient funding in the ACRD Program in the Draft 2019/2020 budget.

LEGAL IMPLICATIONS:

Nil

RECOMMENDATION:

That the Committee recommend that Council allocate \$115,500 for the replacement of the concrete causeway on Elsmore Road in the 2019/2020 budget, the source of funding being:

- \$72,500 – ACRD Culverts and Causeways
- \$43,000 – ACRD Bitumen Renewal

TO CIVIL & ENVIRONMENTAL SERVICES COMMITTEE MEETING 10/04/2019

ITEM NO:		FILE NO: S28.21.12
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 involved the widening and rehabilitation of the section of Yetman Road north of Cucumber Creek, including upgrades to a number of significant drainage structures. A total of \$2.1M was allocated to the project from multiple sources. The project was completed in stages with the exact length to be rehabilitated dependant on the final design and cost. It was anticipated the total extent of works would 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) incorporated a section from 64.0km to 66.7km north of Inverell.

Stage 2 has now been completed with a primer seal on the last section completed on the 4 March 2019. A final seal was also completed on the entire length on 25 March 2019. The total length of pavement rehabilitation works on Yetman Road was from Cucumber Creek to Wallangra, chainages 62.66km to 66.7km being a total distance of 4.04km.

This project has now been completed with the final expenditure to be determined, however it is anticipated that there will be under expended funds, due to cost savings from operation efficiencies. It is intended to utilise the under expended funds for pavement rehabilitation works on another section of Yetman Road at Ulupna, 48.32km north of Inverell. Works on the Ulupna Project have commenced.

MR 187 Yetman Road Pavement Widening and Rehabilitation - Ulupna

This project involves the widening and rehabilitation of a 1.85km section of Yetman Road 48.32km to 50.10km north of Inverell at the property Ulupna. Stage one of this project has seen a 860 metre section from chainage 49.24km to 50.10km completed in 2018. Stage two, a 920 metre section from chainage 48.24km to 49.24km, has commenced. Currently \$420K has been allocated to complete stage two of this project and is funded from the unexpended funds from the Yetman Road project above and Council's non-recurrent roads program.

Works commenced late March 2019 on stage 2 with site establishment and earthworks currently underway. Works will continue for approximately 6 weeks with project completion planned for late April 2019.

MR 137 Bonshaw Road Pavement Widening and Rehabilitation

This project involved the widening and rehabilitation of the section of Bonshaw Road 5km north of Ashford, including upgrades to a number of drainage structures. \$930K was allocated to the project from the Repair Program. The project was completed in 2 stages with the total length of 1740 metres completed. It was anticipated the total extent of works would be 2.4km, however the scope of the project changed when hard rock was found in the project site, requiring significant additional earthworks. The length of the project was reduced to 1740m to meet the project budget.

This project is now complete from chainage 62.70km to 64.44km, a total length of 1740 metres. Pavement works were completed on the final section early March 2019 with a primer seal applied on 19 March, 2019. The final seal is to be completed in conjunction with the reseal program during November 2019.

HW12 Gwydir Highway “Bald Nob” Rehabilitation Project

Council staff were in the process of negotiating to undertake a construction project on the Gwydir Highway in the Glen Innes LGA. Council staff would have been 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.

The RMS advised that “issues” arose with Inverell working outside its LGA and that this project is now being undertaken by RMS crews. The RMS is still eager to discuss the utilisation of Council's resources on future projects within the northern region on both the New England Highway between Armidale and Tenterfield and the Gwydir Highway, east of Glen Innes. Council staff will continue to liaise with the RMS and advise the committee on any possible works.

Lake Inverell Off Road Recreation Circuit

Construction has commenced on the \$1.4M Off Road Recreation Circuit on Lake Inverell Drive. This project is jointly funded by Council and the State Government's Stronger Country Communities Fund. The project involves construction of 1590m of asphalt sealed pavement for the purpose of off road recreation, particularly cycling. The project includes considerable earthworks, drainage, pavement construction as well as ancillary works such as overflow car parking and footpath works.

Construction is well underway with drainage and earthworks completed. Pavement construction has commenced and the project is ahead of schedule. The first stage of construction is set for completion in May, at this time a prime coat bitumen seal will be applied to the pavement. Asphalt will be laid in the warmer months later in 2019.



Aerial view of construction of the Off Road Recreational Circuit – Lake Inverell Drive

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 March 2019 to extend the footpath along Gilchrist Street, from Swan Street to Vernon Street. Other minor works along Lawrence Street are due to commence early April 2019, completing this round of footpath construction.

Maintenance Grading

The following maintenance grading works were undertaken during March 2019:

Road Number	Road Name	Length Graded (km)
SR 349	Colleys Lane	1.52
SR 238	Woodstock Road	11.0
SR 173	Delungra Bypass Road	8.29
SR 108	Kerri Road	0.81
SR 356	Wattle Hill Road	0.41
SR 274	Tullochard West Road	2.03
SR 143	Mackies Lane	1.0
SR 357	Mcneils Road	1.0
SR 142	Loxton Road	1.79
	TOTAL	27.85

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

The following gravel patching works were undertaken during March 2019.

Road Number	Road Name	Length Resheeted (km)
SR 12	Blue Nobby Road	7.12
	TOTAL	7.12

Gravel Re-sheeting

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

Road Number	Road Name	Length Resheeted (km)
SR 24	Mt Hallam Road	9.79
SR 234	Kings Plains Road	5.0
	TOTAL	14.79

Given the current climatic conditions there is significant stress on the gravel resheeting program with the lack of available water. Until significant rain falls, the program has been reduced and put on hold until a sufficient water source can be obtained. Council staff will continue to monitor water availability and complete sections of the program as water becomes available.

Heavy Patching

No heavy patching works were undertaken in March 2019.

Other Maintenance Activities

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

RECOMMENDATION:

That the items contained in the Information Reports to the Civil & Environmental Services Committee Meeting held on Wednesday, 10 April, 2019, be received and noted.