



# **BUSINESS PAPER**

**Civil and Environmental Services  
Committee Meeting  
Wednesday, 8 July 2020**

**INVERELL SHIRE COUNCIL****NOTICE OF CIVIL AND ENVIRONMENTAL SERVICES COMMITTEE MEETING**

3 July, 2020

A Civil and Environmental Services Committee Meeting will be held in the Committee Room, Administrative Centre, 144 Otho Street, Inverell on Wednesday, 8 July, 2020, commencing at **9.00 AM**.

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

Please Note: Under the provisions of the Code of Meeting Practice the proceedings of this meeting (including presentations, deputations and debate) will be webcast. An audio recording of the meeting will be uploaded on the Council's website at a later time. Your attendance at this meeting is taken as consent to the possibility that your voice may be recorded and broadcast to the public.

**I would like to remind those present that an audio recording of the meeting will be uploaded on the Council's website at a later time and participants should be mindful not to make any defamatory or offensive statements.**

**P J HENRY PSM**

**GENERAL MANAGER**

**Agenda**

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## Ethical Decision Making and Conflicts of Interest

A guiding checklist for Councillors, officers and community committees

### Ethical decision making

- Is the decision or conduct legal?
- Is it consistent with Government policy, Council's objectives and Code of Conduct?
- What will the outcome be for you, your colleagues, the Council, anyone else?
- Does it raise a conflict of interest?
- Do you stand to gain personally at public expense?
- Can the decision be justified in terms of public interest?
- Would it withstand public scrutiny?

### Conflict of interest

A conflict of interest is a clash between private interest and public duty. There are two types of conflict:

- **Pecuniary** – regulated by the *Local Government Act 1993* and Office of Local Government
- **Non-pecuniary** – regulated by Codes of Conduct and policy. ICAC, Ombudsman, Office of Local Government (advice only). If declaring a Non-Pecuniary Conflict of Interest, Councillors can choose to either disclose and vote, disclose and not vote or leave the Chamber.

### The test for conflict of interest

- Is it likely I could be influenced by personal interest in carrying out my public duty?
- Would a fair and reasonable person believe I could be so influenced?
- Conflict of interest is closely tied to the layperson's definition of 'corruption' – using public office for private gain.
- Important to consider public perceptions of whether you have a conflict of interest.

### Identifying problems

- 1st** Do I have private interests affected by a matter I am officially involved in?  
**2nd** Is my official role one of influence or perceived influence over the matter?  
**3rd** Do my private interests conflict with my official role?

### Local Government Act 1993 and Model Code of Conduct

For more detailed definitions refer to Sections 442, 448 and 459 or the *Local Government Act 1993* and Model Code of Conduct, Part 4 – conflicts of interest.

### Disclosure of pecuniary interests / non-pecuniary interests

Under the provisions of Section 451(1) of the *Local Government Act 1993* (pecuniary interests) and Part 4 of the Model Code of Conduct prescribed by the Local Government (Discipline) Regulation (conflict of interests) it is necessary for you to disclose the nature of the interest when making a disclosure of a pecuniary interest or a non-pecuniary conflict of interest at a meeting.

**A Declaration form should be completed and handed to the General Manager** as soon as practicable once the interest is identified. Declarations are made at Item 3 of the Agenda: Declarations - Pecuniary, Non-Pecuniary and Political Donation Disclosures, and prior to each Item being discussed: The Declaration Form can be downloaded at [Declaration Form](#)

## 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.





**1 APOLOGIES**

**2 CONFIRMATION OF MINUTES**

**RECOMMENDATION:**

*That the Minutes of the Civil and Environmental Services Committee Meeting held on 10 June, 2020, as circulated to members, be confirmed as a true and correct record of that meeting.*

**MINUTES OF INVERELL SHIRE COUNCIL  
CIVIL AND ENVIRONMENTAL SERVICES COMMITTEE MEETING  
HELD AT THE COMMITTEE ROOM, ADMINISTRATIVE CENTRE, 144 OTHO STREET,  
INVERELL  
ON WEDNESDAY, 10 JUNE 2020 AT 9.00 AM**

**PRESENT:** Cr Paul Harmon (Mayor) via Zoom, Cr Stewart Berryman, Cr Di Baker via Zoom and Cr Anthony Michael (Deputy Mayor).

**IN ATTENDANCE:** Cr Jacki Watts, Cr Kate Dight and Cr Paul King OAM.

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

## **1 APOLOGIES**

### **COMMITTEE RESOLUTION**

Moved: Cr Stewart Berryman  
Seconded: Cr Paul Harmon

*That the apology received from Cr Peters be accepted and leave of absence for personal reasons be granted.*

**CARRIED**

Cr Neil McCosker was unable to join the meeting due to technical problems with Zoom.

## **2 CONFIRMATION OF MINUTES**

### **COMMITTEE RESOLUTION**

Moved: Cr Paul Harmon  
Seconded: Cr Stewart Berryman

*That the Minutes of the Civil and Environmental Services Committee Meeting held on 13 May, 2020, as circulated to members, be confirmed as a true and correct record of that meeting.*

**CARRIED**

## **3 DISCLOSURE OF CONFLICT OF INTERESTS/PECUNIARY AND NON-PECUNIARY INTERESTS**

Cr Baker declared a non-pecuniary interest in Item #6.2 'DA-59/2020 – 'New Development Application for the construction of the Inverell Police Station Building - 109 Otho Street, Inverell DA-59/2020'. The nature of her interest is that she is a member of the Joint Regional Panel that will consider the DA.

Brett McInnes declared a non-pecuniary interest in item #6.2 'DA-59/2020 - New Development Application for the construction of the Inverell Police Station Building - 109 Otho Street, Inverell

DA-59/2020'. The nature of his interest is that he is a member of the Joint Regional Panel that will consider the DA.

#### **4 PUBLIC FORUM**

Nil

#### **5 DESTINATION REPORTS**

##### **5.1 ADOPTION OF DRAFT PEDESTRIAN ACCESS MOBILITY AND BIKE PLANS S30.11.1**

###### **COMMITTEE RESOLUTION**

Moved: Cr Stewart Berryman

Seconded: Cr Paul Harmon

*That the Committee recommend to Council that the Draft Pedestrian Access and Mobility Plan 2019-2024 be endorsed for the purpose of placing on public exhibition for 28 days.*

**CARRIED**

##### **5.2 D-33/1992 - SUBDIVISION OFF PALAROO LANE - ROAD NAMING D-33/1992**

###### **COMMITTEE RESOLUTION**

Moved: Cr Paul Harmon

Seconded: Cr Stewart Berryman

*That the Committee recommend to Council that:*

- 1. The appropriate steps be taken to formally name the road running south off Palaroo Lane as "Lorikeet Lane".*
- 2. Council authorise the General Manager to undertake the road naming in accordance with the NSW Road Regulation 2018.*

**CARRIED**

##### **5.3 ASHFORD WATER TREATMENT PLANT PROCESS IMPROVEMENTS S32.12.9**

###### **COMMITTEE RESOLUTION**

Moved: Cr Paul Harmon

Seconded: Cr Stewart Berryman

*That the Committee recommend to Council that:*

- i) The report on Ashford Water Treatment Plant Process Improvements be noted; and*
- ii) Council seek the support and representation of the Local Member the Honourable Adam Marshall in securing funding from the NSW Government for the emergency response and process improvement works required to the Ashford Water Treatment Plant to treat poor quality raw water from the Severn River during drought periods.*

**CARRIED**

## 6 INFORMATION REPORTS

### 6.1 WORKS UPDATE S28.21.1/13

#### COMMITTEE RESOLUTION

Moved: Cr Paul Harmon

Seconded: Cr Stewart Berryman

*That the information report be received and noted.*

**CARRIED**

At 9:15 am, Cr Di Baker left the meeting having previously declared a non-pecuniary interest in Item #6.2 DA-59/2020 – ‘New Development Application for the construction of the Inverell Police Station Building - 109 Otho Street, Inverell DA-59/2020’.

Cr Harmon assumed the Chair.

### 6.2 DA-59/2020 - NEW DEVELOPMENT APPLICATION FOR THE CONSTRUCTION OF THE INVERELL POLICE STATION BUILDING - 109 OTHO STREET, INVERELL DA-59/2020

#### COMMITTEE RESOLUTION

Moved: Cr Stewart Berryman

Seconded: Cr Paul Harmon

*That the information report be received and noted.*

**CARRIED**

At 9:19 am, Cr Di Baker returned to the meeting.

## 7 GOVERNANCE REPORTS

### 7.1 GOVERNANCE - PERFORMANCE REPORTING ON ROAD MAINTENANCE COUNCIL CONTRACTS S1.2.3/14

#### COMMITTEE RESOLUTION

Moved: Cr Stewart Berryman

Seconded: Cr Paul Harmon

*That the information be received and noted.*

**CARRIED**

**The Meeting closed at 9.22am.**

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

**4 PUBLIC FORUM**

## 5 DESTINATION REPORTS

### 5.1 BITUMEN RESURFACING PROGRAM 2020/2021

**File Number:** S28.21.1/13 / 20/23479

**Author:** Scott Hamilton, Project Engineer

#### SUMMARY:

Funding allocations have been determined for the 2020-2021 Bitumen Resurfacing Program. This report details the breakdown of this funding and which road resurfacing works will be undertaken.

#### RECOMMENDATION:

*That the Committee recommend to Council that :*

- the 2020-2021 Bitumen Resurfacing Program be adopted as presented; and*
- the adopted Bitumen Resurfacing Program be placed on Council's website for the information of the community.*

#### COMMENTARY:

The 2020-2021 Bitumen Resurfacing Program is scheduled to commence in November 2020. Council's recurrent funding allocation for bitumen resurfacing is \$1,456,000 and is similar to previous financial years.

The total funding allocation for 2020-2021 Program is \$1,872,363. This includes the recurrent funding allocation of \$1,456,000 plus the funding allocations for Project Final Seals and State Roads RMCC Ordered Works.

Details of the funding allocations and sources for the program are as follows:

i)	Urban Street and Village Streets - ACRD	\$327,090
ii)	Rural Roads - Roads to Recovery (R2R)	\$693,280
iii)	Regional Roads - Block Grant	\$435,630
iv)	State Roads - RMCC Ordered Works	\$271,530
v)	Project Final Seals	\$144,833

Total \$1,872,363

The funding has been allocated on a priority basis, as determined by Council's Asset Management System. A detailed investigation into the sealed road network was undertaken in 2020, which included a condition assessment by an independent contractor, in accordance with recognised asset management standards. The information collected includes data on cracking, roughness, rutting, edge break and local surface defects, among others. Council's asset staff and maintenance overseers continually inspect and assess the sealed road network to ensure that service levels are being met. The results of these inspections are recorded in Council's asset management system and are considered when formulating capital expenditure and maintenance works programs.

This information was assessed, along with consideration of the age of existing seal, to determine the condition of the bitumen surface. This information was then confirmed in the field by Council's operational staff and the final program determined. Heavy patching has yet to be determined however; it will be undertaken on all segments with excessive defects, such as potholes, roughness and rutting prior to the program commencing. This ensures the longevity of the new

sealed surface, whilst improving the ride quality of the road network. Council have commenced some preparation works on the regional and rural road network with further preparation works on the Urban Streets and Village Streets due to commence shortly.

A detailed list of each road identified for bitumen resurfacing in the 2020-2021 financial year is contained in Attachment 1 for the information of the Committee.

**RISK ASSESSMENT:**

Nil

**POLICY IMPLICATIONS:**

Nil

**CHIEF FINANCIAL OFFICERS COMMENT:**

Nil

**LEGAL IMPLICATIONS:**

Nil

**ATTACHMENTS:**

1. Bitumen Resurfacing Program 2020-2021

# 2020-2021 Bitumen Resurfacing Program

Segment Id	Road Name	L (m)	Area (m2)	Classification	Estimated Reseal Cost
IU014-010	Avern Street	167	1503	Urban Minor	\$ 6,312.60
IU018-010	Bennett Street	210	1890	Urban Minor	\$ 7,938.00
IU018-020	Bennett Street	233	2097	Urban Minor	\$ 8,807.40
IU018-030	Bennett Street	231	2079	Urban Minor	\$ 8,731.80
IU025-040	Brewery Street	174	1583	Urban Minor	\$ 6,650.28
IU051-010	Cloonan Terrace	183	732	Urban Minor	\$ 3,074.40
IU055-010	Coolibah Drive	340	3162	Urban Minor	\$ 13,280.40
IU078-040	Gilchrist Street	129	1200	Urban Collector	\$ 5,038.74
IU078-050	Gilchrist Street	117	1088	Urban Collector	\$ 4,570.02
IU081-010	Gordon Street	140	1274	Urban Access	\$ 5,350.80
IU081-020	Gordon Street	303	2757	Urban Access	\$ 11,580.66
IU083-010	Granville Street	233	2563	Urban Minor	\$ 10,764.60
IU083-020	Granville Street	231	1432	Urban Minor	\$ 6,015.24
IU094-010	High Street	170	1530	Urban Minor	\$ 6,426.00
IU100-010	Jack Street	304	2797	Urban Minor	\$ 11,746.56
IU112-010	Lauder Street	318	2894	Urban Minor	\$ 12,153.96
IU112-020	Lauder Street	137	1247	Urban Minor	\$ 5,236.14
IU075-020	Froude Street	304	2827	Urban Minor	\$ 11,874.24
IU113-050	Lawrence Street	128	1152	Urban Minor	\$ 4,838.40
IU113-060	Lawrence Street	60	420	Urban Minor	\$ 1,764.00
IU113-070	Lawrence Street	174	1810	Urban Access	\$ 7,600.32
IU144-010	Onus Avenue	188	902	Urban Minor	\$ 3,790.08
IU140-010	Oakland Place	187	1029	Urban Minor	\$ 4,319.70
YU288-010	Simpson Street	121	363	Urban Minor	\$ 1,524.60
YU283-020	Dight Street	119	547	Urban Minor	\$ 2,299.08
YU284-020	Lagoon Street	171	428	Urban Minor	\$ 1,795.50
YU284-030	Lagoon Street	225	990	Urban Minor	\$ 4,158.00
YU286-010	Macintyre Street	306	1071	Urban Minor	\$ 4,498.20
YU286-020	Macintyre Street	222	1066	Urban Minor	\$ 4,475.52
YU286-030	Macintyre Street	219	986	Urban Minor	\$ 4,139.10
YU286-040	Macintyre Street	218	828	Urban Minor	\$ 3,479.28



Segment Id	Road Name	L (m)	Area (m2)	Classification	Estimated Reseal Cost
YU290-020	Warialda Street	300	1050	Urban Minor	\$ 4,410.00
YU290-030	Warialda Street	233	1445	Urban Minor	\$ 6,067.32
YU290-040	Warialda Street	237	2844	Urban Minor	\$ 11,944.80
YU290-050	Warialda Street	225	2025	Urban Minor	\$ 8,505.00
YU290-060	Warialda Street	379	3032	Urban Minor	\$ 12,734.40
TU436-030	Topaz Street	50	190	Urban Minor	\$ 798.00
TU436-020	Topaz Street	90	486	Urban Access	\$ 2,041.20
TU436-010	Topaz Street	106	647	Urban Minor	\$ 2,715.72
TU431-010	Diamond Street	222	888	Urban Minor	\$ 3,729.60
TU431-020	Diamond Street	102	408	Urban Minor	\$ 1,713.60
TU431-030	Diamond Street	143	829	Urban Access	\$ 3,483.48
TU431-040	Diamond Street	79	458	Urban Access	\$ 1,924.44
TU431-050	Diamond Street	181	1050	Urban Minor	\$ 4,409.16
TU438-010	Gem Street	102	367	Urban Minor	\$ 1,542.24
TU432-010	Zircon Street	92	1012	Urban Minor	\$ 4,250.40
TU441-010	Museum Street	492	1820	Urban Minor	\$ 7,645.68
MR187-390	Yetman Road	1592	10348	Regional	\$ 43,461.60
MR187-400	Yetman Road	1047	6701	Regional	\$ 28,143.36
MR187-410	Yetman Road	1046	6485	Regional	\$ 27,237.84
MR187-420	Yetman Road	366	2269	Regional	\$ 9,530.64
MR187-500	Yetman Road	1428	9282	Regional	\$ 38,984.40
MR187-520	Yetman Road	1340	9112	Regional	\$ 38,270.40
MR187-540	Yetman Road	1340	8978	Regional	\$ 37,707.60
MR187-570	Yetman Road	1597	11978	Regional	\$ 50,305.50
MR137-620	Inverell Bonshaw Road	1760	11264	Regional	\$ 47,308.80
MR137-630	Inverell Bonshaw Road	1473	8985	Regional	\$ 37,738.26
MR137-650	Inverell Bonshaw Road	1440	8928	Regional	\$ 37,497.60
MR137-660	Inverell Bonshaw Road	1500	9450	Regional	\$ 39,690.00
MR137-670	Inverell Bonshaw Road	1361	9799	Regional	\$ 41,156.64
TR73-240	Bundarra Road	2125	14663	Regional	\$ 61,582.50
TR73-250	Bundarra Road	947	6534	Regional	\$ 27,444.06
TR73-260	Bundarra Road	23	159	Regional	\$ 666.54
TR73-270	Bundarra Road	403	2781	Regional	\$ 11,678.94
TR73-280	Bundarra Road	46	317	Regional	\$ 1,333.08
MR135-010	Guyra Road	227	2111	Regional	\$ 8,866.62
SR192-50	Copeton Dam Road	855	5472	Rural Arterial	\$ 22,982.40

Segment Id	Road Name	L (m)	Area (m2)	Classification	Estimated Reseal Cost
SR192-80	Copeton Dam Road	1650	9900	Rural Arterial	\$ 41,580.00
SR192-90	Copeton Dam Road	38	236	Rural Arterial	\$ 989.52
Sr192-100	Copeton Dam Road	458	2748	Rural Arterial	\$ 11,541.60
SR192-110	Copeton Dam Road	14	87	Rural Arterial	\$ 364.56
SR192-120	Copeton Dam Road	735	4925	Rural Arterial	\$ 20,682.90
SR66-20	Ashford Cemetery Road	1261	6431	Rural Access	\$ 27,010.62
SR36-10	Wallangra Road	185	1147	Rural Arterial	\$ 4,817.40
SR36-20	Wallangra Road	1800	11340	Rural Arterial	\$ 47,628.00
SR36-130	Wallangra Road	1300	7540	Rural Arterial	\$ 31,668.00
SR36-140	Wallangra Road	1000	5600	Rural Arterial	\$ 23,520.00
SR36-150	Wallangra Road	20	124	Rural Arterial	\$ 520.80
SR36-160	Wallangra Road	1485	8762	Rural Arterial	\$ 36,798.30
SR46-10	The Pocket Road	918	4406	Rural Collector	\$ 18,506.88
SR46-20	The Pocket Road	1100	7480	Rural Collector	\$ 31,416.00
SR48-160	Pindari Dam Road	1571	8641	Rural Collector	\$ 36,290.10
SR50-190	Bukkulla Road	1500	8250	Rural Arterial	\$ 34,650.00
SR264-10	Fisher Road	284	1108	Rural Access	\$ 4,651.92
SR263-60	Rifle Range Road	416	3245	Rural Collector	\$ 13,628.16
SR360-10	Warana Drive	600	3000	Rural Access	\$ 12,600.00
SR199-160	Auburn Vale Road	518	3419	Rural Arterial	\$ 14,358.96
SR199-170	Auburn Vale Road	630	4725	Rural Arterial	\$ 19,845.00
SR365-10	Bundanoon Lane	360	1620	Rural Access	\$ 6,804.00
SR279-20	Roscrae Lane	727	4653	Rural Collector	\$ 19,541.76
SR366-10	Bullamungee Close	210	1260	Rural Minor	\$ 5,292.00
SR144-10	Dog Trap Lane	443	2658	Rural Arterial	\$ 11,163.60
SR144-20	Dog Trap Lane	360	1800	Rural Arterial	\$ 7,560.00
SR411-30	Howell Road (east)	2571	15683	Rural Arterial	\$ 65,869.02
GU265-040	Wood Street Gilgai	219	2190	Urban Collector	\$ 9,198.00
SR379-010	Rifle Range Subdivision	810	7290	Rural Access	\$ 30,618.00
MR135-080	Guyra Road	1760	15136	Regional	\$ 63,571.20
MR135-100	Guyra Road	440	3784	Regional	\$ 15,892.80
SR152-010	Toms Drive	914	5484	Rural Collector	\$ 23,032.80
IU024-060	Brae Street	100	600	Urban Link	\$ 2,520.00
7085	Gwydir Hwy	610	6710	State Highway	\$ 30,195.00
7220	Gwydir Hwy	1430	12870	State Highway	\$ 57,915.00
7270	Gwydir Hwy	1420	12070	State Highway	\$ 54,315.00
7300	Gwydir Hwy	1290	11610	State Highway	\$ 52,245.00

Segment Id	Road Name	L (m)	Area (m2)	Classification	Estimated Reseal Cost
7310	Gwydir Hwy	1330	13300	State Highway	\$ 59,850.00
7370	Gwydir Hwy	420	3780	State Highway	\$ 17,010.00
	<b>Totals</b>	<b>64108</b>	<b>432023</b>		<b>\$ 1,849,397</b>

**5.2 GRAVEL RESHEET PROGRAM 2020-2021****File Number:** S28.21.1/13 / 20/25137**Author:** Matthew Mephram, Works Engineer**SUMMARY:**

Funding allocations have been determined for the 2020-2021 Gravel Resheeting Program. This report details the breakdown of this funding and identifies which roads gravel resheeting is proposed.

**RECOMMENDATION:**

*That the Committee recommend to Council that:*

- i. the 2020-2021 Gravel Resheeting Program as presented be adopted; and*
- ii. the adopted program be placed on Council's website for the information of the community.*

**COMMENTARY:**

The 2020-2021 Gravel Resheeting Program is scheduled to commence in October 2020. Gravel winning for the program will be undertaken so that the program can commence as soon as plant resources are available.

Council's recurrent funding allocation for gravel resheeting is approximately \$1.5M over the last four (4) years. The 2020-2021 funding allocation is slightly higher due to the additional funding from Council's Roads to Recovery Program. The budget allocation for the 2020-2021 program is \$1,681,605.

The funding source for the program is as follows:

i)	Financial Assistance Grant (ACRD)	\$1,096,125
ii)	Roads to Recovery (R2R)	\$400,000
iii)	Revenue	\$185,480
	<b>Total</b>	<b>\$1,681,605</b>

The \$1,681,605 budget allocation for the 2020-2021 program is consistent with Council's recurrent funding levels, with additional funds related to the expanded road network from the Tingha boundary adjustment.

The funding has been allocated on a priority basis, as determined by Council's Asset Management System. A detailed investigation into unsealed road gravel depths has been undertaken with 20% of unsealed road assets completed each year for the past five (5) years, totalling 100% of Council's unsealed road network. Council's asset management staff continue scheduled unsealed road inspections to ensure the asset register has up to date condition data. Along with this information other factors also considered when developing the program include customer requests and areas known to be prone to issues during inclement weather. Proposed segments were then inspected to verify their current condition and priority and adjustments to the program were made where required.

There is potential for sections of the unsealed road network to experience increased deformation due to extreme weather events or changes in usage patterns throughout the year. As such, a portion of the budgeted funds will remain unallocated and will be used for reactionary resheeting. These unallocated funds also provide Council flexibility and enable resheeting works to be undertaken on any road segment that may become a priority through the course of the year. The unallocated funds are also able to be utilised to supplement any self help proposal consistent with Council's policy.

The average cost per kilometre to date for gravel resheeting for the 2019-2020 program is \$20,000, noting that the Northern resheeting program is not yet completed. It is estimated that this rate will be consistent for the 2020-2021 program.

Upward of 60,000 cubic metres of gravel will be utilised during the completion of the program, this gravel will be sourced from Council's various gravel pits. The winning and stockpiling of the gravel by bulldozer will be undertaken predominately by contractors. A request for quotation process will be undertaken and contracts awarded for winning and stockpiling of material. All contractors that have the appropriate machinery listed with Council will be given the opportunity to provide a quotation to undertake the works. The contracts will be awarded based on the quantities required to complete the program as listed in attachment 1.

Composite works crews will complete the resheeting program, comprising both Council staff and contractors. The program will be scheduled around other priority programs such as the Bitumen Resurfacing and Sealed Road Rehabilitation Programs. Every effort will be made to complete the program by June 2021, this will be dependant on climatic conditions over the period.

A detailed list of each road identified for gravel resheeting during 2020-2021 is contained in attachment 1 for the information of the Committee.

**RISK ASSESSMENT:**

NIL

**POLICY IMPLICATIONS:**

NIL

**CHIEF FINANCIAL OFFICERS COMMENT:**

NIL

**LEGAL IMPLICATIONS:**

NIL

**ATTACHMENTS:**

**1. Gravel Resheeting Program 2020-2021**

<b>2020-2021 Gravel Resheeting Program</b>				
<b>Road No.</b>	<b>Road Name</b>	<b>L (m)</b>	<b>Area (m2)</b>	<b>Estimated Resheet Cost</b>
SR110	ROB ROY ROAD	8,065	40,325	\$161,300
SR105	GLEN ESK ROAD	6,959	34,795	\$139,180
SR246	ELSMORE ROAD	10,466	62,796	\$209,320
SR128	DELUNGRA ROAD	6,745	26,980	\$134,900
SR418	GROVE ROAD	4,834	29,004	\$96,680
SR193	WILTSHIRE ROAD	2,838	14,190	\$56,760
SR016	KEETAH ROAD	14,400	86,400	\$288,000
SR010	TARWOONA ROAD	5,280	31,680	\$105,600
SR017	HOLDFAST ROAD	7,770	46,620	\$155,400
SR091	GUNYAN ROAD	10,670	53,350	\$213,400
	Unallocated			\$121,065
	<b>Totals</b>	<b>78,027</b>	<b>426,140</b>	<b>\$1,681,605</b>

**5.3 STRATEGIC LOCATION OF LARGE FORMAT RETAIL DEVELOPMENT****File Number:** S4.11.16/12 / 20/25832**Author:** Chris Faley, Development Services Coordinator**SUMMARY:**

This report has been prepared to provide further information to Committee members on the strategic location considerations for future large format retail development within Inverell. A report dealing with this subject was requested at the May 2020 Councillor briefing.

The report explores the contemporary characteristics of large format retail development, reviews the current availability of land for large format retail development and discusses both local and NSW economic strategy underpinning the current *Inverell Local Environmental Plan 2012*.

The Committee is requested to determine whether it wishes to take any further action in response to the report.

**RECOMMENDATION:**

*A matter for the Committee.*

**COMMENTARY:****BACKGROUND**

In February 2020 an information report was prepared for Council in regards to a planning proposal (re-zoning application) to amend *the Inverell Local Environmental Plan 2012* at 60 Jardine Road, Inverell for the purpose of a large format retail development (Bunnings). Council have requested further technical information from the applicant in regards to this planning proposal. Once all the information is received and assessed, a further report will be prepared for the Committee's consideration. The applicant has also indicated that they may wish to make a presentation to the Committee.

The proposal has stimulated discussion regarding the strategic considerations that underpin the location of large format retail. This report looks generically at large format retail and not any specific development proposal.

The purpose of this report is to provide further and more detailed information to Committee members on the strategic location considerations for large format retail development in Inverell.

This report has been prepared with the following structure:

- Introduction to contemporary large format retail development;
- Site selection criteria for large format retail development, including:
  - State and local government planning considerations by a Planning Authority; and
  - Market considerations by developers / retailers;
- Strategic background to the existing '*Enterprise Corridor*' identified on the western edge of Inverell;
- The existing development controls that apply to commercial and industrial land in Inverell;
- Alternative sites to the existing '*Enterprise Corridor*'; and
- The process for undertaking a review of Council's adopted strategies.

**INTRODUCTION TO CONTEMPORARY LARGE FORMAT RETAIL DEVELOPMENT**

Historically, large format retail development has been referred to as '*bulky goods premises*', which involved:

- The sale of goods that by virtue of weight and size are considered ‘*bulky*’ – traditionally this has been associated with furniture and white goods stores;
- A large area for delivery, handling, storage or display of these goods;
- Direct vehicular access for customers to load their purchases; and
- Access to a road network which caters for high-mass vehicles for freight.

The term ‘*bulky goods premises*’, however, no longer reflects contemporary large format retailing. Changing business models and trends in the last decade, particularly in response to consumer demand and technology such as online shopping, has seen an increase in other forms of ‘*bulky*’ premises. For example:

- Some retailers require a large floor-plate because of the volume of product, rather than the size of the product; and
- Some retailers no longer require a loading facility as they run ‘*showroom*’ style premises where customers shop for and order items, with items delivered at a later date direct from a warehouse located elsewhere.

In recognition of changing business models, the term ‘*large format retail development*’ is now used to encompass both traditional ‘*bulky goods premises*’ and other contemporary forms of large format retailing. Whether traditional or contemporary, a large format retail development typically incorporates a large building, large areas for on-site parking, loading facilities (if required) and landscaping. These features can require up to (or in some cases greater than) 2.5 hectares of land.

Typical examples of contemporary large format retailers include Bunnings Warehouse, Spotlight, BCF, Costco Warehouses, Anaconda, IKEA and Fantastic Furniture. The **Case Study** below provides an indication of the area requirements for a contemporary large format retail development.

#### **Case Study**

*At the Ordinary Meeting of Council, an Information Report was provided to Councillors in relation to a request to rezone an additional one (1) hectare portion of Lot 1 DP 825894, 60 Jardine Road, Inverell from RU1 Primary Production zone to B5 Business Development zone. The intention of the rezoning is to facilitate the development of a new Bunnings Warehouse store aimed at servicing Inverell and the North West Region.*

*Preliminary plans submitted with the re-zoning request indicates the area of the proposed future Bunnings store (subject to the merit based re-zoning and Development Application process), including building/s, car parking, loading, landscaping and other infrastructure is 2.5 hectares. The site dimensions nominated are approximately 160 metres by 160 metres.*

*2.5 hectares is considered to be a reasonable (real life) indication of the typical area required for a contemporary stand-alone large format retail development in regional NSW.*

*Note: This case study has been used as an area guide only for undertaking a review of potential sites for the type of large format retail development that could occur in Inverell.*

Under the *Inverell Local Environmental Plan 2012* it is considered that the following development types, when undertaken at a large scale, would be considered a ‘*large format retail development*’:

- Garden centres;
- Hardware and building supplies;
- Landscape material supplies;



- Plant nurseries;
- Rural supplies;
- Specialised retail premises- examples of specialised retail premises include automotive parts and accessories, household appliances and fittings, furniture, home wares, office equipment, outdoor and recreation equipment, pet supplies and party supplies;
- Timber yards; and
- Vehicle sales or hire premises.

The above development types are permissible with consent (Development Application) within both the IN1 General Industrial and the B5 Business Development zones.

Specifically, 'large format retail development' is not considered to include (regardless of scale) general retailing of merchandise such as groceries, personal care products, clothing, music, stationary or the like. Examples include Big W, Woolworths and Coles.

### **SITE SELECTION CRITERIA FOR LARGE FORMAT RETAIL DEVELOPMENT**

The appropriate site selection of large format retail development is imperative, particularly in regional towns where unsuitable site selection can have significant long-term economic impacts. There are two (2) separate, but related, site selection drivers for large format retail development, being:

- State and local government planning considerations by a Planning Authority – considered at the time of zoning (or re-zoning) land for large format retail development; and
- Market considerations by the developer – to determine whether to lodge a Development Application or re-zoning request to undertake a large format retail development.

Whilst a Planning Authority is not obliged to give significant weight to market considerations, a Planning Authority is encouraged to be aware of market considerations when zoning land. Should a Planning Authority zone undesirable land for a particular development type (e.g. large format retail development), it would likely remain undeveloped. This in turn would likely see a Planning Authority receive planning proposals (re-zoning applications) for more desirable land at alternative locations and driven by market considerations.

### **State and Local Government Planning Considerations**

Below is a list of key considerations by government agencies when considering the strategic location of large format retail development:

- Avoiding significant adverse environmental impacts, including but not limited to flooding and bush fire;
- Avoiding sites that contain significant areas of biodiversity (e.g. endangered ecological communities);
- Large format retail developments are encouraged in locations that are supported by a road network which caters for higher-mass vehicles for freight;
- Large format retail development is located to minimise land use conflict with other land uses;
- Locations which have access to essential infrastructure with sufficient capacity to cater for large format retail development, including sewer services, water supply and stormwater drainage infrastructure; and
- Large format retail developments often demonstrate 'anchor' or 'destination' characteristics, which encourage the co-location of other small-scale commercial activities. Sites should be chosen which would not adversely impact the economic viability of existing town centres by facilitating commercial leakage from the CBD.

**Market Considerations**

The Large Format Retail Association (LFRA) is the national peak industry association for Australia's large format retail sector. The LFRA identify the following important considerations for large format retail development site selection:

- A large, flat site to accommodate a large format building(s), on-site parking, vehicular access for both customer and delivery, and landscaping;
- Good site exposure to passing traffic with locations on major arterial roads or with convenient access to the major arterial road network;
- Affordable and sustainable rents in line with the retailers' business strategies to permit the display and storage of large items;
- A suitably designed site and building that safely accommodates the delivery of stock by large commercial vehicles and the loading/collection of bulky goods by customers;
- A site which can conveniently and safely accommodate up to 40 trucks and semi-trailers per retailer per day;
- A customer car parking ratio of at least 3 spaces per 100 square metres of floor space;
- Suitably positioned premises to serve a wide regional catchment of over 100,000 residents, with some of the larger stores requiring catchments of 150,000 plus;
- Co-location with other large format retailers; and
- A considered mix of retailers that promotes the long-term success of the development.

**STRATEGIC BACKGROUND TO THE 'ENTERPRISE CORRIDOR' IDENTIFIED ON THE WESTERN EDGE OF INVERELL;**

Under the *Inverell Local Environmental Plan 2012* approximately 2.5 hectares of land on the corner of the Gwydir Highway and Jardine Road is zoned B5 Business Development (**Figure 1**). As part of Council's strategic landuse planning, this land was identified for large format retail development. It is the only B5 Business Development zoned land in the Shire.

The following provides some background to the Department of Planning endorsed strategic planning work undertaken by Council since 2006. This strategic planning underpins the current B5 Business Development zoning of the land.

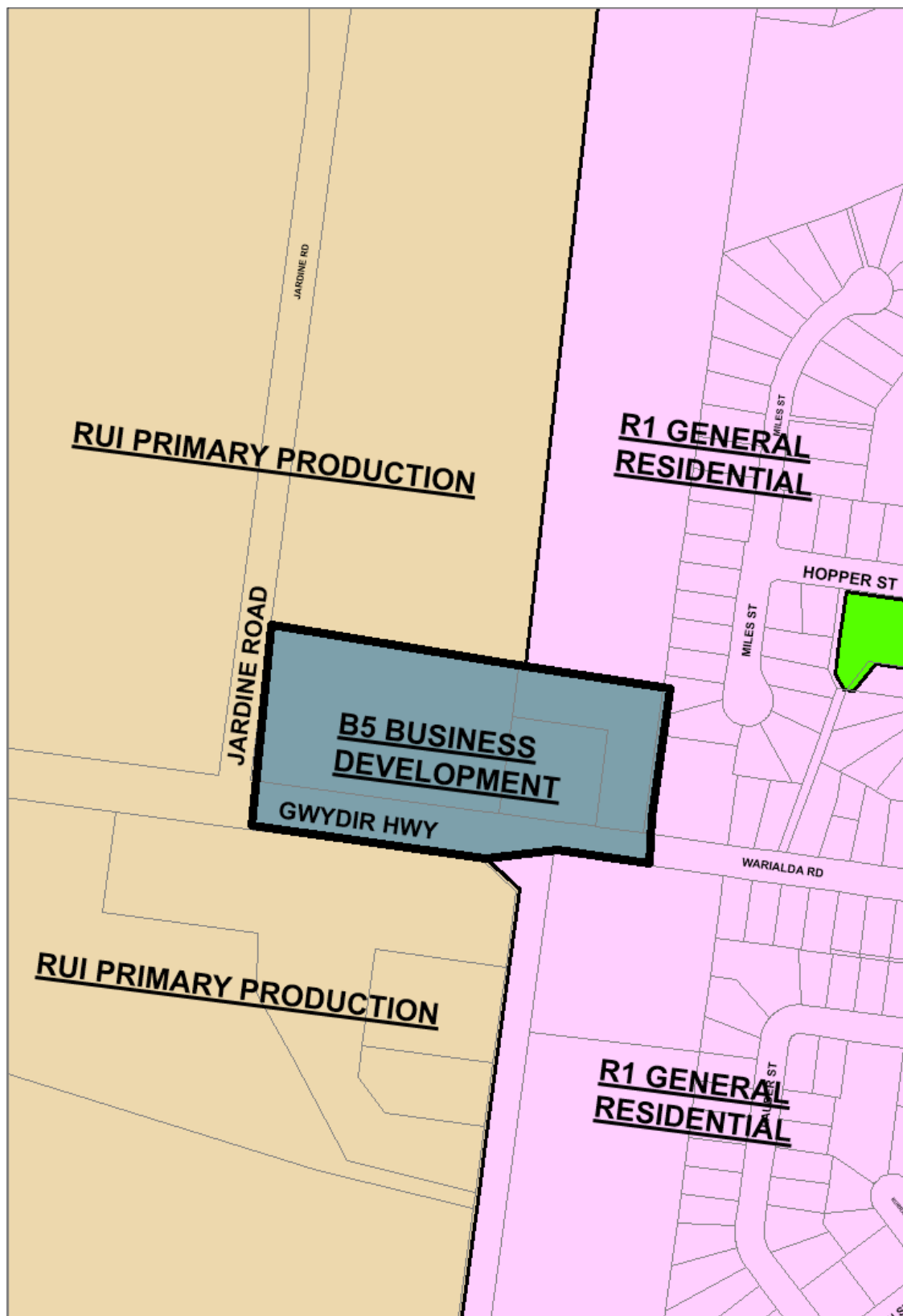


Figure 1 – Land Use Zoning under the *Inverell Local Environmental Plan 2012* of land on the corner of Jardine Road and Gwydir Highway, including surrounds.

#### **Inverell Shire Employment Land Strategy**

The *Inverell Shire Employment Land Strategy* was first adopted by Council in July 2008, as part of Council's comprehensive Shire wide strategic landuse planning which commenced in 2006.

After a number of enquiries from prospective developers for the establishment of a large format bulky goods development in 2009, Council staff facilitated a briefing workshop for Councillors on 28 April, 2009. This included a PowerPoint presentation to Councillors specifically in regards to catering for bulky goods and other related large format retail developments. The briefing highlighted the following points:

- The attributes of bulky goods retailing including siting characteristics and vehicular access and transportation requirements;
- The predicted future demand and supply of bulky goods;
- Department of Planning Policies relating to market forces, planning principles, competition between businesses, and the need to cater for a future demand; and
- The possible solution in Inverell for a large format bulky goods precinct in a suitable highway location.

A copy of the 28 April, 2009 PowerPoint presentation has been circulated to Committee members under a separate cover.

After the Councillor briefing workshop Inverell Shire Council commissioned a review of its *Employment Land Strategy*. The focus of the review was the provision of large format bulky goods floor space as well as future requirements for bulky good stores in excess of 1000 square metres gross leasable area (GLA).

The revised *Employment Land Strategy* was completed in August 2011 and adopted by Council as part of the *Inverell Shire Strategic Landuse Plan* in December 2011 (RES-182/11).

The adopted *Inverell Shire Employment Land Strategy* provides guidance in regards to the future development of large format bulky goods stores in Inverell. A copy of the adopted *Inverell Shire Employment Land Strategy August 2011* is included as **Attachment 1**.

Section 3.2 of the *Inverell Shire Council Employment Land Strategy* specifically relates to Large Format Bulky Goods Stores and states:

*“A review of the Employment Lands Strategy undertaken for Council in 2009 found that provision should be made for large format bulky goods stores or stores in excess of 1000 square metres GLA. Unencumbered land is required to cater for potential major developments requiring large sites that cannot be accommodated in the town centre or in the areas north of the town centre currently zoned Industrial and proposed to be rezoned for a smaller format bulky goods precinct.*

*An appropriate location for this type of development was identified in the vicinity of the Gwydir Highway and Jardine Road. It is envisioned that a potential enterprise corridor could be located on the north side of Gwydir Highway east and west of Jardine Road and on the south side of Gwydir Highway opposite Jardine Road. An enterprise corridor could be suitable for the location of space extensive highway related uses that could include:*

- *large format bulky goods;*
- *automotive retail, caravan and boat sales;*
- *agricultural products sales;*
- *a service centre, including a petrol filling station, truck stop and associated uses”.*

Section 4.2 of the Strategy states:

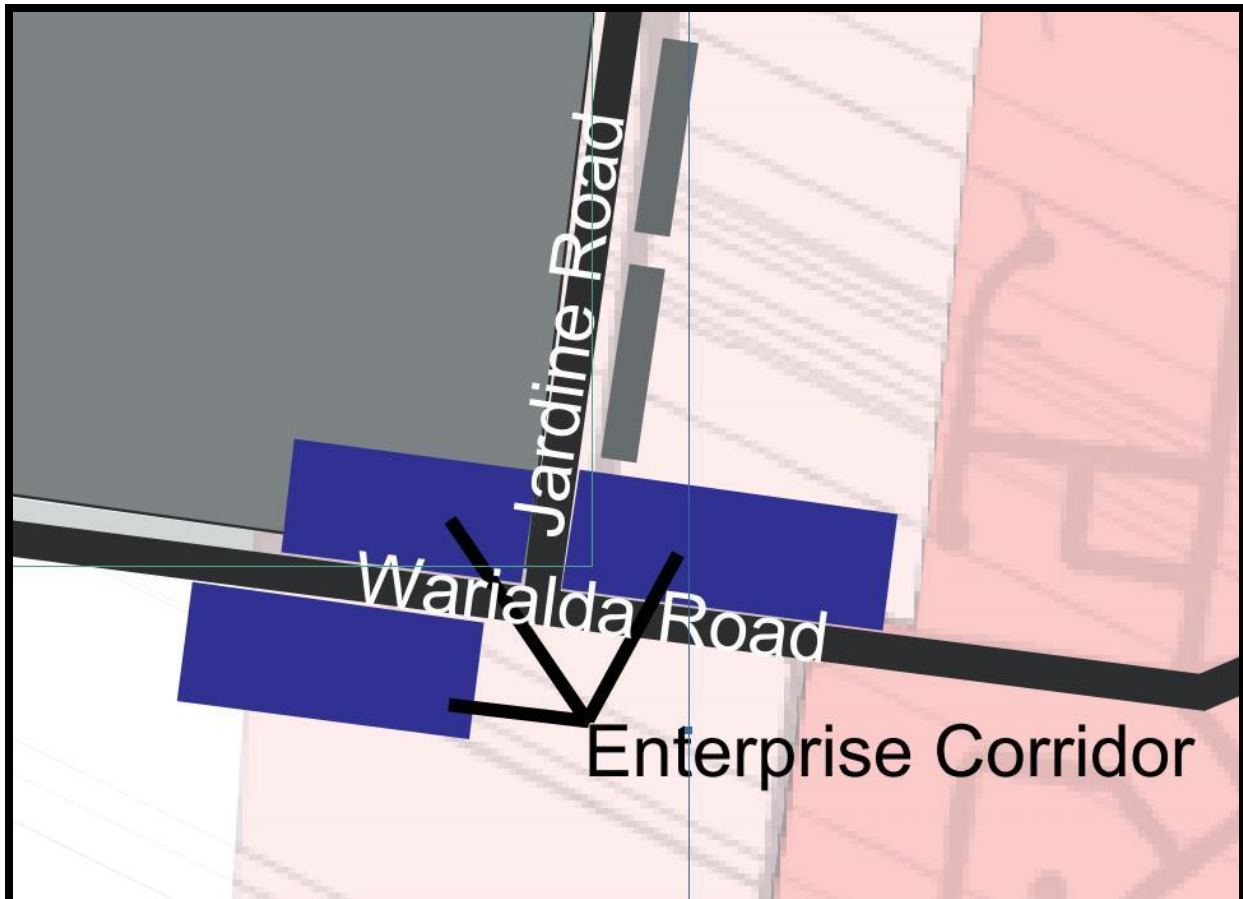
*“Inverell is an important district and sub-regional centre and services an extensive rural catchment area. There is an important need for the city to provide opportunities for space extensive businesses that are not industrial functions but extend well beyond the realm of core retailing and smaller format bulky goods retailing. There are a number of space-extensive activities that regional service cities need to accommodate. Typically these require highway frontages with good access to the region and rural areas and adjoining towns and cities.*

*The types of activities which require highway access and extensive sites include:*

- *larger format bulky goods stores;*

- *trade supplies, including timber yards and building materials and engineering supplies;*
- *automotive, boat and caravan sales; and*
- *agricultural equipment and supply sales”.*

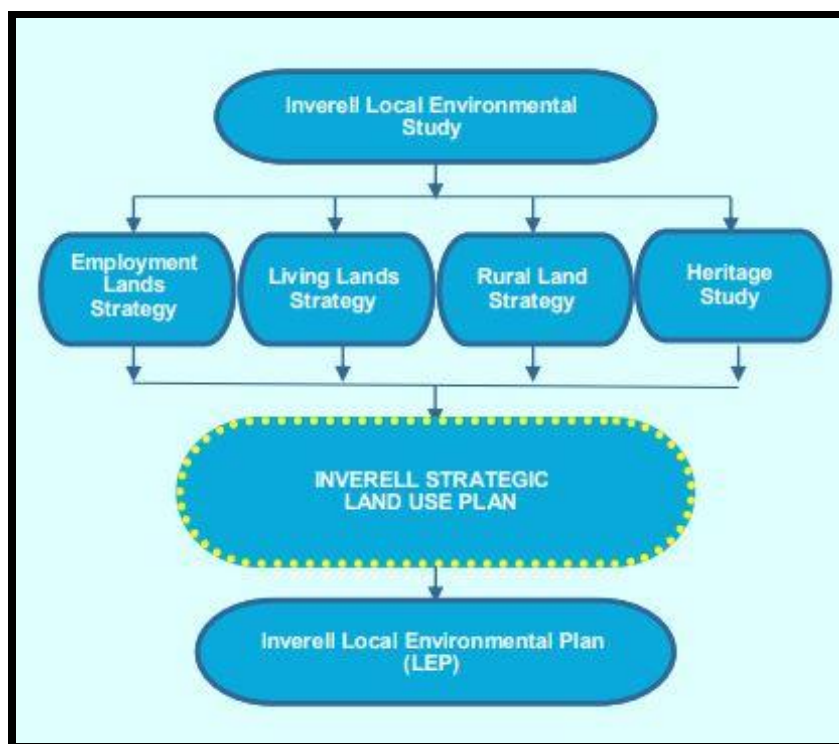
The *Employment Land Strategy* identifies the area in the vicinity of the Gwydir Highway and Jardine Road as suitable for the future development of a large format bulky goods precinct. **Figure 2** is an extract of the plan contained in the *Employment Land Strategy*. It should be noted that the total area identified as a large format bulky goods precinct (Enterprise Corridor) equates to approximately 10 hectares.



**Figure 2 – Extract from the *Inverell Shire Employment Land Strategy* showing the identified area for a large format bulky goods precinct (large format retail development).**

### **Inverell Strategic Landuse Plan**

The *Inverell Shire Strategic Landuse Plan* was adopted by Council in December 2011. The *Inverell Shire Strategic Landuse Plan* was the amalgamation of a number of strategies including the *Employment Land Strategy*, and was the precursor to the comprehensive new Shire wide Local Environmental Plan. **Figure 3** below is an extract from the *Inverell Shire Strategic Landuse Plan* which graphically shows the various landuse strategies that culminated in the preparation of the *Inverell Shire Strategic Landuse Plan*.



**Figure 3 – Extract from *Inverell Strategic Landuse Plan*.**

The *Inverell Shire Strategic Landuse Plan* reinforces the concept of a large format bulky goods precinct as identified in the *Inverell Shire Employment Land Strategy*.

*“The strategy also recognises that a separate precinct for larger format bulky goods type activities in accessible and visible locations outside of the CBD is required.”*

After its adoption by Council in December 2011, the *Inverell Strategic Landuse Plan* was then endorsed by the Department of Planning and served as the primary strategic document which informed the preparation of the *Draft Inverell Local Environmental Plan* in 2012.

### **Inverell Local Environmental Plan 2012**

After exhibition of the *Draft Inverell Local Environmental Plan* in July 2012, the *Inverell Local Environmental Plan 2012* was gazetted on 7 December, 2012.

It is important to note that with the gazettal of the *Inverell Local Environmental Plan 2012*, the 10 hectares of land identified in the *Employment Land Strategy* for a large format bulky goods precinct (**Figure 2**) was not all zoned B5 Business Development. Only approximately 2.5 hectares was zoned B5 Business Development which also encompassed a disused service station at 143-149 Warialda Road (comprising approximately 1 hectare), which at the time was expected to be demolished. The 2.5 hectares of B5 Business Development zoned land, including the disused service station was thought to be sufficient to facilitate the development of a single contemporary large format retail development.

The rationale mandated by the Department of Planning behind only zoning part of the land identified for a large format bulky goods precinct was that an oversupply may lead to inappropriate cheaper and smaller development in the precinct and thus lead to adverse impacts via commercial leakage from the Inverell CBD. It was considered that the over zoning of land to B5 Business Development would undermine the objectives of Council’s primary intent for the development of a vibrant and diverse town centre.

The Department of Planning indicated that, in the future, if the B5 Business Development zone was fully developed, the Department endorsed *Employment Lands Strategy*’s identification of additional large format bulky goods precinct land (**Figure 2**) west of Jardine Road and south of the Gwydir Highway would lend weight to a relatively straight forward “spot re-zoning”.

In 2013 the redevelopment of the previously disused service station commenced, and is now operational. The service station re-development has therefore negated approximately 1 hectare of the land which was zoned B5 Business Development and set aside for a contemporary large format retail development, such as a Bunning Warehouse.

## **THE EXISTING DEVELOPMENT CONTROLS THAT APPLY TO COMMERCIAL AND INDUSTRIAL LAND IN INVERELL**

The *Inverell Development Control Plan* (DCP) was adopted by Council in July 2013. The aim of the DCP is to provide further guidance on landuse development in the Shire, and to support the objectives, intent and direction of Council's planning policies and environmental planning instruments, namely the *Inverell Local Environmental Plan 2012*.

Chapter 4 of the DCP relates to commercial and industrial development. The following extract shows the intent for development in the various commercial precincts within the town.

### **“4.2 Intent**

*The intent of this chapter is to:*

- *Promote orderly and well designed development in accordance with the hierarchy of commercial precincts within Inverell. These precincts are:*
  - **Town Centre Core Area** – *The preferred location for shopfront retail activity, including major new stores (excluding bulky goods), and is also the main pedestrian area within the town centre. This core includes a periphery of major community facilities, office and professional services.*
  - **Town Centre Outer Area** – *Adjoins the town centre core area and is currently characterised by light industrial and commercial activities. Refer to Figure 4.1. Small format bulky goods stores or stores less than 1000m<sup>2</sup> Gross Floor Area (GFA) are encouraged in this area. Large retail outlets greater than 1000m<sup>2</sup> GFA should not be located in the Town Centre Outer Area.*
  - **Enterprise Corridor** – *The area zoned B5 Business Development under the ILEP and which provides an effective land supply and appropriate location for the development of large floor area highway related commercial activities (i.e. large format bulky goods) that cannot be accommodated in the other commercial precincts.*
  - **Neighbourhood Centres** – *A range of small scale precincts zoned B1 Neighbourhood Centre under the ILEP containing retail, business and community uses designed to serve the surrounding neighbourhood.*
- *Sustain Inverell's role as an important district and sub-regional industrial centre, with the continuing provision of cost competitive, attractive and well-planned industrial areas to meet the town's requirements for the foreseeable future.*
- *Consider appropriate commercial and industrial development outside of commercial and industrial zoned areas, where the development is permissible and compatible with the surrounding area and the establishment of such will not adversely impact on the viability of the central business district of Inverell.”*

**Figure 4** includes an extract from the *Inverell Development Control Plan 2013* showing the location of the *Town Centre Core Area* and the *Town Centre Outer Area*.

In summary, the intent of the DCP is that any type of bulky goods development is not preferred in the Town Centre Core area (CBD) and only small format bulky goods stores less than 1000 square metres GFA are encouraged in the Town Centre Outer Area. The '*Enterprise Corridor*' (land zoned B5 Business Development) is a precinct set aside for large format bulky goods and highway



related commercial activities that can't be (and should not be) accommodated in either the Town Centre Core or Outer Areas.

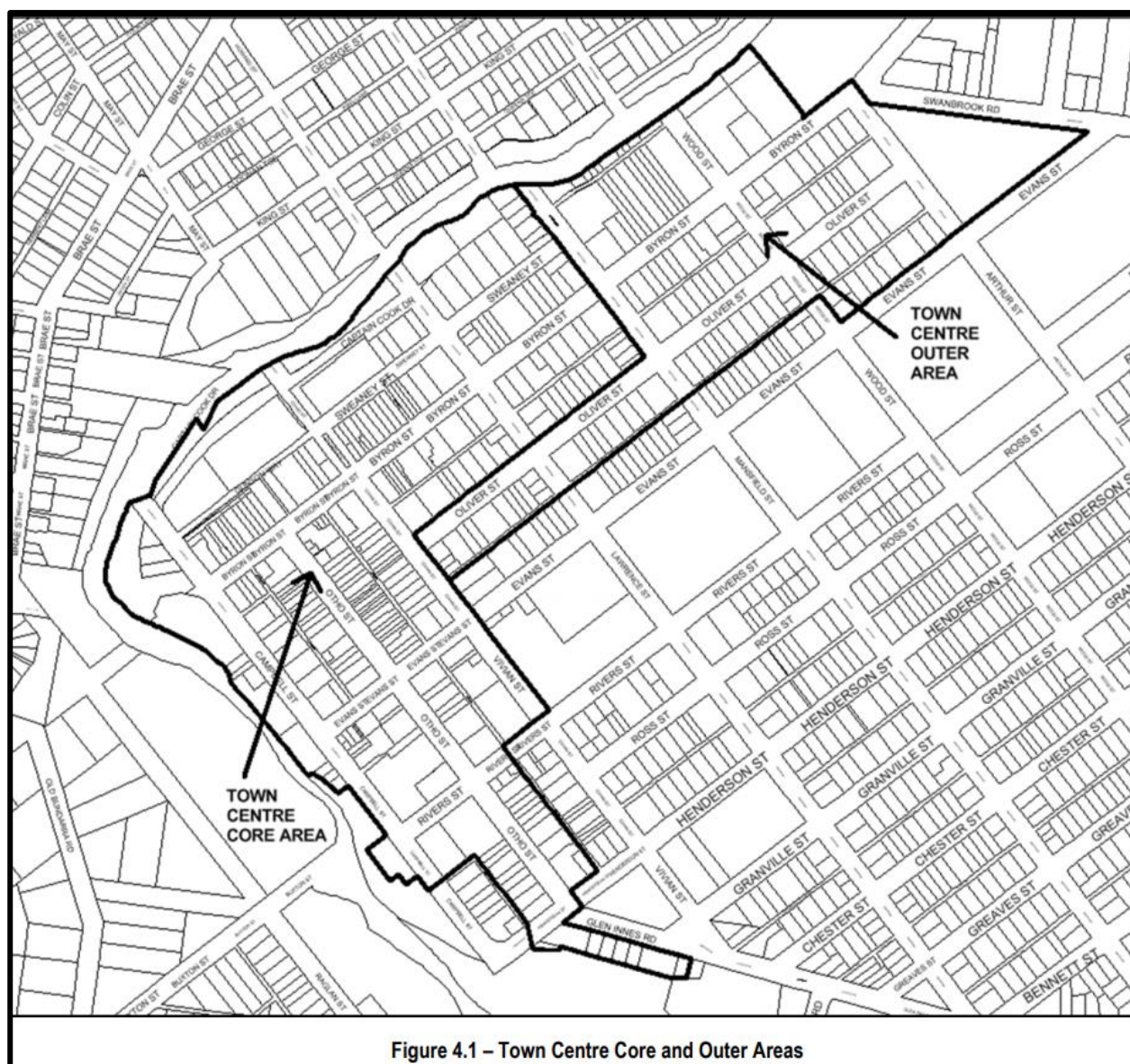


Figure 4.1 – Town Centre Core and Outer Areas

**Figure 4 – Extract of Figure 4.1 from the *Inverell Development Control Plan 2013* showing the location of the *Town Centre Core Area* and the *Town Centre Outer Area*.**

#### ALTERNATIVE LOCATIONS FOR LARGE FORMAT RETAIL DEVELOPMENT

Council's Development Services staff have undertaken a desk-top review of potential alternative locations for large format retail development in Inverell. A number of factors were taken into account, including but not limited to location, zoning and existing use. Based on this review, four (4) sites were identified for further investigations as to their suitability for large format retail development, being:

1. **20-30 Oliver Street**, Inverell – located on the corner of Oliver Street and Lawrence Street, Inverell;
2. **1 Swanbrook Road**, Inverell – being the land between Arthur Street and Swanbrook Road. The Oliver Street extension is proposed through this land;
3. **34 Brissett Street**, Inverell – located on the corner of Brissett Street and Killeen Street; and



4. **Land on the corner of Rifle Range Road and Bundarra Road**, within the vicinity of the Pioneer Village.

For comparison, an assessment has also been undertaken of part of the existing '*Enterprise Corridor*' located on the corner of Gwydir Highway and Jardine Road.

Following the initial identification of the above sites, this report provides a more detailed assessment of these sites to determine their suitability for a contemporary large format retail development. This suitability assessment takes into consideration:

- Whether the site has sufficient area and/or dimensions to cater for a minimum footprint of 2.5 hectares (160 metres x 160 metres), using the **Case Study** provided earlier in this report as an example;
- Site characteristics, including hazards (e.g. flooding), slope and/or any significant biodiversity;
- Access to, and suitability of essential infrastructure, e.g. sewer mains, stormwater drainage;
- Access by higher-mass vehicles (B-Doubles and other heavy vehicles); and
- Potential conflict with other land uses.

**20-30 Oliver Street, Inverell – located on the corner of Oliver Street and Lawrence Street, Inverell**

20-30 Oliver Street, Inverell is Council owned land comprising Lot 1 DP 89422; Lot 9 DP 1089168, Lot A DP 154797, Lot B DP 154797, Lot 1 DP 1038122 and Lot 2 DP 1038122 (refer **Figure 5**). The total combined area of these lots is approximately 5,099m<sup>2</sup> (0.5099 hectares).

This land clearly has insufficient area to cater for a contemporary large format retail development. Council efforts in acquiring properties in this area to form a large consolidated land parcel will auger well for any future general retail development requiring a significant floor-plate. However future acquisition to the extent necessary to cater for a large format retail development is not likely.

Due to the area of this site, a more detailed assessment (e.g. flooding, infrastructure, etc.) is not considered necessary.

It should be noted that the site is zoned B2 Local Centre and is located within the *Town Centre Core Area* within the DCP. The B2 zone and the *Town Centre Core Area* is not intended to support large format retail or bulky goods development. However, the future development of a general retail development that may exceed 1,000m<sup>2</sup> would not be precluded at this site.

**1 Swanbrook Road, Inverell – being the land between Arthur Street and Swanbrook Road**

This land is known as Lot 1 DP 1231314 and currently contains the Inverell Community Garden. It is proposed to extend Oliver Street through the site to connect to Swanbrook Road (refer **Figure 6**). Excluding roads, the total area of the site available for development is approximately 2.1354 hectares.

Whilst the site is a large parcel of land in the context of the surrounding commercial and industrial areas, due to its irregular triangular shape, it is not conducive to a 2.5 hectare square or rectangular envelope (see **Figure 6**).

In addition to its size and shape, Lot 1 DP 1231314 is also constrained by:

- Significant Council drainage infrastructure located through the property (refer **Figure 7**). Discussions with Council's Engineering Staff indicate that the drainage infrastructure is critical and must be retained. Significant engineering design and civil construction costs would be required to pipe and/or relocate this infrastructure;
- Approximately two (2) metres of flood water covers the site during a 1 in 100 year flood event (1991 flood). Flood levels are illustrated in **Figure 7**; and
- The site is zoned B2 Local Centre and is located within the *Town Centre Outer Area*. The B2 zone and the *Town Centre Outer Area* are not intended to support large format retail or bulky goods developments over 1000 square metres.

**34 Brissett Street, Inverell – located on the corner of Brissett Street and Killean Street**

34 Brissett Street, Inverell is located on corner of Brissett Street and Killean Street. It is known as Lot 1 DP 771853 and has a total area of 5.92 hectares. It is currently vacant land being used for small-scale grazing. A natural watercourse is located on the southern side of the land, which runs generally parallel with Brissett Street. The site is shown in **Figure 8**.

Due to the location of the watercourse, a 160 metre by 160 metre development footprint is not likely to be achievable on this site. It is acknowledged that a rectangular, rather than square, development footprint could be achievable; however achieving adequate exposure and frontage to Brissett Street would be difficult to achieve.

There are several advantages (refer **Figure 9**) to the development of Lot 1 DP 771853 for large format retail, including:

- The site is zoned IN1 General Industrial. The IN1 zone would allow for a range of large format retail development without the need to re-zone land;
- The site is not mapped as flood prone land. (Note: The watercourse may be subject to drainage issues);
- The site is not considered to contain any significant biodiversity;
- Water and sewer infrastructure are available in Brissett Street and Killean Street;
- The site has sufficient area to provide stormwater detention without significantly impacting the watercourse or Council infrastructure;
- Brissett Street and Killean Street (from Swanbrook Road to Brissett Street) are gazetted as B-Double routes.

The constraints (**Figure 9**) for the development of the site for large format retail include:

- The watercourse;
- The land has a slope varying between approximately 2% and 10%, which provides engineering and construction challenges;
- The site lacks arterial road exposure to passing traffic;
- The proximity of sensitive land uses in the area, including McLean Retirement Village and a residential property some 30 metres north of the site; and
- Land in Brissett Street and Swanbrook Road is zoned IN1 General Industrial, which also allows for a range of different commercial and industrial retail outlets. A large format retail development is a “destination” or “anchor” type of development, for which other types of businesses prefer to co-locate with. This may lead to a drift of businesses from Byron Street and Oliver Street to this area and undermine the objectives of Council’s primary intent for the development of a vibrant and diverse town centre.

**Land on the Bundarra Road within the vicinity of the Pioneer Village.**

Indicatively, this land comprises:

- An unformed road reserve;
- Lot 361 DP 753287 (private land); and
- Part Lot DP 1043397 (private land).

The combined area of the above site is approximately 3.144 hectares and is shown in **Figure 10**. This land is located to the west of the Rifle Range Road Industrial Precinct.

*Note: The Rifle Range Road Industrial Precinct has not been identified as a potential location for large format retail development. This land has been identified by Council for traditional industrial development. The northern side of Rifle Range Road is proposed to be subdivided into smaller scale industrial allotments, with the construction of a loop road recently being completed.*

Based on the indicative site, a 160 metre by 160 metre development footprint would be achievable in this location; however, this would be subject to negotiation between multiple private landowners.

The advantages (refer **Figure 11**) to the development of the corner of Rifle Range Road and Bundarra Road for large format retail include:

- The site is not mapped as flood prone land;
- The site is not considered to contain any significant biodiversity;
- The land is generally flat;
- Water and sewer infrastructure are available in Bundarra Road;
- Bundarra Road is gazetted as a B-Double route.

The constraints (**Figure 11**) for the development of this site include:

- The site is not appropriately zoned for large format retail development and would require re-zoning;
- As the area around the Inverell Racecourse and Pioneer Villages is very flat, it retains a significant amount of stormwater during even a minor rainfall event. Discussions with Council's Engineers confirm that the industrial subdivision currently under construction by Council in Rifle Range Road has resulted in the stormwater infrastructure in Bundarra Road reaching capacity. The addition of 2.5 hectares of hard stand area will result in a significant volume of runoff, requiring significant upgrades to Bundarra Road to address drainage;
- There are number of dwellings in the area (closest within approximately 100 metres), which may be sensitive to the cumulative impacts from both a large format retail development and the nearby industrial estate;
- The IN1 General Industrial zoning of the nearby Rifle Range Industrial allows for a range of different commercial and industrial retail outlets. A large format retail development is a "destination" or "anchor" type of development, for which other types of businesses prefer to co-locate with. This may lead to a drift of businesses from Byron Street and Oliver Street to this area and undermine the objectives of Council's primary intent for the development of a vibrant and diverse town centre; and
- Bundarra Road is gazetted as a B-Double route providing direct access from the south. Unfortunately access from all other directions involves heavy vehicle movements through built up areas of the township. This is particularly the case with access from the north and the west. Council's *Employment Land Strategy* and *Traffic Study* identified this as a limiting factor to future large scale expansion of industrial activity in the area. Council's engineering staff also advised there is little likelihood in the foreseeable future of higher productivity vehicles such as modern road trains and B-Triples being able to access this site.

### Enterprise Corridor

The existing B5 Business Development zoned land currently contains a Service Station and part of Lot 1 DP 825894 (refer previous **Figure 1**). This assessment only relates to part Lot 1 DP 825894, zoned B5 Business Development, as shown in **Figure 12** (i.e. The service station site is excluded).

The subject site has a total area of approximately 1.438 hectares and is not capable of catering for a building footprint measuring 160 metres x 160 metres, as demonstrated in **Figure 12**.

The advantages (refer **Figure 13**) to the development of the corner of Jardine Road and Gwydir Highway for large format retail include:

- Part of the site is specifically zoned B5 Business Development and is located within a strategically identified precinct to cater for large format retail development;
- Whilst part of the site (zoned RU1 Primary Production) would require re-zoning to accommodate a building footprint measuring 160 metres x 160 metres, being adjacent to the 'Enterprise Corridor' identified under the Inverell Employment Lands Strategy would lend strategic justification to a relatively straight forward planning proposal (re-zoning);

- The site has good site exposure to passing traffic on a major arterial road (Gwydir Highway);
- The site is not mapped as flood prone land (Note: The watercourse may be subject to drainage issues);
- The site has sufficient area to provide stormwater detention without significantly impacting the watercourse or Council infrastructure;
- Water is located in the adjoining road and sewer can be extended from the rear of Miles Street;
- The Gwydir Highway and Jardine Road is gazetted as a modern Road-Train and B-Triple route allowing higher productivity vehicle access direct to the site;
- With established uses and zoning in the area, there is little opportunity for other smaller commercial development to co-locate with a large format retail development and lead to a drift of businesses from Byron Street and Oliver Street;
- There is suitable land immediately adjacent to this site, which has been identified in Council's strategic landuse planning and endorsed by NSW Department of Planning in the event that additional land is required for the co-location with other large format retail development; and
- The site is co-located with other compatible development such as a nursery, road-house and a truck parts outlet.

The constraints (**Figure 13**) for the development of this land include:

- The watercourse;
- The land contains a remnant Grassy White-box Woodland which requires a biodiversity assessment;
- The site contains a culturally significant 'scar tree';
- The entire site is not appropriately zoned for large format retail development and would require re-zoning (Note: this site is the subject of a current planning proposal to re-zone the site);
- The land has a slope of approximately 5% which provides engineering and construction challenges; and
- The proximity of residential land uses around the site, including a motel on the eastern side of the service station. The distance to these residential land uses is approximately 100 metres.





**Figure 5 – Aerial Image of 20-30 Oliver Street, Inverell and Site Dimensions for Large Format Retail Development.**



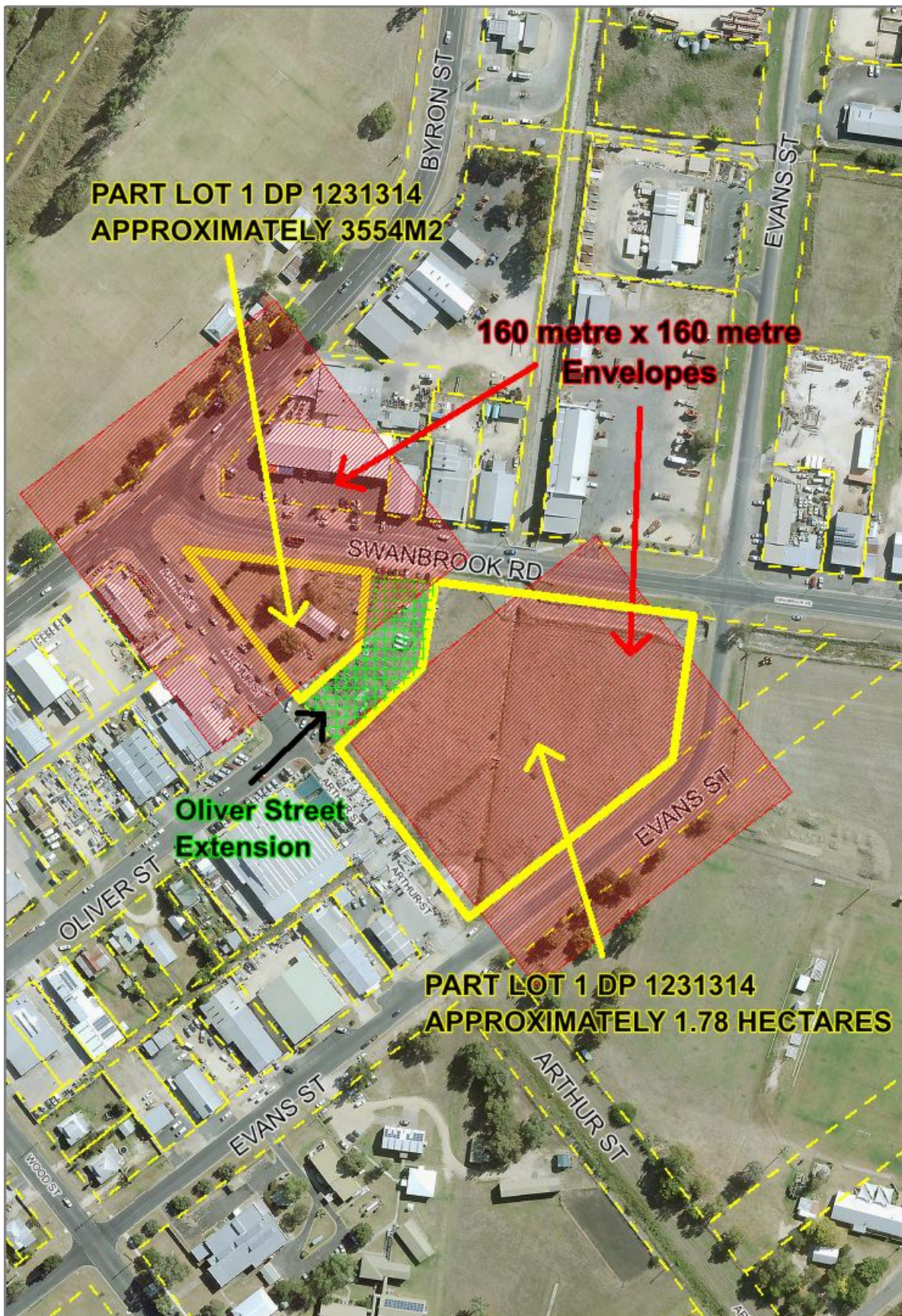


Figure 6 – Aerial Image of 1 Swanbrook Road, Inverell and Site Dimensions for Large Format Retail Development.





Figure 7 – 1 Swanbrook Road, Inverell - Constraints for Large Format Retail Development.



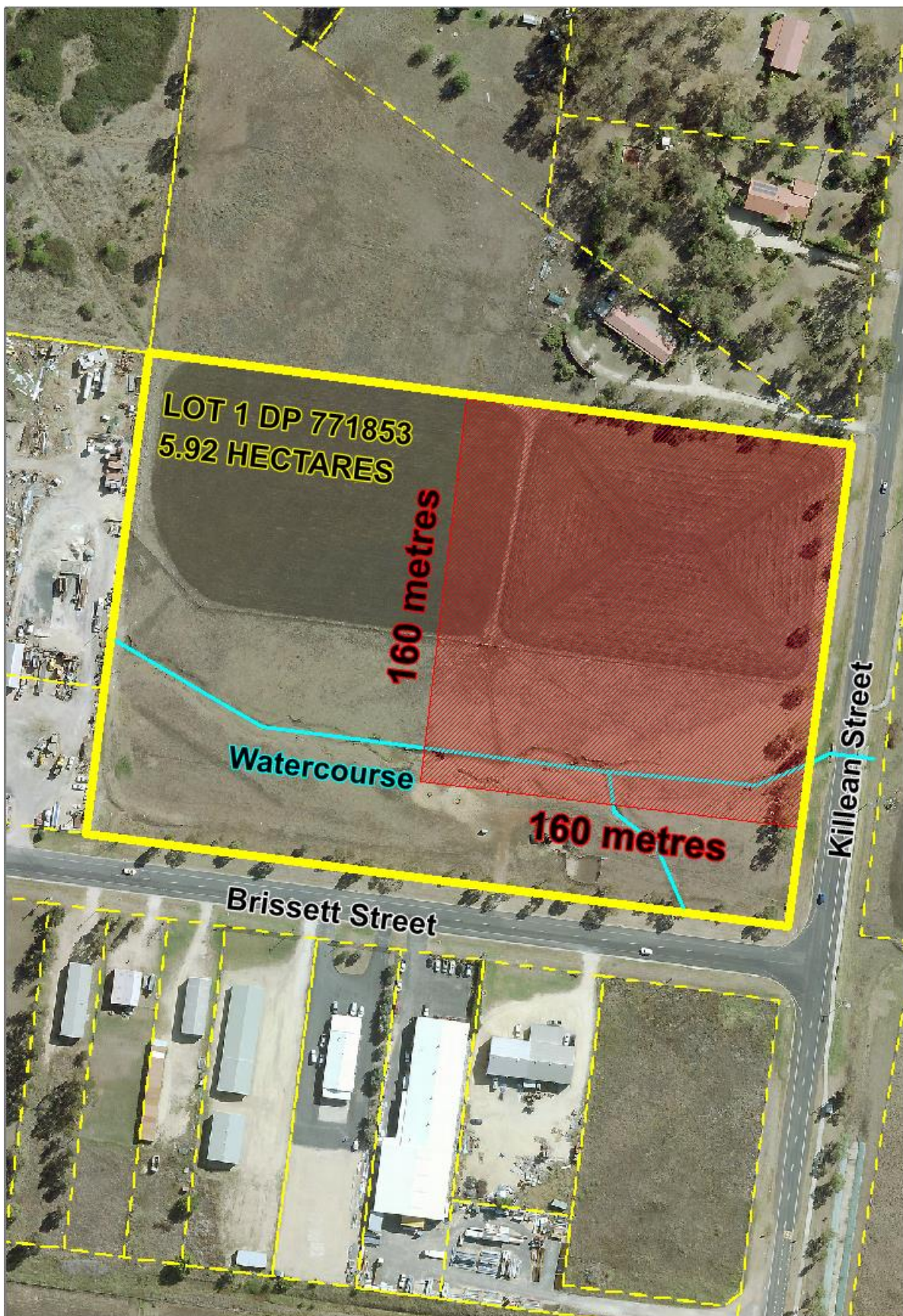


Figure 8 – Aerial Image of 34 Brissett Street, Inverell and Site Dimensions for Large Format Retail Development.



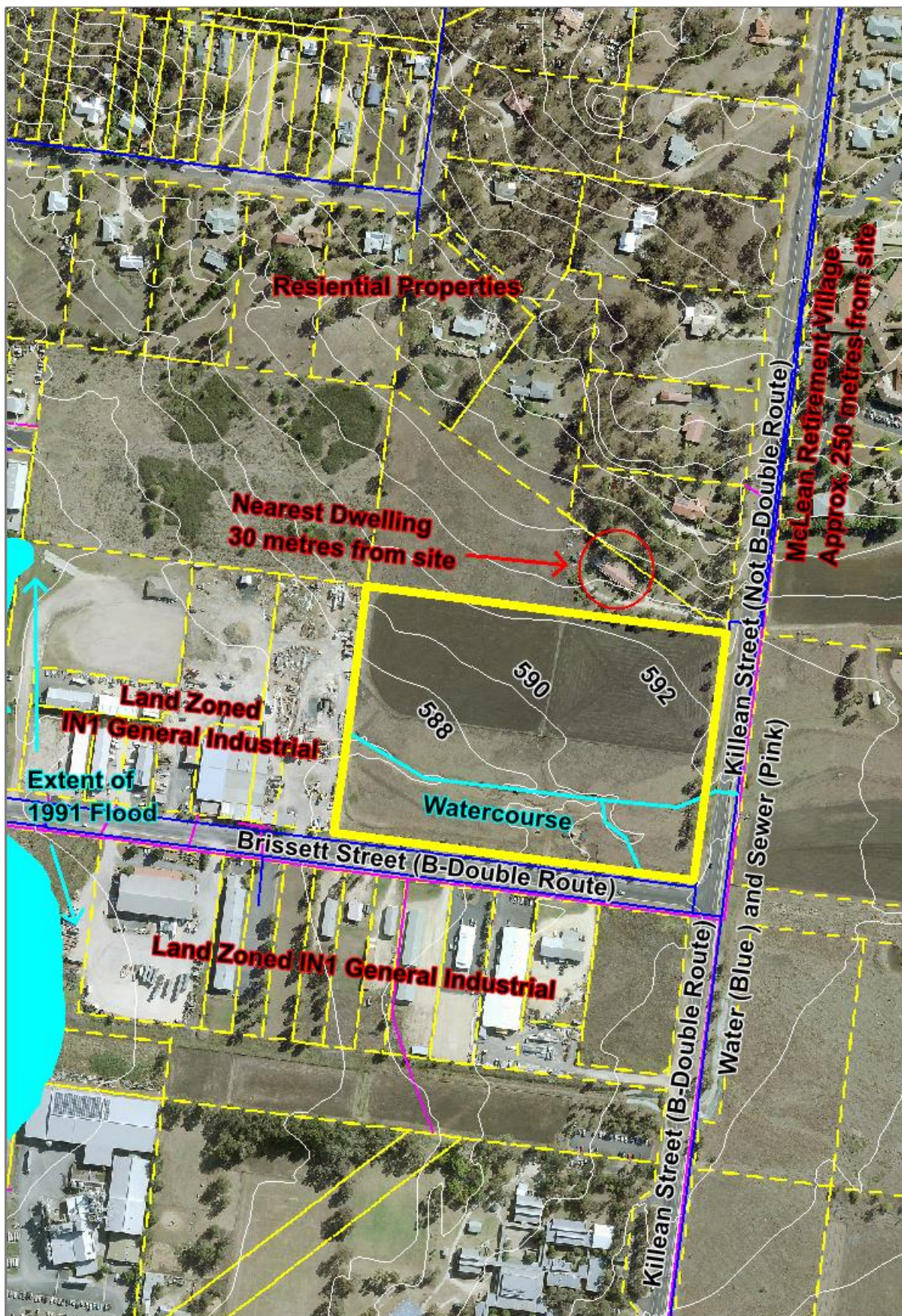


Figure 9 – 34 Brissett Street, Inverell - Constraints and Advantages for Large Format Retail Development.



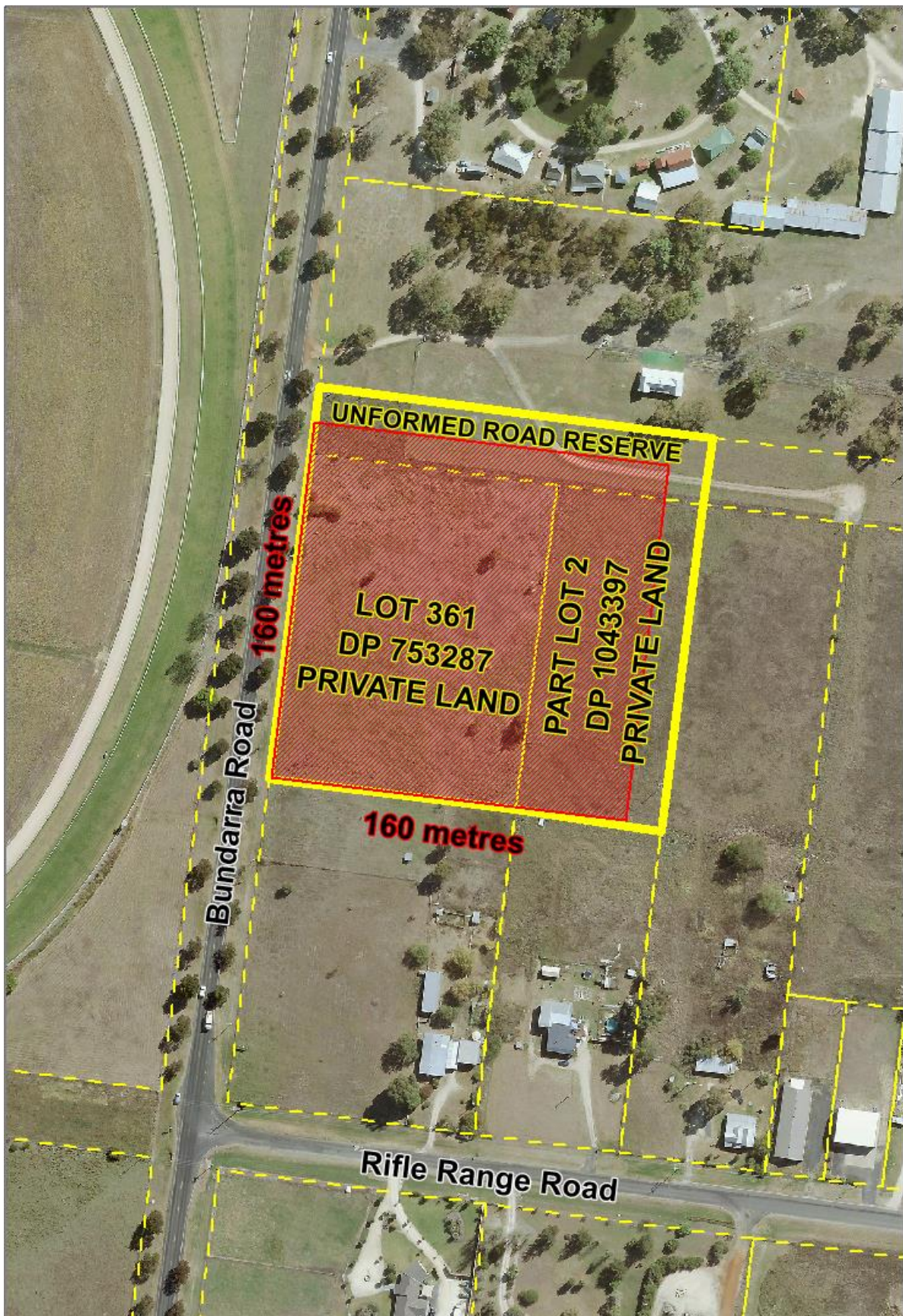


Figure 10 – Aerial Image of land on Bundarra Road within the vicinity of the Pioneer Village and Site Dimensions for Large Format Retail Development.



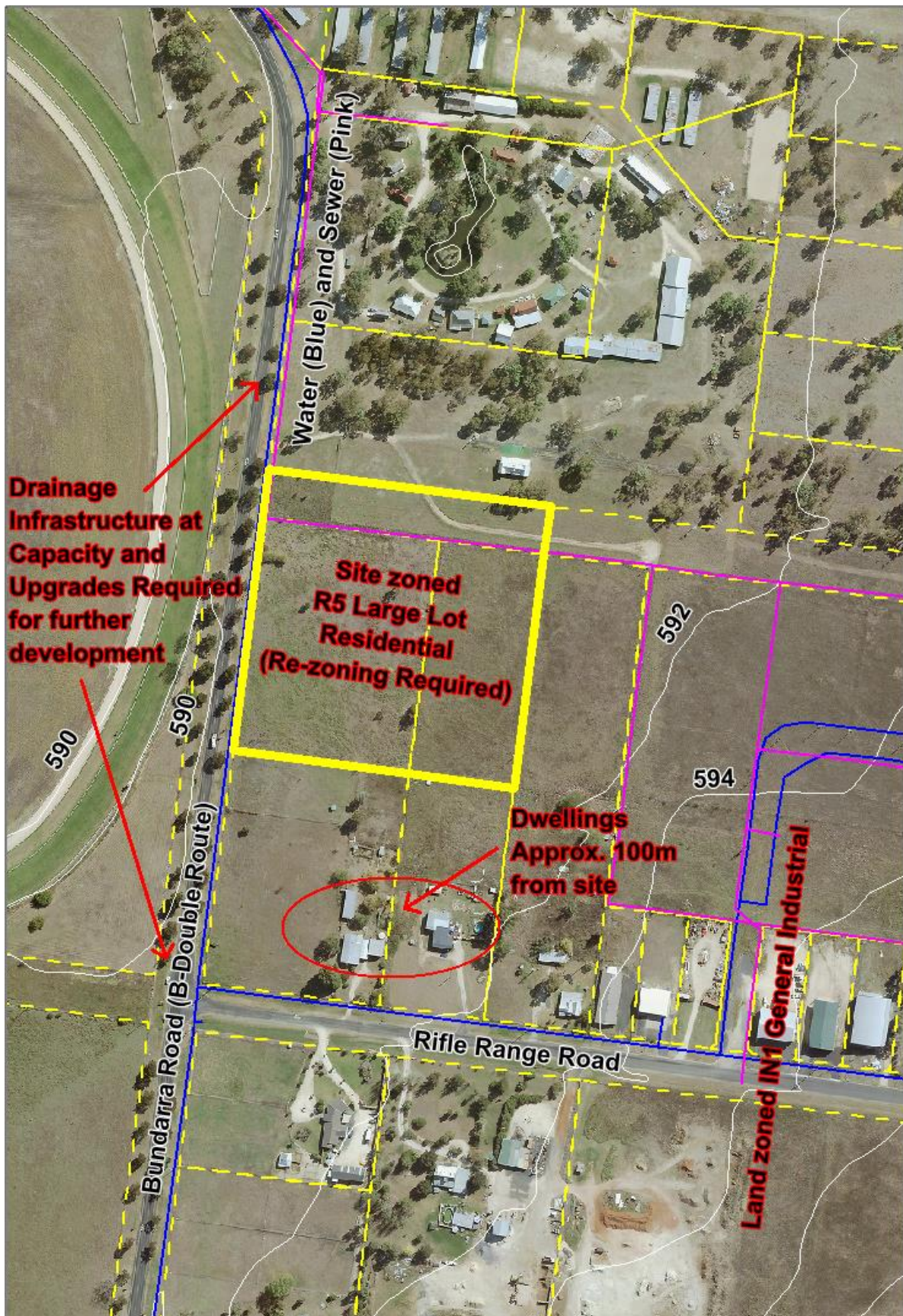


Figure 11 – Land on Bundarra Road within the vicinity of the Pioneer Village - Constraints and Advantages for Large Format Retail Development.





Figure 12 – Aerial Image of Enterprise Corridor and Site Dimensions for Large Format Retail Development.



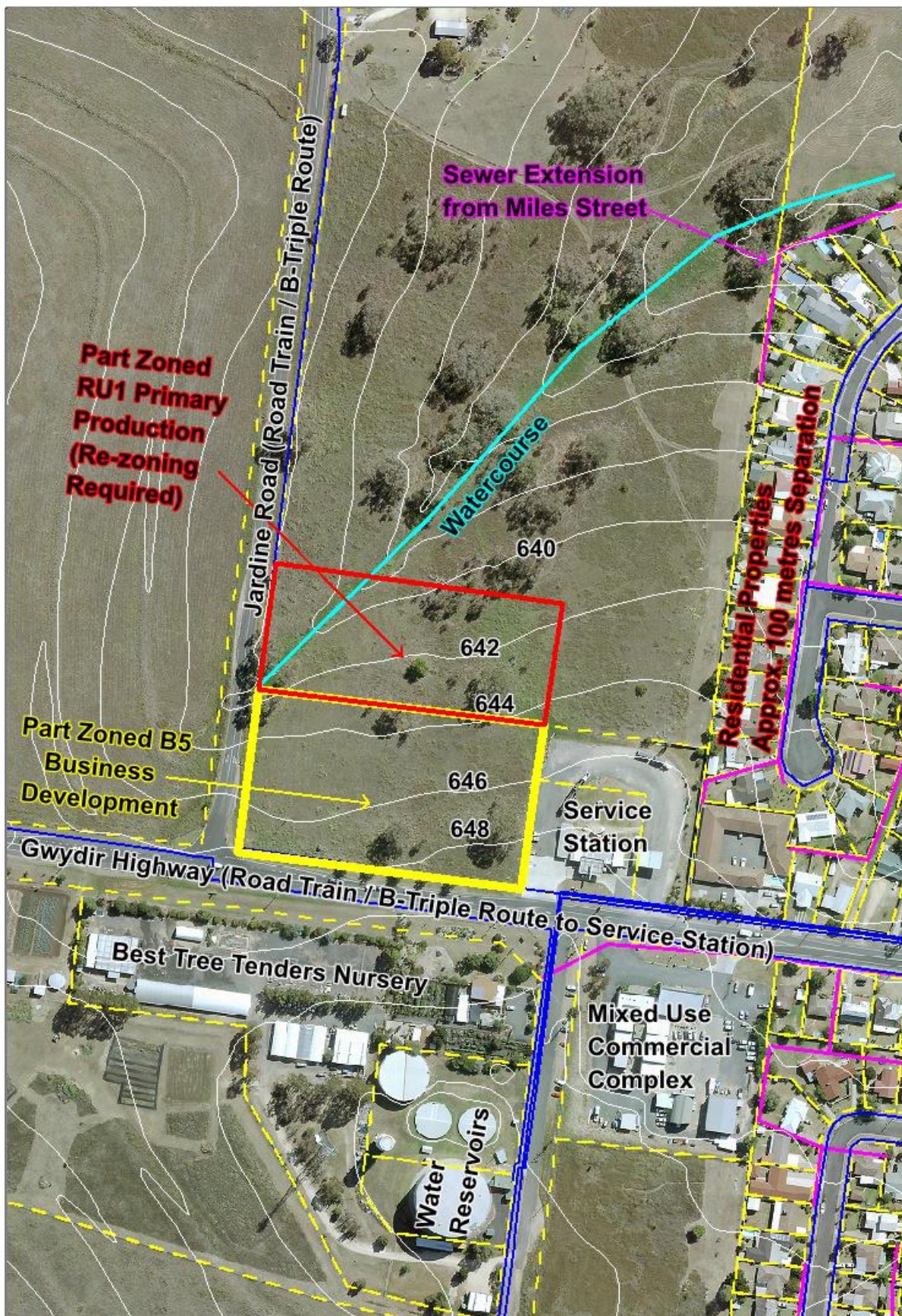


Figure 13 – Enterprise Corridor – Constraints and Advantages for Large Format Retail Development.



## STRATEGY REVIEW PROCESS

As discussed earlier in this report, the *Inverell Employment Land Strategy* identified the corner of Jardine Road and Gwydir Highway as an 'Enterprise Corridor' and in 2012 was considered to be the most suitable area in Inverell for large format retail development.

Ministerial Direction 1.1, issued by the NSW Minister for Planning under Section 9.1 of the *Environmental Planning and Assessment Act 1979* (and a mandatory consideration for any re-zoning proposal) states that any zoning or re-zoning of commercial and industrial land must be consistent with a strategy endorsed by the NSW Department of Planning.

Should Council wish to pursue any alternative locations for large format retail development, whether an alternative site discussed above or another possible site, if any re-zoning or part re-zoning was required it would be necessary to review Council's comprehensive strategic landuse planning. This planning commenced in 2006 and underpins the current location of the B5 Business Development zone under the *Inverell Local Environmental Plan 2012*. It would therefore be necessary to undertake a review of the NSW Department of Planning endorsed *Inverell Employment Land Strategy*.

Any review of the *Inverell Employment Land Strategy* would require:

- Council to engage consultants to undertake, at minimum:
  - An Economic Impact Assessment;
  - A site specific Local Environmental Study for the chosen site/s;
  - Servicing strategies for the sites; and
  - Traffic Impact Assessment for the necessary freight routes to support large format retail development;
- Support from the NSW Department of Planning, with consideration given to the Department already endorsing the strategic merit of the current *Inverell Employment Land Strategy*;
- Identification of existing business and/or industrial zoned land that would possibly need to be back-zoned to off-set any newly zoned business and/or industrial land. Council would need to be cognisant of the implications for landowners who may be negatively impacted by possible 'back-zoning';
- Landowners consent for any land affected by a re-zoning; and
- Community consultation.

An indicative time frame for undertaking a review of the *Employment Land Strategy*, with necessary studies, state agency engagement, community consultation and ultimately re-zoning of a site(s) would be between two (2) and three (3) years. The findings and recommendations of a review may not alter the current situation.

## CONCLUSION

Given the specific requirements for a large format retail development, there are limited appropriately zoned site options within and around Inverell.

A review of the available land adjacent to the Inverell Central Business District confirms that there are no sites with sufficient area and shape to cater for a large format retail development of approximately 2.5 hectares. It is considered that the land in and around the CBD (Town Centre Core and Town Centre Outer Areas) is best suited to general retail and reduced scale (less than 1,000m<sup>2</sup> gross floor area) large format retail. This is consistent with Council's existing development controls and the strategic landuse planning work undertaken since 2006.

To appropriately accommodate a large format retail development in Inverell it needs to be located outside the town centre. It is important when locating such development outside the town centre

that it is strategically positioned in such a manner so as not to impact on the primacy of the town centre. Three (3) potential sites identified in the desk-top review were:

- The existing 'Enterprise Corridor' on the corner of the Jardine Road and Gwydir Highway;
- 30 Brissett Street, Inverell – located on the corner of Killeen Street and Brissett Street;
- Land on the corner of Bundarra Road and Rifle Range Road, in the vicinity of the Pioneer Village.

From a land use planning perspective, all three sites have advantages over the sites closer to the CBD (size, B-Double access, not flood prone), but also constraints in one form or another (drainage, sensitive land uses). In addition to the identification of the '*Enterprise Corridor*' (corner of Jardine Road and Gwydir Highway) within council's strategic landuse planning, the other differentiating factor between these three (3) sites appear to be market (developer) considerations.

It is considered that the advantages which the existing '*Enterprise Corridor*' has over the other two sites are:

- Modern Road train and B-Triple access is more desirable than B-Double access only;
- The frontage to Gwydir Highway provides greater exposure to vehicles / customers than either Brissett Street or Bundarra Road; and
- The site is clearly identified in a NSW Department of Planning endorsed landuse strategy, and part of the site is already zoned B5 Business Development. The location has the ability for future expansion if necessary.

The Committee is requested to determine whether it wishes to take any further action in response to the report.

**RISK ASSESSMENT:**

NIL

**POLICY IMPLICATIONS:**

Comment has been provided throughout the report in regards to Council's current strategic policy position.

**CHIEF FINANCIAL OFFICERS COMMENT:**

NIL

**LEGAL IMPLICATIONS:**

NIL

**ATTACHMENTS:**

**1. Inverell Shire Employment Land Strategy**

**INVERELL SHIRE EMPLOYMENT LAND STRATEGY**

Strategy Report Review

August 2011



## DRAFT EMPLOYMENT LANDS STRATEGY

INVERELL SHIRE COUNCIL



RENAISSANCE Planning Pty Ltd

307/91 Murphy Street

Richmond Victoria 3121

*strategic planners | urban designers | economists*

Tel: (03) 9428 1116

Fax: (03) 9428 1116

[admin@renaissanceplanning.com.au](mailto:admin@renaissanceplanning.com.au)[www.renaissanceplanning.com.au](http://www.renaissanceplanning.com.au)

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**1 INTRODUCTION**

In November 2007, Collie Pty Ltd was engaged by the Shire of Inverell to prepare an Employment Lands Strategy for the Shire. The purpose of the Study is to *"undertake a strategic planning exercise that will provide Inverell Shire Council, the community, stakeholders and government agencies with a means of identifying the values and vision that will provide for the sustainable management and development of business and industrial lands, protection of key industries, and to provide the planning and policy framework to achieve this vision"* (Study Brief, page 2).

In July 2009 Renaissance Planning Pty Ltd was engaged by Shire of Inverell to undertake a brief review of the Employment Lands Strategy and in particular to review the need for large format bulky goods floorspace or future requirements for bulky goods stores in excess of 1000 m<sup>2</sup> gross leasable area (GLA).

In essence, the study is required to take a long term approach and identify the optimal location for land which is to be used for employment purposes, and to identify the most efficient method of implementing this.

**1.1 STUDY PROCESS**

The Study has utilised both quantitative and qualitative analytical approaches to firstly, gain an understanding of the role, functionality and structure of employment patterns within the Shire, secondly, to identify future land use requirements for major employment components, and thirdly, to prepare a framework for the future planning and management of employment lands within the Shire.

The major components of the Study have included:

- review of State and Local policies;
- focus group, State agency and other major stakeholder consultation;
- review of structure and function of local economy, including identification of important links between local businesses;
- mapping and inventories of existing land-use patterns in industrial and township areas;
- review of historic development applications for residential, retail, commercial and industrial developments;
- preparation of forecasts for future population and housing levels within the Shire and township;
- identification of future floorspace for retail / commercial activities;
- identification of future land requirements for industrial activities, together with retail and commercial activities;
- development of principles for the allocation and location of additional land requirements for industrial, retail and commercial activities.

The outcomes of these analyses were presented in a Draft Issues Paper, which was then presented to the Steering and Focus groups for review. In addition, a further workshop was held to discuss potential sites for industrial land. The preparation of this Strategy was then undertaken on the basis of the outcomes of the Issues Paper and workshops.

**1.2 REPORT STRUCTURE**

The Issues Paper provided a detailed outline of existing conditions within the Shire in terms of existing employment land use patterns, economic structure, retail and town centre activity and also identified the quantum of additional land required for employment purposes in

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Inverell. The structure of this report responds to that of the Issues Paper, and comprises the following key components:

- an overview of the key conclusions reached throughout the research and analysis phase of the Study and the implications of these key conclusions for employment land use planning;
- presentation of the future land use requirements for both the town centre and industrial areas;
- a planning framework for the major employment land use components within the Shire, including Vision, Objectives and Principles for employment land use planning;
- land use options for future industrial land use;
- identification of preferred land use option for industrial land use.

The report concludes with a detailed set of recommendations for employment land, including the preferred land use option together with an implementation framework for required Council actions.

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**2 CONTEXT STATEMENT**

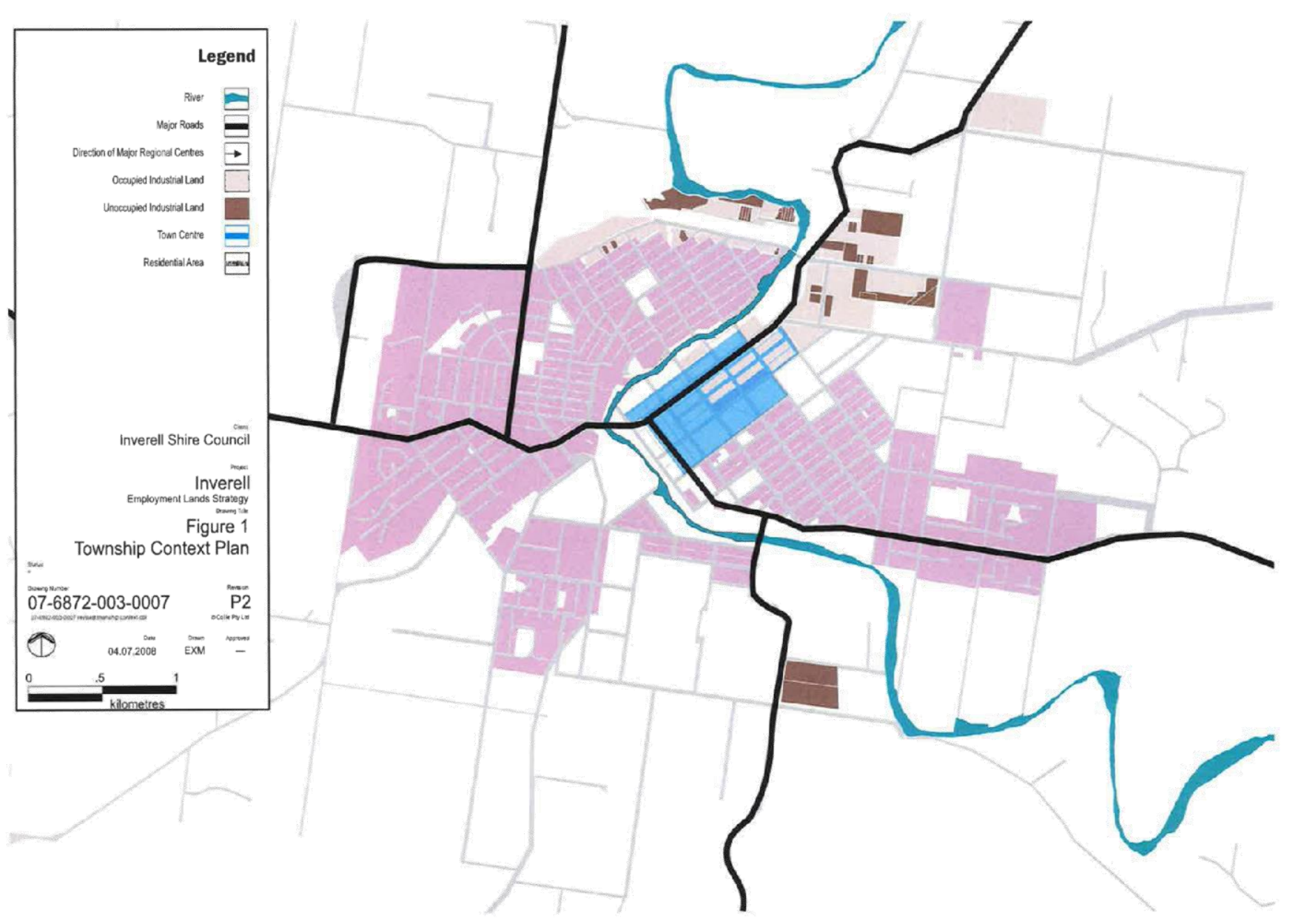
The purpose of this section is to provide an overview of the key conclusions reached during the research and analysis component of the Study, and in particular to identify the implications of the conclusions for employment land use management.

Future land use requirements are largely dependent on employment trends and activity. Employment activity is influenced by a range of factors, including regional economic trends, local business interactions and local household activity and expenditure trends.

The important factors in establishing future land requirements therefore, include:

- current and potential future economic structure;
- population and household trends;
- town centre activity;
- the existing pattern of land use within the township.

The historic, current and future population and household structure of the Shire is a key driver of future retail and commercial requirements. Together with the current role, structure and function of the town centre, catchment and township population change will determine the optimal future approach for ensuring an attractive town with a wide range and variety of goods and services.





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**2.1 ECONOMIC STRUCTURE**

The economic structure of the Shire provides an indication of the current strengths and opportunities within the Shire. In particular, the current employment, output and input profiles suggest which sectors of the economy are of significance to the sustainability of the Shire and Township.

As outlined in the Issues Paper, the most significant components of the Shire's economy in terms of employment are retail (19 per cent of local jobs), agriculture (15 per cent), health and community services (13 per cent) manufacturing (12 per cent) and education (8 per cent). This reflects the rural and agricultural nature of much of the Shire, together with the role of the Inverell Township as a service centre for these surrounding rural areas.

In addition to the employment profile, analysis of linkages between business sectors provides additional information regarding the structure of the economy and inter-dependence of particular sectors. The manufacturing and agriculture sectors have a strong inter-dependence; the manufacturing sector buys over \$80 million of goods from the agriculture sector annually. This represents over 45 per cent of output generated by the agriculture, forestry and fishing sector, and indicates the importance of the local abattoir for the agriculture industry.

The manufacturing sector also generates a significant amount of internal economic activity.

The health and community services sector in the Shire provides a high number of jobs (over 700; representing 13 per cent of local jobs). However, the wider implications of this sector are limited; the sector sources the majority of goods from outside the Shire and less than 10 per cent of inputs are bought locally. Comparable proportions for other sectors include:

- transport and storage (37 per cent);

- manufacturing (33 per cent);
- wholesale trade (30 per cent).

These figures indicate that whilst the health and community services sector (including the retirement village operation) is important in terms of providing local employment, the sector does not generate additional multipliers through the economy to the same extent as the manufacturing and agriculture sectors.

In summary, the economy of the Inverell Shire is reflective of the rural and agricultural land use pattern in the Shire, with a significant proportion of employment related to these activities either directly or indirectly. In addition, the town centre functions as a regional level service centre, providing retail, commercial and community facilities for local residents and those from a broader catchment area.

The provision of opportunities for the development and evolution of the manufacturing and transport sectors are therefore of importance to the long term sustainability of the Shire economy. In addition, there may be opportunities arising from increased mining activity which may occur in the region. Although not confirmed as yet, there are several mining projects which, should they occur, would provide additional employment, as well as demand for additional engineering, machinery and mining services.

The growth and evolution of the Shire economy will also provide the basis for the sustained population growth; the provision of employment opportunities is a key consideration in internal migration patterns, and areas with limited employment options are unlikely to experience population growth.

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**2.2 POPULATION**

The historic, current and future population and housing characteristics of the Shire and Township comprise an important component of future retail and town centre requirements. These future requirements will underpin the future employment structure and profile of the town centre.

The Shire population suffered significant decline between 1991 and 1996, dropping from 16,230 to 15,450. Since then, it has grown at a rate of approximately .5 per cent per annum, and reached 16,150 in 2006.

Population projections for the Shire and Township have been prepared for both the Inverell Township together with the rural balance of the Shire. The definition of the Inverell Township is dictated by of the relevant Census Collection Districts. There may be additional households which are located outside this area which are considered part of the Inverell Township however, these cannot be separated from the rural balance population due to the size and shape of the Census Collection District boundaries in rural areas. The population forecasts of the overall Shire are not affected by these issues; the overall population is not affected by the proportion of population estimated to reside within the Township. In addition, the catchment population provides an overview of the functional population areas by reflecting the extent of the population which visit the Inverell Township on a regular basis.

The population forecasts have been prepared on the basis of local dwelling / housing construction activity, occupancy rates, historic and forecast household size. This method of analysis provides a higher degree of accuracy, as it provides a direct link between recent local trends and forecast population activity.

**Table 1: Shire Projected Population (2006 to 2031)**

Census Year	Estimated Resident Population		
	Inverell Township	Rural Balance	Total Municipality
2011	10,570	5,890	16,460
2016	10,880	6,010	16,890
2021	10,890	6,100	16,990
2026	10,900	6,180	17,080
2031	10,920	6,250	17,170

Source: Collie Pty Ltd 2008

As indicated above, the projected population for the Shire is forecast to increase by approximately 700 persons in the period 2011 to 2031. This growth is forecast to occur relatively evenly between the rural areas and the Township. However it should be noted that the majority of growth in rural areas is likely to comprise rural-residential activity which primarily occurs on smaller lots with limited productive land, rather than traditional rural activity associated with large land holdings and rural production.

The population changes occurring in Inverell represent a relatively stable population and it should be noted that this is occurring in the context of widespread population decline in rural and regional Australia. A stable population therefore, reflects a relatively healthy situation. In addition to population, household composition and activity is an important factor in the demand for additional town centre and other facilities in the Municipality, as many goods and services are purchased and accessed on a household basis, rather than individual persons. The forecast pattern of household activity is indicated in Table 2.

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Table 2: Household and Population Forecasts (2006 to 2031)

Census Year		Inverell Township			Rural Balance			Shire of Inverell		
		Households	Yield	Estimated Resident Population	Households	Yield	Estimated Resident Population	Households	Yield	Estimated Resident Population
Historic Data	1991	3,627	2.82	10,213	1,972	3.05	6,010	5,599	2.90	16,223
	1996	3,639	2.67	9,720	1,993	2.87	5,725	5,635	2.74	15,445
	2001	3,755	2.66	9,989	2,090	2.76	5,765	5,845	2.70	15,754
	2006	3,892	2.67	10,372	2,186	2.64	5,780	6,078	2.66	16,152
Projections	2011	3,991	2.65	10,570	2,265	2.60	5,890	6,257	2.63	16,470
	2016	4,131	2.63	10,880	2,347	2.56	6,010	6,478	2.61	16,880
	2021	4,161	2.62	10,890	2,425	2.52	6,100	6,586	2.58	16,990
	2026	4,191	2.60	10,900	2,498	2.47	6,180	6,690	2.55	17,090
	2031	4,224	2.59	10,920	2,568	2.43	6,250	6,792	2.53	17,160

Source: ABS Census of Population and Housing, NSW DIPNR Projections, Collie Pty Ltd (2008)

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As indicated in Table 2, the number of households is likely to increase in both the Township and rural balance; whilst the average household size is forecast to decrease in both areas.

These population forecasts provide the basis for an assessment of additional township and town centre facilities.

### 2.3 TOWN CENTRE ROLE AND FUNCTION

A key focus for employment within the Shire is the Inverell town centre. The development of a vibrant and diverse town centre will contribute towards a strong employment node for the Shire.

In particular, additional floorspace within the town centre will be a key factor in additional employment activity within the town centre. The current and future role, structure and function of the town centre is an important component of future floorspace requirements, as it indicates the opportunities for additional development and consolidation.

Inverell is an important sub-regional centre located on the north west slopes of New England in New South Wales. The centre provides the for the daily needs of the local population, and is a unified street based centre with a high level of amenity due to its structure and the landscaping and urban design elements within the centre.

The major anchors of the centre include Target Country, Best and Less, Coles, Woolworths and an IGA (currently undergoing refurbishment). In addition, there is a proposal to develop a Big W on a site opposite the existing Woolworths Supermarket. This site is located in the core area of the town centre, which comprises the majority of pedestrian and shopfront

activity within the centre. Pedestrian activity and attractive shopfronts contribute to an attractive centre; the location of car parking areas at the rear of the main shopping streets further enhances pedestrian accessibility to a range of stores in the centre. The structure of the town centre is illustrated in Figure 2.

The catchment area of the town centre currently encompasses a population of approximately 47,000 persons (refer Issues Paper). Although the population of the catchment population is not forecast to increase significantly in the period 2006 to 2031, there will still be an increase to the number of households in the catchment area, and this will drive demand for retail activity. In addition, the development of an additional major anchor store will increase the profile of the centre, and the subsequent trading patterns of the centre are likely to strengthen across a range of commodity groups. This is a key determinant in the future demand for retail and commercial floorspace within the centre.

In particular, the strengthening of the regional profile of the Inverell town centre will also provide the basis for additional bulky goods floorspace in the town centre.

These factors comprise the basis of additional floorspace requirements for the town centre, and subsequently inform the land use planning framework for the centre.







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**2.4 INDUSTRIAL ACTIVITY**

Industrial activity is the other major component of employment activity within the Shire. The underlying basis for the majority of industrial activity is the rural and agricultural land uses in the local and regional area. These activities will continue to underpin industrial activity and employment in the Shire and Township however, shifts in patterns of activity and economics at a regional, national and global scale also have the potential to impact local industrial activity.

**2.4.1 Current Land Use Patterns****(a) Industrial Clusters**

At present, the industrial land use context of Inverell comprises several precincts, each with activity and access characteristics. The major precincts include:

- the town centre precinct, which comprises light commercial, auto servicing and trade services and industrial uses such as the Super Coat factory;
- the Brissett Street precinct, which comprises agricultural services, manufacturing and transport and logistics operators;
- the Ring Street precinct, comprising the silos, a fuel depot and trade supplies, auto repairs;
- the Rifle Range Road precinct, which is a new precinct and has accommodated limited development activity.

The location of these precincts are illustrated in Figure 3 and the access conditions summarised Table 3.

**Table 3: Existing Land Use Context**

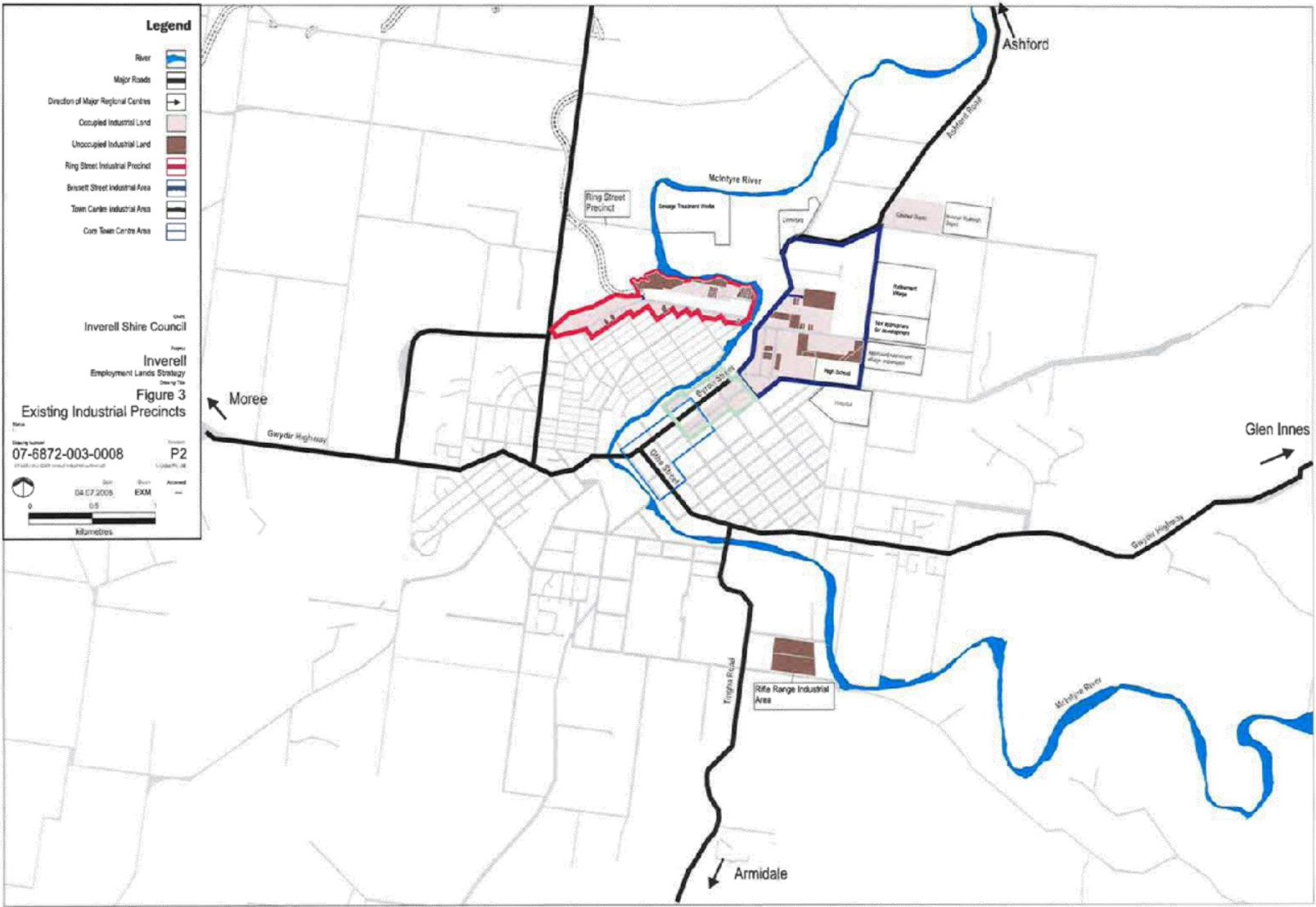
	Access Context	Land Use Context
Town Centre Industrial Precinct	Additional development is likely to generate additional traffic activity. This is likely to have a negative impact on the amenity within town centre.	The vast majority of sites in this precinct are either inappropriate for development (due to flooding, access etc) and subsequently there are limited opportunities for development. Potential for land use conflict, depending on types of uses within precinct.
Brissett Street	Access to south requires traversing town centre or using Runnymede Drive. Ring street, Ashford Road and Brissett Street intersection is difficult to navigate for large vehicles.	Potential for conflict between retirement village expansion and industrial activity.
Ring Street	Limited visibility from main roads.	Limited opportunities for development; river to the north. Generally low level of amenity. Current land use conflicts between residential and industrial activities.

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Rifle Range	Access to north, east and west of town centre and other industrial precincts requires town centre travel.	Limited nearby activities.
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In summary, the existing land use context of industrial precincts is somewhat constrained by both access and the potential for land use conflict.



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**(b) Abattoir Site**

In addition to the existing industrial clusters, there is an abattoir (with associated rendering plant) located several kilometres west of the town centre. Although this is located on rural land, and not considered an industrial 'cluster,' the scale of operations and potential amenity impacts of the activity warrant particular consideration in this Study.

A review of the abattoir operations indicated that the management and operation of the abattoir facility, whilst utilising older rendering technology, was of a high standard and minimised the potential to cause odours (Refer Issues Paper).

In normal conditions, it was concluded that the abattoir operations are unlikely to have significant amenity impacts beyond a radius of 1,000 metres. However, under typical 'worst case' dispersion conditions, there will be a tendency for odours from the abattoir to be transported along a drainage line which runs in a generally north easterly direction. In order to ensure the viability of the abattoir is retained and nearby residences are not subject to undue amenity impacts, a land use management framework for the site will be prepared as part of this Study.

**(c) Current Land Supply**

Analysis of current vacant and occupied industrial land has indicated there is approximately 36 hectares of vacant land within Inverell; this is primarily located in the Brissett Street and Ring Street precincts. An evaluation of each of the vacant sites has been undertaken in order to identify which sites may be appropriate for future development. This evaluation has been undertaken on the basis of potential for flooding on sites, access and current uses on the site. This analysis has identified that there is approximately 2 hectares of land which is

appropriate for future development within the Township, and an additional 11 hectares at the Rifle Range precinct. Although this may accommodate future demand in the short term, a long term, strategic approach is required in order to maximise opportunities for development in Inverell. In the context of planning for the future long term requirements, a strategic approach is required.

**2.4.2 Future Planning Context**

The long term strategic planning context for industrial land should allow for two major components of industrial development and activity:

- the general uptake of industrial land which is expected to be generated by the existing level of activity within the shire;
- unforeseen or unexpected opportunities which are not currently part of the land use and economic profile of the Township and Municipality. Potential examples of this may include additional activity generated by mining activity, or other, as yet unknown, industrial and commercial activities.

Each of these components are critical in ensuring that industrial land development and subsequent employment opportunities are optimised. In the context of the current land reserves available for industrial development, there is a need for the planning framework to provide for industrial activity beyond the existing precincts and industrial clusters. Key considerations for the future planning framework also include transport and access.

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**2.5 OTHER EMPLOYMENT ACTIVITIES**

In addition to the town centre and industrial clusters, the service sector (encompassing educational institutions, together with health and retirement facilities) provides employment opportunities within the Township. The major areas of employment within health and community services include:

- health services (444 jobs, or 7.9 per cent of total employment);
- community services (299 jobs, 5.3 per cent of total employment).

Health services encompass hospitals, together with general medical facilities such as dental, pathology, optometry and physiotherapy. In addition, nursing homes and community health centres are considered part of this category. Community services include child care services, together with care facilities for the aged and residential care services. The major health and community services facilities within Inverell include the Maclean Retirement Village and Inverell hospital which contribute to the profile and role of Inverell as a regional service centre.

Education is also an important social and employment component of the Municipality, comprising 7.9 per cent of total employment.

**2.6 CONCLUSIONS**

The existing employment patterns in Inverell are dominated by town centre activity, together with industrial activities. The service sector also provides employment activities within the Shire.

The Inverell town centre is a social and employment focus within the Township, and also functions as a sub-regional centre with a catchment which extends beyond the Municipality. The catchment population is forecast to experience marginal growth in the period 2006 to 2031, with a greater proportion of household growth forecast to occur in the township area. Retail expenditure patterns indicate that households are the key purchasing units for retail goods, and therefore household formations are a key driver of demand for additional retail facilities. In addition, the growth in household expenditure, together with the strengthening of the centre's regional profile (and market shares within this catchment area) will contribute to the demand for additional retail, commercial and community facilities within the Shire.

The patterns of industrial activity in the Municipality reflect the rural and agricultural land uses within the Shire. At present, industrial activity is concentrated north and west of the town centre with an additional cluster located south near the Showgrounds. There is limited capacity to accommodate future industrial development within these precincts; future planning for industrial land will need to provide for the long term growth and development of industrial activity within the Shire. Access to the regional road and transport network, together with minimising land use conflicts will be key considerations in the future planning for industrial activity.

Other major employment categories include the services and education sectors.



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**3 FUTURE LAND REQUIREMENTS**

In order to ensure opportunities for employment growth and consolidation, it is important that an appropriate quantum of land is provided for both town centre activity (retail, commercial and community facilities) and industrial activities. The quantum of additional land is an important component of the future employment land use planning framework. Land requirements for each of these activities have been identified on the basis of various forecasting models and planning approaches.

**3.1 TOWN CENTRE**

The additional land requirements for the town centre are directly related to additional floorspace requirements. There are several major factors which contribute to the quantum of additional floorspace, including the following:

- population and household changes;
- the current and future role and function of the town centre;
- the results of surveys carried out as part of the Study.

A major factor in the role of the town centre is the extent and type of floorspace in the centre, particularly major anchor stores. The development of an additional discount department store in the town centre therefore, will provide a catalyst for the strengthening of the town's regional profile and subsequent quantum of floorspace which is supportable in the town centre. In addition, it is envisaged that market shares across a range of commodity groups will be strengthened as a result of the regional profile development caused by the additional discount department store. This will subsequently affect the quantum of floorspace required in the town centre.

On the basis of these assumptions, analyses indicate that there is demand for an additional 15,220 square metres Gross Leasable Area (GLA) of retail goods and services floorspace between 2006 and 2031. This comprises 6,330 square metres GLA of food, groceries and liquor retail floorspace together with 3,360 square metres GLA of household goods floorspace, and approximately 910 square metres GLA for retail services floorspace, together with a requirement of 4,620 square metres GLA for smaller format bulky goods floorspace (or for stores of less than 1000 square metres GLA).

In addition to retail goods floorspace, a range of other activities are located within the town centre, including:

- commercial, professional and community services;
- entertainment, sports and recreation;
- building, motor vehicle and construction trade services.

Estimates for future needs for these activities are prepared on a per-capita basis.

A summary of additional floorspace requirements, by commodity group, for the period 2006 to 2031 is provided in Table 4.

For the purposes of future planning and floorspace and land provision it is proposed that the town centre continue to be designated as the preferred location for retail and commercial activities. This encompasses trade services and smaller format bulky goods stores. Potential provision of land supply for larger format bulky goods stores is discussed in Section 3.2.

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**Table 4: Inverell Town Centre - Summary of Additional Activity Centre Floorspace Requirements**

	Short and Medium Term Requirements (2006 to 2016)	Long Term Requirements (2016 to 2031)	Total 2006 to 2031
<b>Additional Floorspace - Summary</b>	<b>Floorspace (square metres Gross Leasable Area)</b>		
Retail Goods and Services, excluding Bulky Goods	8,350	2,250	10,600
Smaller Format Bulky Goods	2,910	1,710	4,620
Commercial, Professional and Community Services	2,610	1,440	4,050
Trade Services	1,800	1,000	2,800
<b>Total Activity Centre Floorspace</b>	<b>15,670</b>	<b>6,400</b>	<b>22,070</b>

**3.1.1 Discount Department Store**

The floorspace requirements indicated above include provision for a discount department store of approximately 5,000 square metres which is planned for the Pasterfield car park. The additional floorspace requirements net of discount department store therefore, are approximately 10,000 square metres by 2016 and 17,000 square metres by 2031.

In order to provide a framework for the planning and development of additional town centre activity, estimates of additional land requirements are required. The conversion of floorspace to land area is made on the following assumptions:

- the gross leaseable floorspace to gross floor area ratio is 1:1.25;
- the gross floor area to gross building area ratio is 1:1.25;
- the average gross building area ratio is approximately 3:1, indicating that for every square metre of additional retail and commercial building area, 3 square metres of land will need to be allocated.

These assumptions reflect general principles for retail and commercial development, particularly for new retail developments which require spaces for car parking and pedestrian activity. Should shared facilities (such as car parking areas) be available, it is possible that the land requirements would be reduced. However, given the industrial nature of much of the land designated for future retail and commercial use, together with providing a framework which addresses all potential outcomes, the land requirement assessment has adopted a conservative approach regarding such sharing of facilities.

The land requirements arising from this analysis are shown below.

**Table 5: Additional Retail and Commercial Land Requirements**

Additional Land Requirements	Short and Medium Term Requirements (2006 to 2016)	Long Term Requirements (2016 to 2031)	Total 2006 to 2031
<b>Land Area (hectares)</b>			
Town Centre Development	7.35	3.00	10.35

It should be acknowledged however, that the figures in Table 5 represent an upper limit of what would be required in the case of an established town centre such as Inverell. This is primarily due to the availability of shared car parking options within the centre, which

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minimises the need to provide all car parking on site. In addition, there is capacity for some uses (such as professional services) to locate on upper levels of tenancies, further reducing land requirements.

It is anticipated that the established nature of Inverell would lead to a reduction in land requirements of approximately 1 / 3. This would need to occur however, in conjunction with a car parking strategy which identified areas for parking within the town centre.

A framework to guide future town centre development is presented in Section 4.

### 3.2 LARGE FORMAT BULKY GOODS STORES

A review of the Employment Lands Strategy undertaken for Council in 2009 found that provision should be made for large format bulky goods stores or stores in excess of 1000 square metres GLA. Unencumbered land is required to cater for potential major developments requiring large sites that cannot be accommodated in the town centre or in the areas north of the town centre currently zoned Industrial and proposed to be rezoned for a smaller format bulky goods precinct.

An appropriate location for this type of development was identified in the vicinity of the Gwydir Highway and Jardine Road. It is envisioned that a potential enterprise corridor could be located on the north side of Gwydir Highway east and west of Jardine Road and on the south side of Gwydir Highway opposite Jardine Road (refer Figure 5). An enterprise corridor could be suitable for the location of space extensive highway related uses that could include:

- large format bulky goods;
- automotive retail, caravan and boat sales;
- agricultural products sales;
- a service centre, including a petrol filling station, truck stop and associated uses.

### 3.3 INDUSTRIAL

Future industrial land requirements have been estimated on the basis of historic industrial land take up rates, which identified the likely future quantum of land on a per annum basis. The quantum of land required per annum for the period 2007 to 2031 is forecast to be between 1.2 hectares to 2.1 hectares; for the overall period there will be demand for over 39 hectares of additional industrial land.

Providing land based on historic take up rates assumes that growth will continue at similar rates to that which has occurred in the past. As noted earlier however, a planning framework which is flexible enough to allow for significant additional development opportunities will maximise benefits to the local community and economy. The provision of a rolling reserve however, is a key component of a long term strategic planning approach. This rolling reserve provides for approximately 15 years supply. A land release strategy for this additional land will be provided in Section 6.

As noted earlier, there is a stock of existing industrial land which is currently vacant. A proportion of this is considered appropriate for industrial activity, however there is also a significant proportion which, for a range of reasons, is not considered likely to be taken up for industrial purposes.

The future land requirements and existing stock of appropriate industrial land are identified below.

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**Table 6: Additional Industrial Land Requirements**

Component	Period	Hectares
Industrial Land Requirements	2007 to 2031	39.0
Rolling Reserve	15 years beyond 2031	18.9
Total Industrial Land Required		57.9
Current Land Available for Infill		2.0
Rifle Range Site		11.1
Current Land Stock		13.1
Additional Industrial Land	2007 to 2031 plus rolling reserve	44.8

In terms of long term and short term land requirements, Table 7 provides an overview of the land requirements for Inverell. It is anticipated that zoning changes would address the needs for the period 2006 to 2031, and the requirement beyond that would be acknowledged within the strategic planning framework, but not necessarily as zoned land.

**Table 7: Summary of Future Land Requirements (Hectares)**

	2006 to 2031	Beyond 2031	Total 2006 to 2031 & rolling reserve
Industrial Land	25.9	18.9	44.8

It is important that these additional land requirements are located in a manner which maximises benefits to the community.

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**4 PLANNING FRAMEWORK**

The preparation of a planning framework for employment land in the Inverell Shire is guided by the principle of providing a pattern of land use and activity which offers the best opportunity for the Shire's economy to prosper. As indicated above, the major components of the employment profile in the Shire comprise the town centre, together with industrial and commercial activities outside the town centre.

Planning and management frameworks for each of these major activity areas are provided in the following section. The planning framework comprises the following major components.

- **Vision Statement.** This indicates the ideal yet tangible results which the Strategy aims to deliver, and provides an overall aim for the Strategy.
- **Objectives.** The objectives represent more detailed outcomes which will assist with the implementation of the major objective.
- **Principles** for development. The principles for development provide practical responses and methods for achieving the type of land use patterns and economic outcomes which are envisaged in the Vision Statement.

**4.1 TOWN CENTRE**

As noted earlier, the town centre is the focus for a range of social, economic and cultural interactions; the maintenance and development of a robust and diverse town centre has wide ranging benefits for the local and regional population, particularly employment activity. Indeed, the best opportunity to provide stable employment activity within the town centre is to ensure it continues to perform well from an economic perspective. Further, the most effective method of encouraging the economic success of a centre is primarily related to its overall attractiveness, together with range of services and facilities which are provided.

This will encourage visitation to the centre to occur on frequent basis from a wide catchment area. The Inverell town centre already provides a wide range of services and facilities and draws on a broad catchment area; the successful trading outcome of this has been described earlier. The focus of the Strategy is therefore to strengthen these existing characteristics and to ensure the development of the centre occurs in a way which contributes to the overall economy of the Shire.

**4.1.1 Vision Statement**

The Inverell Town centre should provide a vibrant and diverse range of activities and facilities, in an amenable and attractive setting.

**4.1.2 Objectives**

The major objectives of town centre development for Inverell are as follows.

- Strengthen the regional role and profile of the town centre.
- Reinforce attractiveness and accessibility of town centre.

**4.1.3 Principles and Outcomes**

The principles of development for the town centre, in order to achieve the Vision and Objectives, together with the outcomes each will achieve, are indicated below.



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Table 8: Town Centre Planning Framework

Objective	Outcome
New retail and commercial activity should be located within the Inverell town centre. Infill development should be encouraged to accommodate additional retail requirements	Contributes to development of retail, commercial and community focal point. Location of facilities in single location strengthens regional profile of Inverell.
Major new core retail stores should, where possible, be located at the rear of the main shopping streets, and be linked to the main shopping streets by high quality and well signed pedestrian links.	Encourages development of high quality public realm, particularly shopfront areas. Increases number of stores accessible from middle of town centre.
Development in the main shopping streets should comprise active and high quality store fronts.	Contributes to attractiveness and amenity of town centre. This subsequently encourages development of regional profile of the centre which will ultimately strengthen trading and economic performance of the centre.
Specialty stores should be predominantly located on main street.	Concentrates pedestrian movements in visible, safe and attractive location. Encourages development of high quality pedestrian and shopfront environment.

Table 8: Town Centre Planning Framework

Objective	Outcome
Bulky goods stores should be clustered in an appropriate location.	Allows for 'comparison shopping' trips, whereby goods are compared prior to purchase. This subsequently encourages visitation to Inverell as there are limited numbers of centres which can support a range of bulky goods stores.
The main shopping street should be connected to secondary areas, major anchor stores and nearby residential areas by a pedestrian network.	Encourages pedestrian activity within the town centre. Increases accessibility for those living near town centre.
The main shopping street environment should be further enhanced through landscaping and public realm improvements.	Increases attractiveness of the town centre and encourages development of high amenity environment. Ultimately this can encourage visitation to the centre from a broad area.

The framework plan for precincts for the town centre is provided in Figure 4. Whilst it is acknowledged that not all uses in the precincts are consistent with the overall characteristics of the precinct, precincts are a useful tool in establishing broad principles and locations for particular types of development. The Framework Plan indicates the following town centre precincts.

- **Town centre core area.** This is the preferred location for shopfront retail activity, including major new stores (excluding bulky goods) and is also the main pedestrian area within the town centre. Pedestrian movements should be prioritised in this area through the provision of high quality pedestrian links between major stores, car parking areas and other nearby uses.

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- **Community and services precinct.** This is the location of the major community facilities in the Township, together with some peripheral retailing, office and professional services and recreation facilities. This precinct fulfils an important role in the town centre, adding to the variety and diversity of facilities available in Inverell. This subsequently encourages visitation from a wide catchment area and the development of the centre's regional profile.
- **Bulky goods precinct.** A precinct is proposed to accommodate smaller format bulky goods stores or stores less than 1000 square metres GLA. The proposed precinct adjoins the town centre and is currently characterised by light industrial and commercial activities including trade services and some household goods retailing. Key components of bulky goods retailing include appropriate sized sites, main road visibility, car parking and co-location with other household goods and bulky goods stores.
- **Light industrial and commercial precinct.** This precinct currently encompasses a variety of uses and essentially functions as a link between the current town centre core area and the Brissett Street industrial precinct. It is intended that this precinct is maintained as it provides a central location for many businesses which rely on town centre visitation together with access to town centre facilities. In the longer term, as opportunities for relocation to new industrial areas is available and demand for town centre land increases, this precinct may have a higher degree of retail activity. This will stimulate the need for enhanced pedestrian access within this precinct.

## 4.2 POTENTIAL ENTERPRISE CORRIDOR

Inverell is an important district and sub-regional centre and services an extensive rural catchment area. There is an important need for the city to provide opportunities for space extensive businesses that are not industrial functions but extend well beyond the realm of core retailing and smaller format bulky goods retailing.

There are a number of space-extensive activities that regional service cities need to accommodate. Typically these require highway frontages with good access to the region and rural areas and adjoining towns and cities

The types of activities which require highway access and extensive sites include:

- larger format bulky goods stores;
- trade supplies, including timber yards and building materials and engineering supplies;
- automotive, boat and caravan sales;
- agricultural equipment and supply sales.

## 4.2.1 Principal Objective

The principal objective for the provision of a potential enterprise corridor is to provide an effective land supply and location to ensure the sustainable development of space extensive highway related uses in order to maximise the town's future business development and investment opportunities.

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**4.2.2 Supporting Objectives**

To achieve a sustainable land supply and location for space extensive highway uses through the location of a potential enterprise corridor that

- optimises available highway exposure;
- minimises through traffic in built up and inner areas
- ideally is located on a main cross route with easy access to the town's industrial areas and with easy access around the town;
- to provide an effective supply at a single location to meet the town's requirements for the foreseeable future.

**4.2.3 Principles for Development**

The development of the enterprise corridor will need to meet planning, design and traffic engineering standards to address the following principles:

- consistent and effective setback of all activities in the precinct from main road and secondary road locations;
- provision of a landscape buffer to road frontages and along the boundaries of the precinct adjoining other land uses;
- controlled access from the main road to the precinct and minimisation of crossing points;
- consistent and co-ordinated signage for the precinct;
- review of travel speed limits in the vicinity of the proposed enterprise corridor to provide a safe travel environment;
- provision of lighting and safe access measures, including provision for safe access that does not impede highway operations;
- application of water sensitive design for the enterprise corridor.





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**4.3 INDUSTRIAL LAND**

As noted earlier, the current industrial areas of Inverell play an important role in the supply of land used for employment purposes and subsequently an important role in local employment and economic activity. Many of these businesses will continue to play an important economic and employment role within the wider region, Municipality and Township; these strengths should be consolidated and reinforced, and opportunities for additional development and activity should be provided for. The primary method of providing for additional business, employment and economic activity is through the allocation of additional land for such purposes. In addition to ensuring an adequate supply of land for industrial purposes, it is important that industrial land has favourable location, access and physical characteristics; well located, attractive industrial land can contribute to a strengthening of the local economy through employment generation.

The planning and management of industrial land is an important component of developing a robust and diverse local economy.

**4.3.1 Principal Objective**

The principal objective for industrial land development is to encourage the development of a robust and diverse local economy which maximises economic and social benefits to local community.

**4.3.2 Supporting Objectives**

In order to achieve the major objective, it will be important that the planning and management of industrial land:

- contributes to the strengthening of the regional employment and rural / agricultural service role of Inverell;
- maximise opportunities for the development of new employment industries, and the subsequent development of a sustainable and diverse employment and economic profile.

In order to achieve these objectives, there are a series of land-use based principles which should guide industrial land use and development.

**4.3.3 Principles for Development**

The following principles provide the basis for the location and management of future industrial land in Inverell.



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**Table 9: Industrial Area Planning Framework**

Objective	Outcome
Industrial employment land should, to the greatest extent practicable, be located in a single broad precinct area.	Contribute to the development of a strong, regional-scale employment and industrial node.
Land designated for industrial purposes should be physiographically suitable for development; free from flooding and slope constraints	Ensure that industrial zoned land is appropriate for such development, and is likely to be utilised for this purpose. This will assist in avoiding fragmented land use patterns.
Land use conflict between industrial, residential and other activities, including retail, should be avoided.	Ensure certainty for both residential and industrial land owners, together with prospective investors to the Township, as the potential for industrial operations to be curtailed by residential activity will be minimised.
Industrial areas should be highly accessible to the existing and future main road network and proximate to existing industrial areas.	Improved accessibility will contribute to the development of a regional node, minimise amenity impacts of heavy vehicle access through residential areas and encourage further business / economic links and activity.
Planning for industrial areas should occur in the context of long term growth prospects and opportunities. Growth corridors with long-term potential should be identified and protected for future industrial purposes.	Potential for land use conflict in the future is limited and there will be opportunities to cater for unplanned or unforeseen events.

As noted earlier, the expansion of existing industrial and employment clusters is, to varying degrees, constrained by physiographic characteristics, land ownership, accessibility, residential and other activities. In this context, there are several potential options for the location of additional industrial land. An evaluation of each of these options, in the context of the principles outlined above, is provided in the following section.

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**5 INDUSTRIAL LAND USE OPTIONS**

The importance of the location and design of industrial areas has been identified in this report; the purpose of this section is to identify the best outcome for the Shire in terms of planning for industrial land.

**5.1 POTENTIAL LOCATIONS**

A series of potential locations for industrial expansion have been identified. These are illustrated in Figure 5, and can be broadly described as follows.

- Location 1: Ring Street expansion.

There is currently vacant land north west of the current Ring street precinct, between Bannockburn / Yetman Road, the disused rail line and south of Taylor Avenue. There is approximately 26 hectares of land located in this site, across three properties, several of which are currently used for residential purposes.

- Location 2: Burtenshaw Road.

Burtenshaw Road is located north of the town centre and current major industrial precinct. At present, a Council depot and landfill facility are located on the northern side of Burtenshaw Road, near Ashford Road. The proposed industrial expansion could be located further east of this.

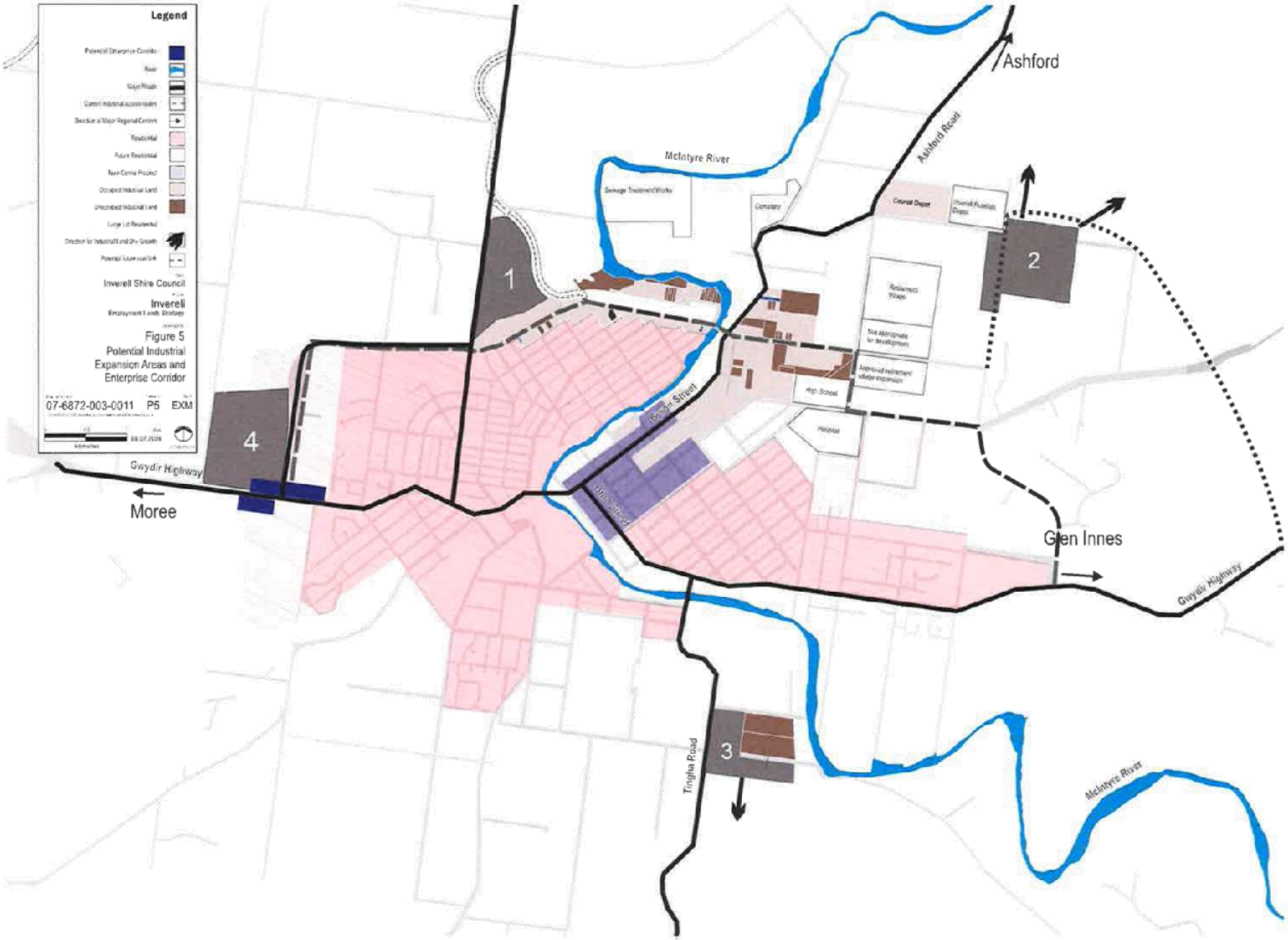
- Location 3: Rifle Range Road Precinct.

At present, there is a tract of vacant industrial land located south of the town centre near Tingha Road. At present, this precinct comprises approximately 11 hectares of industrial land including several subdivided lots.

- Location 4: Jardine Road Precinct.

The intersection of Jardine Road and the Gwydir Highway provides significant opportunities in terms of accessibility. Land north of the intersection currently comprises limited residential activity, and is currently earmarked for further residential development.

Each of these locations will be assessed on the basis of the principles identified in the previous section.





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## 5.2 EVALUATION OF POTENTIAL SITES

## 5.2.1 Location 1 – Ring Street Expansion

As noted above, Location 1 comprises the area bounded by Bannockburn / Yetman Road, Ring Street and the disused rail line.

Table 10: Evaluation of Location 1

Objective	Evaluation of Site Potential to Accommodate Industrial Development
Industrial employment land should, to the greatest extent practicable, be located in a single broad precinct area.	The area bounded by the disused rail line to the north would not have the capacity to accommodate long-term requirements for industrial purposes. There may be potential to expand the precinct to encompass the area north of the rail line however, in order to create a contiguous industrial area, the rail line land would need to be acquired and re-zoned. This is dependent on negotiations with relevant State Agencies. Should this be possible, there would be approximately 46 hectares in this location (including 26 hectares south of the rail line).
Land designated for industrial purposes should be physiographically suitable for development; free from flooding and slope constraints	There appears to be a tributary of the McIntyre River running across the southern portion of the precinct; the extent to which this would restrict industrial activity would need to be identified through a more detailed hydrological assessment. It does not appear that slope constraints would affect the site.
Land use conflict between industrial, residential and other activities should be avoided.	There is currently a series of low density rural residences located on the western side of Bannockburn Road. The potential industrial precinct would be separated from these residences by Bannockburn Road, however there is likely to be visual and noise amenity issues for these residents. In addition, there are several residences located on the eastern side of Bannockburn Road; these would need to be acquired. There are currently significant land use conflicts between properties located on the southern side of Ring Street and those with frontages to Prince Street. Additional industrial development in this location would reinforce these conflicts

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Industrial areas should be highly accessible to the existing and future main road network and proximate to existing industrial areas.	<p>Bannockburn Road provides (although somewhat indirect) access to Ashford Road; alternatively access is available via Ring Street. With the significant additional traffic generation likely however, the Ring Street bridge would need to be assessed for its capacity to handle these additional trips. In addition, the resolution of the Ring Street, Ashford Road and Brissett street intersection would need to occur in order to allow access east.</p> <p>Bannockburn Road would provide access to the Gwydir Highway going west.</p> <p>In terms of access to the south, additional development in this area would reinforce existing access issues, in particular along Old Bundara Road or the Gwydir Highway / Campbell Road intersection.</p>
<p>Planning for industrial areas should occur in the context of long term growth prospects and opportunities.</p> <p>Growth corridors with long-term potential should be identified and protected for future industrial purposes.</p>	<p>Expansion beyond the land required for the period to 2031 and the rolling reserve would involve areas which are currently used for residential purposes. Beyond Taylor Avenue, expansion would involve development on land designated Rural Small Holdings</p>
<p>The main points to note in regard to Location 1 include the following:</p> <ul style="list-style-type: none"> <li>• industrial development in this area may exacerbate conflict with existing rural residences and other residential areas near Ring Street;</li> <li>• long term growth in this corridor would be hindered by the rail reserve and existing residences;</li> <li>• access to this precinct may require infrastructure upgrades, particularly the Ring Street bridge.</li> </ul>	
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## 5.2.2 Location 2 - Burtenshaw Road

Table 11: Evaluation of Location 2

Objective	Evaluation of Site Potential to Accommodate Industrial Development
Industrial employment land should, to the greatest extent practicable, be located in a single broad precinct area.	Development in this location would consolidate the existing industrial precinct located north of the town centre.
Land designated for industrial purposes should be physiographically suitable for development; free from flooding and slope constraints	Land in this location can generally be described as undulating; the extent of slopes does not appear to be of a magnitude which would restrict development. This location does not appear to be constrained by flooding.
Land use conflict between industrial, residential and other activities should be avoided.	This precinct is not located in proximity to any activities which are likely to cause land use conflict; the McLean Retirement Village is located south west of the site and discussions with management indicated that any expansion is proposed to occur south of the existing village.
Industrial areas should be highly accessible to the existing and future main road network and proximate to existing industrial areas.	Access from this precinct to the existing major highway network would require significant investment in a ring road system, linking Burtenshaw Road with the Gwydir Highway. Such a development would also contribute to alleviating other transport issues- particularly those associated with access from the existing industrial area to the Gwydir Highway. In addition, the resolution of the Ring Street, Ashford Road and Brissett street intersection would need to occur in order to allow access west.
Planning for industrial areas should occur in the context of long term growth prospects and opportunities.	The site indicated in Figure 5 would accommodate up to 30 hectares, however further expansion beyond this site would be possible.
Growth corridors with long-term potential should be identified and protected for future industrial purposes.	This precinct is located in an area designated Rural Small Holdings; however it is anticipated that development beyond the designated site would be possible.



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The strategic context of location two can be summarised as follows:

- provides an opportunity to locate future industrial activity in a single precinct;
- there would be minimal amenity impacts and land use conflicts;
- would require significant investment in ring road however, such an investment would have ongoing benefits for existing and future industrial areas;
- site is linked to existing industrial areas.

### 5.2.3 Location 3 - Rifle Range Road

The Rifle Range Road precinct was re-zoned for industrial purposes relatively recently; uptake at the site has been limited.

**Table 12: Evaluation of Location 3**

Objective	Evaluation of Site Potential to Accommodate Industrial Development
Industrial employment land should, to the greatest extent practicable, be located in a single broad precinct area.	Further development of industrial activity at the Rifle Range Road site would result in a fragmented pattern of industrial activity within the Township.
Land designated for industrial purposes should be physiographically suitable for development; free from flooding and slope constraints.	The Rifle Range Road site is not affected by either flooding or slope constraints.
Land use conflict between industrial, residential and other activities should be avoided.	The Rifle Range Road site is located in proximity to the Inverell Race Course and Pioneer Village. These uses are unlikely to present any land use conflict issues. There is some existing rural residential development on the perimeter of the Rifle Range RD site.
Industrial areas should be highly accessible to the existing and future main road network and proximate to existing industrial areas.	The Rifle Range Road site has good access to Tingha Road, which provides access to Amidale. In addition, access to Glen Innes via the Gwydir Highway is relatively easy from the site. Access west to Moree and north to Ashford however, requires travel through the town centre or alternative routes; increased activity on these alternative routes is likely to have adverse amenity impacts to nearby land uses.
Planning for industrial areas should occur in the context of long term growth prospects and opportunities. Growth corridors with long-term potential should be identified and protected for future industrial purposes.	The Rifle Range Road site would allow development of the long term industrial land requirements in a single location.

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The strategic context of location three can be summarised as follows.

- Industrial land would be fragmented across the Township, however additional growth could be accommodated in a single precinct.
- Industrial activity would not result in land use conflicts with surrounding uses.
- Additional trip generation arising from industrial activity may intensify amenity impacts within residential and retail / commercial areas.
- There would be a need for construction of a southern ring road to link the Gwydir Highway with Tingha Road; the current route through Old Bundarra Road and Macintyre Street is not suitable for such a role within the current traffic and transport network.

#### 5.2.4 Location 4 - Jardine Road

This location provides a natural 'gateway' entrance to Inverell from the west, and also has the potential to provide access to both northern and southern areas, depending on the future transport network.

**Table 13: Evaluation of Location 4**

Objective	Evaluation of Site Potential to Accommodate Industrial Development
Industrial employment land should, to the greatest extent practicable, be located in a single broad precinct area.	This location would not contribute to the consolidation of existing industrial activities in the township.
Land designated for industrial purposes should be physiographically suitable for development; free from flooding and slope constraints.	Initial investigations indicate that the land would be suitable for development. Slope across the site is estimated to be within an acceptable range for industrial development. There appears to be a rivulet running across the north of the site; the potential for this to cause flooding on the site would need to be further investigated however, it would be anticipated that any potential for flooding could be mitigated by remedial measures.
Land use conflict between industrial, residential and other activities should be avoided.	Land south of the Gwydir Highway has tentatively been earmarked for future standard density development. Given this represents a logical extension of existing residential areas, the location of industrial land immediately north of the Highway may result in potentials for land use conflict.
Industrial areas should be highly accessible to the existing and future main road network and proximate to existing industrial areas.	This location provides direct access west on the Gwydir Highway, and access north is available via Jardine Road and Ring Street. Particular sections of this route would need to be upgraded in order to facilitate efficient access to the west and north.

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**Table 13: Evaluation of Location 4**

Objective	Evaluation of Site Potential to Accommodate Industrial Development
Planning for industrial areas should occur in the context of long term growth prospects and opportunities. Growth corridors with long-term potential should be identified and protected for future industrial purposes.	This location would provide the capacity for long term growth of industrial activity.

The strategic context of location four can be summarised as follows:

- would result in a fragmented industrial land use pattern;
- may have conflict with future residential activity;
- provides access west and east, however access north would require upgrading of the Jardine Road / Ring street route;
- provides opportunity to locate all future industrial activity in a single location.

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**5.3 PREFERRED LOCATION**

As indicated above, there are positive and negative considerations associated with each potential site.

In summary:

- location one is not considered a feasible option, due to the restrictive nature of the rail reserve for long term growth;
- location two would provide long term opportunities for industrial growth, would contribute to consolidation of the broad northern industrial area but would require completion of a road link to the Gwydir Highway;
- location three is isolated from the existing industrial areas, and there are limited opportunities for linking it via a coherent access network;
- location four requires the formalisation of the northern component of the ring road system, provides opportunities for long term growth but may, in the future, have the potential to cause land use conflict with future residential activities.

In terms of a feasible and appropriate land use and transport integrated option; locations two and four represent the best opportunities as they provide long term opportunities for growth and are the most accessible for traffic coming from the west, north and east; the key transport links into the Township. Although location three has limited amenity implications, it is isolated from the existing industrial areas. Whilst links to the major highways would be possible in the long term, providing access to the existing industrial areas would be difficult.

Together with long term growth and traffic access, a key consideration in the future planning for industrial land is proximity with existing industrial activity. There are several benefits of encouraging additional industrial development in a location in proximity to existing industrial and commercial activities, including:

- efficiencies for delivery and despatch of goods; the need for couriers to travel across town is minimised;
- encourages ability to promote single, consolidated location for industrial development within and outside the region;
- minimises risk involved with development at an isolated location;
- provides opportunities for a range of uses consistent with industrial activity;
- minimises potential for amenity impacts and land use conflict, as 'edges' are minimised.

Therefore, the preferred location of industrial development is at the site located on Burtenshaw Road. The success of this location for industrial activity however, will largely depend on the construction of the road bypass providing access from the west from the Gwydir Highway, via Jardine Road, Ring Street, Brissett Street and back to the Gwydir Highway.



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**6 RECOMMENDATIONS**

The following section provides the recommendations for employment land use management in Inverell.

The Strategy has examined the role and structure of commercial and industrial land use in Inverell, and assessed the long term requirements for the period 2007 to 2031 and beyond. In respect of commercial land use management, the recommended policies and priority initiatives are set out below for Inverell town centre and industrial land.

**6.1 TOWN CENTRE****6.1.1 Role**

The Inverell town centre is a sub-regional centre, providing a wide range of retail, commercial and community facilities to a broad catchment area.

**6.1.2 Structure**

The Inverell town centre comprises two main shopping streets, Byron and Otho streets. The majority of retail and commercial floorspace is located on these two streets, and there is a need maintain and support an active and attractive shopping environment within this core area. In addition, it is important that attractive links to major stores located at the rear of the main streets are delivered, and future retail and commercial development, with the exception of major anchor stores and bulky goods stores, are located on the two main streets within the core area.

**6.1.3 Initiatives**

It is recommended that Council adopts a Vision Statement for the Inverell town centre that reflects its social, retail and commercial significance to Inverell and the wider district. The Vision Statement could form objectives for the future planning and management of the town centre and be incorporated in the Local Environmental Plan (LEP).

**(a) Draft Vision Statement for the Inverell Town Centre**

The Inverell town centre is the central place for the town and its Regional Catchment Area (RCA) encompassing a district with approximately 47,000 people (2006) and extending approximately 50 to 70 kilometres from the town. The town centre is the historic retail, commercial, professional services and administrative centre of the district. Council is committed to ensure that future planning and development of the town centre and surrounds:

- maintains and consolidates the street based activity centre focussed on Otho and Byron Streets;
- respects and maintains the network of open spaces along the McIntyre River;
- protects the town centre's recognised heritage values;
- reinforces the town centre's core retail district, supporting services area and civic precinct;
- enables the diversity of retail, commercial and services needs to be accommodated within the precincts that constitute the town centre;
- provides recognised areas for future development of smaller scaled bulky goods retailing that adjoin and reinforce the town centre;
- maintains high levels of pedestrian amenity;
- provides adequate on-street and off-street parking for visitors and employees.

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<p><b>(b) Preparation of Development Control Plan for the Inverell Town Centre</b></p> <p>It is recommended that Council prepare a Development Control Plan (DCP) for the Inverell town centre to achieve the Vision Statement. The DCP should address:</p> <ul style="list-style-type: none"> <li>• activities based precincts for the town centre and surrounds;</li> <li>• guidelines for future building development that is consistent with and respects the scale and character of the existing town centre;</li> <li>• an integrated framework for vehicular and pedestrian access;</li> <li>• a framework for future smaller scale bulky goods developments that will reinforce and consolidate the existing town centre;</li> <li>• guidelines for landscaping and urban design improvements;</li> <li>• guidelines for the provision and management of car parking within the town centre.</li> </ul> <p><b>(c) Rezone industrial land within the Inverell Town Centre</b></p> <p>It is recommended that land currently zoned for industrial purposes in the town centre is rezoned to a retail / business related zone, in order to encourage the development of a smaller scale bulky goods precinct in this area. In addition, rezoning would prevent the further development of industrial activity in the precinct. It should be noted that the purpose of the re-zoned industrial land within the town centre is primarily to accommodate additional smaller scale bulky good type stores. Other retail and commercial activity should be concentrated within the core town centre area.</p>	<p><b>6.2 FUTURE INDUSTRIAL ACTIVITY</b></p> <p>As noted earlier, the preferred location for additional industrial land is the Burtenshaw Road precinct.</p> <p><b>6.2.1 Role</b></p> <p>The role of future industrial activity is to provide opportunities for the development of a regional-scale industrial node in Inverell.</p> <p><b>6.2.2 Structure</b></p> <p>The structure of the industrial precinct is a key component of the potential of the site to develop into a regional scale node. The following principles should apply to the design and layout of the precinct:</p> <ul style="list-style-type: none"> <li>• site visibility from main roads should be maximised;</li> <li>• a range of sizes of sites should be provided;</li> <li>• consolidated signage should be provided, indicating the location of the precinct from the northern and western approaches into town.</li> </ul> <p><b>6.2.3 Initiatives</b></p> <p>It is recommended that Council adopts a Vision Statement for future industrial activity that reflects its significance for the sustainability of Inverell's industry, employment, business development and future investment. The Vision Statement could form policy objectives for the future planning and management of industrial areas and be incorporated in the Local Environmental Plan (LEP).</p>
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A key requirement for transport and land use activity within Inverell is the development of a road extension linking the industrial area to the Gwydir Highway. This route is currently provided through Runnymede Drive however, this traverses residential areas. Increases to the number of trips generated from Burtenshaw Road would intensify these impacts.

In order to sustain Inverell's role as an important district and sub-regional service centre, it is important that the town provides a land use plan and strategy to ensure the continuing and long term provision of competitive, attractively sited and well planned industrial and business areas to meet the town's requirements for the foreseeable future. Council is committed to ensure that future planning and development of the town's industrial areas:

- takes full account of the industrial land use requirements for the town's needs, providing for a diverse range of sites and ensuring that there is sufficient stock of land to meet both predicted take up requirements and provide a reserve for future opportunities and to facilitate long term planning and management;
- recognises the fundamental importance of providing effective access for industrial and through traffic to ensure that current and future industry and business areas will be readily accessed to minimise amenity impacts on the town centre, residential uses and sensitive land uses including schools and hospitals;
- within the framework of a planned main road system that will provide effective access to industrial areas, Council will identify, plan and zone a strategically sited land reserve to meet the town's current, emerging and long term needs;
- ensures that new industrial development is proximate to existing industrial areas and fully utilises the planned main road network;

It is recommended that Council prepare a Development Control Plan (DCP) for Inverell's industrial areas to achieve the Vision Statement. The DCP should address:

- access, setback, landscaping and parking requirements and guidelines for existing and future industrial areas;
- an identified route for an Inverell Northern Ring Road to provide access for industrial and through traffic that will connect the major existing industrial areas, a planned future industrial area, and that will bypass the town centre, established and future residential areas and sensitive land uses;
- master planning, infrastructure development requirements and land release principles for a new major industrial area to be located proximate to the major existing industrial areas and to the Inverell Northern Ring Road. The planning for this area should identify buffer requirements, sufficient to take account of local climatic and topographic considerations and to enable the industrial area to operate without restriction for the foreseeable future; and to optimise environmental quality and liveability for existing and proposed residential areas and sensitive uses.

In addition, the resolution of the transport network is a key component of future industrial activity. The major initiatives for transport development in Inverell should prioritise the development of a road link between Brissett Street and Gwydir Highway and ensure heavy traffic can access Brissett Street from Ring Street (via Ashford Road intersection).

Together with the development of an industrial precinct, the transport network will contribute to the development of an environment conducive to long term employment and economic sustainability within the region.

### 6.3 ABATTOIR SITE

#### 6.3.1 Role

The abattoir site is recognised as important in the employment and economic context of the Shire, providing both direct and indirect employment. Abattoir operations have the potential

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to cause land use conflict with sensitive uses, it is therefore important that the amenity of existing land owners, together with the operations of the abattoir including the associated rendering operations, are upheld through the planning framework.

The delineation of buffers around the existing abattoirs facility to take account of local climatic and topographic considerations will enable this facility to operate without restriction for the foreseeable future. In addition, this approach will optimise environmental quality and liveability for existing and proposed residential areas and sensitive uses.

### 6.3.2 Structure

The abattoir site is located approximately five kilometres west of the Inverell town centre, on Warialda Road. It processes approximately 4,500 head of cattle each week, and the site encompasses boning rooms, and a rendering plant for processing animal by-products into tallow and meat / blood / bone meal. In addition, land beyond the abattoir operation is used for low-intensity stock holding, grazing and fodder production; these activities have a much lower propensity to cause undue amenity impacts. Modelling undertaken for the abattoir site indicated that under 'worst case' conditions, properties within 1,000 metres of the site (and extending to 1,500 metres in a north easterly direction, due to a drainage line formed by topographical characteristics) would be at risk from experiencing odour impacts of the abattoir.

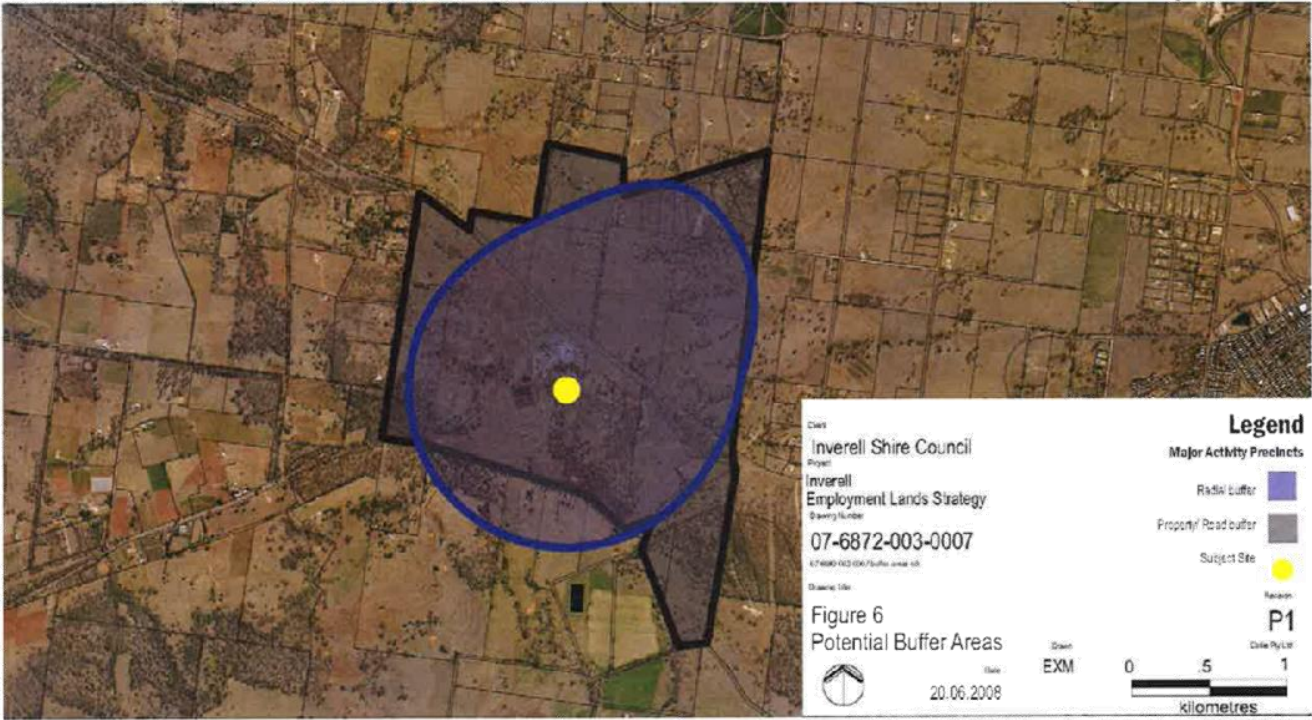
### 6.3.3 Initiatives

In light of the odour modelling undertaken regarding the abattoir site, it is proposed that activity within 1,000 metres (and up to 1,500 metres towards the north east) of the abattoir site is restricted to that which is rural in nature. The area which this encompasses is shown

in Figure 6. This illustrates the areas where residential development should be restricted, as sites are likely to experience adverse amenity impacts from the abattoir.



Figure 6: Abattoir Site Land Use Framework



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<p><b>6.4 EXISTING INDUSTRIAL AREAS</b></p> <p>The existing industrial precincts are illustrated in Figure 3.</p> <p><b>6.4.1 Town Centre Industrial area</b></p> <p>The town centre industrial area precinct currently provides for a range of commercial, light industrial and trade services. It essentially comprises an extension of the town centre, and acts as a buffer between the town centre core area and the Ashford Road industrial area.</p> <p>The expansion of the town centre's commercial area, particularly for smaller scale bulky goods activity, is likely to result in land use changes in the northern town centre precinct. New developments in this precinct should contribute to the development of the area as an attractive and consolidated smaller scale bulky goods precinct.</p> <p>In order to implement this, a series of detailed local plans should be prepared, covering:</p> <ul style="list-style-type: none"> <li>identifying sites which may be available for consolidation by Council and, in the longer term, development of bulky goods stores;</li> <li>opportunities to develop shared car parking areas for bulky goods development;</li> <li>pedestrian links between the existing commercial area and the bulky goods precinct.</li> </ul>	<p><b>6.4.2 Brissett Street Precinct</b></p> <p>The Brissett Street precinct is currently a major focus for industrial activity in the Inverell Township. It has developed as a mixed use industrial, trade services and commercial area. The precinct is located between Arthur Street, Swanbrook Road, Killeen Street, McIvor Street and Ashford Road.</p> <p>There are limited opportunities for development in the Brissett Street precinct, due to limited vacant sites. As the Burtenshaw Road precinct evolves however, it is anticipated that there may be a shift in land use activity within the Brissett Street precinct. In particular, it is likely that there would be demand for sites fronting Ashford Road for showroom and display purposes; this process has already begun to occur. Further re-development of these sites should occur with the objective of creating attractive presentations to the street, and designating the entrance to the Township from the north. Recommendations for the Brissett Street precinct include:</p> <ul style="list-style-type: none"> <li>encouraging re-development of attractive frontages for sites fronting Ashford Road;</li> <li>maintain the precinct as a hub for employment activity.</li> </ul> <p><b>6.4.3 Ring Street Precinct</b></p> <p>The Ring Street precinct comprises a range of trade services, peripheral sales, transport and logistics operators. The precinct is located in proximity to residences on its southern edge; this does not maximise amenity for residential activities, or opportunities for development and expansion for industrial and commercial uses. Transitioning of industrial and commercial activity may achieve some improvements to residential amenity however, these would occur over a significant time period. Recommendations for Ring Street precinct include:</p>
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- limit and restrict development which reinforces land use and amenity issues for residences;
- maintain the precinct as a hub for employment activity which does not impact residential amenity.

**6.4.4 Rifle Range Road Precinct**

There has been limited activity at the Rifle Range Road precinct; the site is isolated from the Township and access routes from the north and west are not favourable. The remaining vacant land in the precinct has been included in the existing industrial land stock and the subsequent analysis of the quantum of future land required for industrial purposes. It is recommended that:

- the precinct retain its industrial zoning;
- Council undertake monitoring of development in the precinct, and in the longer term, assess the appropriateness of the site for industrial activity, given the benefits associated with development within a consolidated precinct.

**6.5 ENTERPRISE CORRIDOR / LARGE FORMAT BULKY GOODS.**

Consistent with the principal and supporting objectives identified in Section 4.2 it is considered the area in the vicinity of the Gwydir Highway and Jardine Road is suitable for the future development of an enterprise corridor.

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**7 IMPLEMENTATION AND MONITORING**

The previous section has provided the recommendations for land use management and planning for the relevant employment land areas. The purpose of this section is to summarise the required actions of Council and other stakeholders in order to deliver an employment land network which provides opportunities for the long term economic prosperity of the Shire.

The major tasks required are as follows.

- rezone industrial land within the town centre to:
  - facilitate the development of a bulky goods precinct for smaller format bulky goods stores;
  - prevent additional industrial activities from developing in the precinct;
- rezone land currently designated S(a) Special Use (community) to more appropriate town centre zone;
- prepare a DCP for the town centre precinct, including the former industrial area, identifying major activity precincts, guidelines for appropriate activities and development within these precincts, vehicle and pedestrian movement networks, sites for bulky goods developments, land for community use and landscaping improvements;
- rezone land located north of Burtenshaws Road and east of the Rubbish Depot to industrial land and concurrently prepare a DCP for the precinct, in order to ensure a coherent and effective development;
- reserve additional land (potentially further south of this and Burtenshaw Road) for longer term supply;
- identify and develop an appropriate location for a road link between Brissett Street and the Gwydir Highway;
- resolve the intersection near Ring Street, Ashford Road and Brissett street to the extent that it becomes appropriate for large vehicles;

- investigate potential for road link linking Gwydir Highway (near Jardine Road) to form a southern bypass route, linking with South Street;
- rezone strategically identified land on an as required basis in the vicinity of Gwydir Highway and Jardine Road to facilitate establishment of an Enterprise Corridor / Large Format Bulky Goods Precinct.

The preparation of the relevant DCPs, together with rezoning and transport network improvements will contribute to the development of an integrated and coherent employment land context for the Inverell Shire.

In addition to these implementation requirements, a monitoring framework should also be established to track the uptake of retail, commercial and industrial land and floorspace. The monitoring framework should provide an ongoing register and summary of approved development applications, indicating the intended use, floorspace and land take up, together with an indication of the proportion of approved development applications which are acted on. The monitoring framework will provide an indication of the long term take up patterns as compared to the forecasts prepared for this report, and in doing so will indicate the likely timing required for a review of future land requirements.



## 6 INFORMATION REPORTS

### 6.1 WORKS UPDATE

**File Number:** S28.21.1/13 / 20/24712

**Author:** Justin Pay, Manager Civil Engineering

#### **SUMMARY:**

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

#### **COMMENTARY:**

##### **Toms Drive Pavement Rehabilitation**

Council have committed \$350K from the Roads to Recovery (R2R) Program to undertake pavement rehabilitation works on the bitumen sealed section of Toms Drive from Yetman Road to the end of the seal, a total distance of 920 metres.

This project is now at practical completion. A primer seal was placed on Wednesday, 24 June 2020 with a final seal programmed in conjunction with Council's Bitumen Resealing Program.



Toms Drive Pavement Rehabilitation – Primer Seal

**Rural Roads Heavy Patching**

Council have allocated \$855K from the Roads to Recovery (R2R) program to undertake heavy patching works on various rural local roads in the southern and northern areas of the shire, namely Auburn Vale Road, Elsmore Road and Delungra-Graman Road in the southern area (\$400K) and Coolatai Road, Wallangra Road, Bukkulla Road, Emmaville Road, Coalmine Road and Inverell-Bonshaw Road in the northern area (\$455K).

Works commenced in early May 2020 and have progressed as planned. At the time of writing this report, all the planned roads have been completed (see listing below) apart from Coalmine Road which has been postponed due to budget constraints. Coalmine Road will be completed when the next round of heavy patching funding is made available. Bruxner Way and Bingara Road were added to the heavy patching program due to an identified safety concern and were considered a higher priority due to their regional road status. Additional funds were sourced from the additional Road to Recovery funds for these two (2) regional roads.

- SR 199 Auburn Vale Road - 10,660m<sup>2</sup> (completed)
- SR246 Elsmore Road – 9,500m<sup>2</sup> (completed)
- SR35 Coolatai Road – 10,050m<sup>2</sup> (completed)
- SR36 Wallangra Road – 5557m<sup>2</sup> (completed)
- SR54 Emmaville Road – 3400m<sup>2</sup> (completed)
- SR50 Bukkulla Road – 3,858m<sup>2</sup> (completed)
- SR 128 Delungra- Graman Road – 10,500m<sup>2</sup> (completed)
- MR137 Inverell-Bonshaw Road – 3,200m<sup>2</sup> (completed)
- MR 462 Bruxner Way – 3,463m<sup>2</sup> (completed)
- MR134 Bingara Road – commencing 29 June 2020

A similar heavy patching process to the Gwydir Highway was adopted whereby Council's maintenance crews heavy patch for four (4) days and then apply a hot bitumen seal at the end of the working week. All heavy patching works are planned to be completed by 30 June, 2020.

**Lake Inverell All Abilities Project**

Council has been successful in obtaining \$881,606 from the Stronger Country Communities Fund to contribute towards the upgrade of the Lake Inverell Precinct. Works consist of the construction of a new kayak launching facility, boardwalk, lookout platform and footpaths which allow for wheelchair access to the new facilities. This project is 100% grant funded.

The steelworks for the boardwalk have been installed onsite with the flooring currently being installed. The kayak launching facility will be ready to install in the second week of July. Stage two (2) of the footpaths will be commencing once the flooring for the boardwalk is finished.

Due to COVID-19 and unexpected weather conditions; contractors have been unable to access the site which has delayed works. It is anticipated that works will now be completed by the end of August 2020.





New Boardwalk – Lake Inverell All Abilities Project



New Boardwalk – Lake Inverell All Abilities Project





New Boardwalk Abutment – Lake Inverell All Abilities Project

### **Warialda Road “Black Dam” Rehabilitation and Widening**

Council have committed \$1.1M from the Fit 4 Future Program to undertake the widening and rehabilitation of a section of Warialda Road 69.35km to 71.44km North of Warialda at the locality known as “Black Dam” (10km south of Yetman). The works include the widening of 1.7km of existing pavement, realignment of a reverse curve for 350m through a greenfield site and upgrading the existing concrete causeway to a 6-cell precast box culvert.

An additional 270m was incorporated into the project bringing the total length to 2.07km. The original length was based on Council’s Asset data and segment lengths. Upon further investigation it was determined that there is an additional 270m that requires rehabilitation and it is more economical for Council to complete the works while onsite.

Additional Flora/Fauna, Aboriginal and Environmental studies are required that were not foreseeable at the time of estimation which also added to the cost. Therefore, additional funds were sourced from the Block Grant Supplementary and Roads to Recovery program bringing the total project cost to \$1,483,889.

Fit 4 Future	\$1,096,530
Block Grant Supplementary	\$160,000
Roads to Recovery	<u>\$227,359</u>
Total Project Cost	\$1,483,889

A copy of the design plans are available upon request.



Works commenced late June, 2020. The drainage pipe replacements are well underway and the tree contractors have started with the removal of trees in the clearzone and greenfield site. An Ecologist from Reconeco will be onsite to supervise the removal of any habitat trees.

Ozwide Bridge Rail and Civil have been engaged to construct the 6-cell box culvert upgrade and are due to commence mid July, 2020

Works are expected to take twelve (12) weeks.



Pipe Culvert Replacement – MR63 “Black Dam” Rehab and Widening Project

**Oliver Street Extension**

Council staff are preparing to commence works to extend Oliver Street, from Arthur Street to Swanbrook Road. The project involves construction of a new sealed pavement, kerb and gutter and associated water main and drainage construction through the land formally used as the Community Gardens. The project also involves constructing a cul-de-sac in Arthur Street adjacent to Ashford Road and extending the kerb and gutter along the southern side of Swanbrook Road from Ashford Road to Oliver Street.

The Community Garden has finalised the moving of infrastructure in order to commence works. Works are programmed to commence early July, 2020.

**Sinclair Park/Campbell Park Toilet Refurbishment**

Works are now complete on both Sinclair Park and Campbell Park toilets and have been re-opened to the public. The works involved a complete re-fit out of the internal fixtures and fittings at each facility and minor external works such as drainage upgrades. The projects were aimed at improving the amenity of each facility, improving safety and significantly reducing maintenance requirements at each site.

**Maintenance Grading**

The following maintenance grading works were undertaken during June 2020.

Road Number	Road Name	Length Graded (km)
SR 128	Delungra Road	13.00
SR 102	Mastermans Road	6.77
SR 224	Airlie Brake Lane	8.42
SR 177	Blyths Lane	6.04
SR 178	Turrawarra Lane	2.3
SR 179	Kia Ora Lane	1.8
SR 180	Pollocks Lane	3.61
SR 105	Glenesk Road	13.23
	<b>TOTAL</b>	<b>55.17</b>

**Reactive Spot Grading**

The following reactive spot grading works were undertaken during June 2020.

Road Number	Road Name	Length Graded (km)
SR 173	Delungra Bypass Road	8.29
	<b>TOTAL</b>	<b>8.29</b>

**Gravel Patching**

There was no gravel patching works undertaken during June 2020.

**Gravel Re-sheeting**

The following gravel re-sheeting works were undertaken during June 2020.

<b>Road Number</b>	<b>Road Name</b>	<b>Length Re-sheeted (km)</b>
SR 114	Coles Lane	1.27
SR 119	Burts Lane	4.0
SR 175	Leaders Lane	2.0
	<b>TOTAL</b>	<b>7.27</b>

**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.

**ATTACHMENTS:**

**Nil**

**6.2 FIXING LOCAL ROADS (FLR) PROGRAM****File Number:** S15.8.100/01 / 20/25596**Author:** Paul Henry, General Manager**SUMMARY:**

Council is in receipt of advice in respect of funding under the Fixing Local Roads Program. The following information is provided for the information of Council.

**COMMENTARY:**

Earlier this year Council submitted nine (9) projects for possible funding in the FLR program. Advice has been received that eight (8) of those projects have been approved for funding.

The eight (8) successful projects are:

Copeton Dam Road Maintenance	Repair shoulders, heavy patching, tree trimming overhanging vegetation	<b>\$289,750</b>
Coolatai Road Maintenance	Grading shoulders to remove drop off, and crack sealing pavement	<b>\$208,109</b>
Bukkulla Road Maintenance	Patching and repairing cracking, trimming vegetation, shoulder grading	<b>\$349,402</b>
Mount Russell Road Maintenance	Heavy patching, tree trimming, replace broken culverts, grade shoulders	<b>\$551,742</b>
Elsmore Road Maintenance	Patching, trimming vegetation, grading, repair headwall and culverts	<b>\$587,737</b>
Pindari Dam Road Maintenance	Heavy patching, grading shoulders, trim vegetation, upgrade culverts	<b>\$516,960</b>
Old Bundarra Road Asphalt Paving	Asphalt overlay over an existing sealed horizontal curve	<b>\$42,196</b>
Gragin Road Maintenance	Repairing and trimming shoulders, shoulder grading and filling	<b>\$73,832</b>

The remaining unfunded project is the upgrading of the Emmaville Road to a Class 2 B-Double Route. The estimated cost of this project is \$9.1M.

While this is a significant project, with a significant cost attached, the expected outcomes are consistent with the FLR funding guidelines. The project will be resubmitted in the next funding round later in this calendar year.

Representations will be made to Glen Innes Severn Council, in order to attempt to include the section of Emmaville Road in their area, and submit a joint funding submission.

**ATTACHMENTS:**

Nil