INVERELL
SHIRE COUNCIL

BUSINESS PAPER

Civil and Environmental Services Committee Meeting

Wednesday, 14 October 2020

INVERELL SHIRE COUNCIL

NOTICE OF CIVIL AND ENVIRONMENTAL SERVICES COMMITTEE MEETING

8 October, 2020

A Civil and Environmental Services Committee Meeting will be held in the Committee Room, Administrative Centre, 144 Otho Street, Inverell on Wednesday, 14 October, 2020, commencing at **9.00am**.

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

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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 – conflictions 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 practible 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 9 September, 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, 9 SEPTEMBER 2020 AT 9.00AM

PRESENT: Cr Di Baker (Chair), Cr Paul Harmon (Mayor), Cr Stewart Berryman, and Cr Neil McCosker via Zoom.

IN ATTENDANCE: Cr Anthony Michael (Deputy Mayor), Cr Jacki Watts and Cr Kate Dight via Zoom.

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

1 APOLOGIES

COMMITTEE RESOLUTION

Moved: Cr Neil McCosker
Seconded: Cr Paul Harmon

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

CARRIED

Nil

2 CONFIRMATION OF MINUTES

COMMITTEE RESOLUTION

Moved: Cr Stewart Berryman
Seconded: Cr Paul Harmon

That the Minutes of the Civil and Environmental Services Committee Meeting held on 12 August, 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

Nil

4 PUBLIC FORUM

Nil

5 DESTINATION REPORTS

5.1 DA-96/2019 - CATTLE FEEDLOT - 1804-2033 TARWOONA ROAD, CAMP CREEK DA-96/2019

COMMITTEE RESOLUTION

Moved: Cr Stewart Berryman
Seconded: Cr Paul Harmon

The Committee recommend to Council that Development Application 96/2019 be approved subject to the following conditions of consent:

General Conditions

1. *Inverell Shire Council issues its consent, subject to conditions stated hereunder, in accordance with Section 4.17 of the Environmental Planning and Assessment Act 1979.*

   Consent is granted for a beef cattle feedlot.

   Except where otherwise provided in this consent, the development is to be carried out strictly in accordance with the following documents:

Document Description	***Date***	***Report No.***	***Version No.***
Environmental Impact Statement			
Development Application and Environmental Impact Statement – Proposed Beef Cattle Feedlot, Tarwoona Road, Camp Creek	*15/08/2019*	*RU01Z000*	*V02R02*
Additional Information			
Local Government Engineering Services - Traffic Impact Assessment	*28/05/2020*	*IV2481*	*Rev C*
AREA Environmental Consultants & Communication – Biodiversity Development Assessment Report	*17/01/2020*	*QU-0042*	*V3.4*
Chance Find Procedure – Cultural heritage items	*-*	-	*-*
Matrix Acoustics - Road Traffic Noise Assessment	*21/04/2020*	-	*-*

   Any deviation will require the consent of Council.

2. *The maximum head of cattle permitted within the cattle feedlot at any one point in time is 25,055.*

3. *The development is to be undertaken in accordance with the General Terms of Approval (**Appendix 1** of this consent) and any subsequent Environmental Protection License (as amended), issued by the NSW Environment Protection Authority.*

4. *The development is to be undertaken in accordance with the General Terms of Approval (**Appendix 2** of this consent) and any subsequent Controlled Activity Approval (as amended), issued by the National Resources Access Regulator.*

5. *The development is to be undertaken in accordance with the General Terms of Approval (**Appendix 3** of this consent) and any subsequent Fisheries Permit (as amended), issued by the Department of Primary Industries (Fisheries).*

6. *The development is to be undertaken in accordance with the General Terms of Approval (**Appendix 4** of this consent) and any subsequent Water Use Approval and/or Water*

Management Work Approval (as amended), issued by the WaterNSW.

7. *The final design, construction and operation of the feedlot must be undertaken in accordance with the Mitigation Measures summarised in **Section 15.3** of the approved Environmental Impact Statement.*

8. *Permanent vehicle classifiers must be installed on Cunningham Weir Road, the access to the feedlot and Tarwoona Road to the east of the development, at the applicant's expense.*

9. *The applicant must comply with all relevant prescribed conditions as contained in Division 8A of the Environmental Planning & Assessment Regulation 2000 (as detailed at the end of this consent).*

Prior to Construction (including road upgrades)

10. *Prior to the commencement of any works (including earthworks and road upgrades) a Construction Certificate must be issued in accordance with the Environmental Planning and Assessment Act 1979. The application for a Construction Certificate, made to Council or an Accredited Certifier, must include plans and specifications demonstrating full compliance with the Building Code of Australia and associated standards.*

11. *Prior to issue of a Construction Certificate, a Heavy Vehicle Code of Conduct for traffic associated with the feedlot must be submitted to and approved by Council. The Code of Conduct must address at minimum:*

    - *A map of the primary haulage routes highlighting critical locations;*
    - *Safety initiatives for haulage through residential areas and/or school zones;*
    - *An induction process for vehicle operators and regular toolbox meetings;*
    - *A complaints resolution and disciplinary procedure; and*
    - *Community consultation measures for peak haulage periods.*

12. *Prior to issue of a Construction Certificate, protection buffer areas with suitable fencing/delineation, must be provided around the Aboriginal Cultural Heritage Artefacts identified in "Figure 34 – Heritage Assessment Aboriginal Objects" being Drawing No. "RU01Z – EIS – HA -34D" of the Environmental Impact Statement. The proposed method of fencing/delineation must be submitted to and approved by Council.*

    Note: Council may undertake consultation with the Biodiversity and Conservation Division of the NSW Department of Planning, Industry and Environment in relation to the proposed fencing/delineation method.

13. *Prior to issue of a Construction Certificate, approval under Section 138 of the Roads Act 1993 must be obtained from Council for:*

    - *Upgrade of the bridge on Cunningham Weir Road over the Dumaresq River;*
    - *Widening and resurfacing of the Cunningham Weir Road including Dumaresq River approaches;*
    - *Upgrade of existing intersection at Tarwoona Road onto Cunningham Weir Road;*
    - *Permanent vehicle classifiers to be installed on Cunningham Weir Road, the access to the feedlot and Tarwoona Road to the east of the development;*
    - *The proposed new access crossing; and*
    - *Any other road upgrades.*

    The application for approval under Section 138 of the Roads Act 1993 must be accompanied by detailed engineering survey and design of all works.

    Note: Council will consult with the Goondiwindi Regional Council, National Resource Access Regulator and Department of Primary Industries (Fisheries) in relation to the

proposed road upgrades, bridge upgrade and works within 40 metres of the Dumaresq River.

14. *Prior to issue of a Construction Certificate, an approval from Goondiwindi Regional Council must be obtained for the upgrade works in Queensland to the Cunningham Weir Road and Texas-Yelarbon Road. A copy of this approval is to be provided to Inverell Shire Council.*

15. *Prior to issue of a Construction Certificate, the applicant must provide Council with documentary evidence that the required biodiversity credits have been retired in accordance with the Biodiversity Conservation Act 2016.*

    The retired biodiversity credits must be of the number and class as specified within the Biodiversity Development Assessment Report prepared by AREA Environmental Consultants & Communication, Report No. QU-0042, Version No. V3.4, dated 17/01/2020.

16. *Prior to issue of a Construction Certificate, approval under Section 68 of the Local Government Act 1993 must be obtained from Council for the installation and operation of on-site sewage management systems for the administration office and other amenities.*

During Construction / Demolition

17. *The applicant will:*

    - *repair, or pay the full costs associated with repairing, any public infrastructure that is damaged by the development; and*
    - *re-locate, or pay the full costs associated with relocating, any public infrastructure that needs to be relocated as a result of the development.*

18. *The Chance Find Procedure prepared for the discovery of Aboriginal artefacts or places must be implemented and maintained for the duration of works.*

19. *Where the proposed development involves the disturbance of any existing survey monuments, those monuments affected will need to be relocated by a registered surveyor under the Surveying and Spatial Information Act 2002. A plan showing the relocated monuments will then be required to be lodged as a matter of public record at the Lands Titles Office.*

20. *All demolition work is to be carried out in accordance with Australian Standard 2601 The demolition of structures.*

Prior to Occupation / Commencement of Use

21. *Prior to occupation of the site and commencement of the feedlot use, an Occupation Certificate must be issued in accordance with the Environmental Planning and Assessment Act 1979.*

    Note: Prior to issue of the Occupation Certificate, the Principal Certifying Authority is required to be satisfied, amongst other things, that:

    - *all required inspections (including each applicable mandatory critical stage inspection) have been carried out; and*
    - *any preconditions to the issue of the certificate required by a development consent have been met.*

22. *Prior to issue of an Occupation Certificate, the following road works are to be completed in accordance with the approval issued under Section 138 of the Roads Act 1993:*

    - *Upgrade of the bridge on Cunningham Weir Road over the Dumaresq River;*
    - *Widening and resurfacing of the Cunningham Weir Road including Dumaresq River approaches;*
    - *Upgrade of existing intersection at Tarwoona Road onto Cunningham Weir Road;*

- *The proposed new access crossing; and*
- *Any other road upgrades.*

23. *Prior to issue of an Occupation Certificate, the upgrade works in Queensland to the Cunningham Weir Road and Texas-Yelarbon Road must be completed in accordance with the approval issued by Goondiwindi Regional Council. Goondiwindi Regional Council must provide Inverell Shire Council with a formal sign-off that the works have been completed to the required standards.*

24. *Prior to issue of an Occupation Certificate, permanent vehicle classifiers must be installed on Cunningham Weir Road, the access to the feedlot and Tarwoona Road to the east of the development in accordance with the approval under Section 138 of the Roads Act 1993.*

25. *Prior to issue of an Occupation Certificate, Cunningham Weir Road and Tarwoona Road (from Cunningham Weir Road to the Feedlot Access) must be gazetted as a B-Double approved route.*

26. *Prior to issue of an Occupation Certificate, the landscaped earthen mound on the northern side of the main feedlot complex is to be completed.*

27. *Prior to issue of an Occupation Certificate, documentary evidence must be provided to Council demonstrating compliance with the General Terms of Approval and other requirements and licences issued by:*

    - *NSW Environment Protection Authority;*
    - *National Resources Access Regulator;*
    - *Department of Primary Industries (Fisheries); and*
    - *WaterNSW.*

Ongoing Use

28. *A Sec. 94 Contribution for the ongoing maintenance of the local road network is to be paid to Council every quarter, with payments to be made at the following times:*

    - *Financial quarter January to March – to be paid by **30 April** of that year;*
    - *Financial quarter April to June – to be paid by **31 July** of that year;*
    - *Financial quarter July to September – to be paid by **31 October** of that year; and*
    - *Financial quarter October to December – to be paid by **31 January** of the next year.*

    The current rate is $1.176 per head and is subject to CPI adjustment each financial quarter.

    The applicant is to provide Council with details of cattle processed through the feedlot during the financial quarter at the time a payment is made. If Council does not receive these details, the contribution will be levied on maximum processing of 25,055 head of cattle for that financial quarter.

29. *A report must be provided to Inverell Shire Council each financial year, by 31 July, which addresses:*

    - *The source of water, including current water licences, for the feedlot site during that financial year;*
    - *A comparison of the total water available in relation to the maximum feedlot capacity; and*
    - *In the event that if any water restriction and/or water licences are revoked,*

surrendered, modified or otherwise removed from the development site:

- *A review of cattle numbers within the feedlot in relation to water supply; and*
- *Proposed measures to operate the feedlot to match current water supply (e.g. de-stocking).*

30. *A report must be provided to Inverell Shire Council each financial quarter, providing the following data (at minimum), based on the permanent vehicle classifiers installed under this consent:*
    - *Traffic volume;*
    - *Heavy vehicle traffic volume;*
    - *B-Double/HPV/Road Train volume; and*
    - *Date and time of B-Double/HPV/Road Train access.*

    Note: This condition may be satisfied by the provision of live feed data to Council.
31. *The National Guidelines for Beef Cattle Feedlots in Australia is to be complied with at all times during the operation of the feedlot to ensure animal health and welfare.*
32. *All external lighting must:*
    - *comply with AS 4282–1997 Control of the obtrusive effects of outdoor lighting; and*
    - *be mounted, screened and directed in a way that it does not create a nuisance or light spill on to buildings on adjoining lots or public places.*
33. *The fencing/delineation provided around the Aboriginal Cultural heritage Artefacts identified in "Figure 34 – Heritage Assessment Aboriginal Objects" being Drawing No. "RU01Z – EIS – HA -34D" of the Environmental Impact Statement must be maintained in perpetuity.*
34. *The operation of the feedlot, including all associated traffic, must comply with the approved Heavy Vehicle Code of Conduct.*
35. *Any other condition deemed appropriate by the Director Civil and Environmental Services.*

S375A Record of Voting on Planning Matters

In Favour: Crs Paul Harmon, Stewart Berryman, Di Baker and Neil McCosker

Against: Nil

CARRIED 4/0

5.2 PROCUREMENT OF BITUMEN AND AGGREGATE SERVICES - 2020/2021 - BITUMEN RESEALING PROGRAM S28.28.2/12

COMMITTEE RESOLUTION

Moved: Cr Paul Harmon
Seconded: Cr Stewart Berryman

That the matter be referred to Closed Council for consideration as the matters and information are:

d(i) commercial information of a confidential nature that would, if disclosed prejudice the commercial position of the person who supplied it.

On balance the public interest in preserving the confidentiality of the information outweighs the

public interest in openness and transparency in Council decision-making by discussing the matter in open meeting; and all reports and correspondence relevant to the subject business be withheld from access to the media and public as required by section 11(2) of the Local Government Act, 1993.

CARRIED

6 INFORMATION REPORTS

COMMITTEE RESOLUTION

Moved: Cr Stewart Berryman
Seconded: Cr Paul Harmon

That the information reports be received and noted.

CARRIED

6.1 WORKS UPDATE S28.21.1/13

6.2 INLAND RAIL - NORTH STAR TO NSW/QLD BORDER (SSI - 9371) - NOTICE OF EXHIBITION S18.6.69

6.3 BITUMEN RESURFACING PROGRAM OUTCOMES - 2019/2020 S28.21.1/13

7 CONFIDENTIAL MATTERS (COMMITTEE-OF-THE-WHOLE)

At 9.27am, the Chairperson noted that no members of the public or press were in attendance at the meeting therefore the Committee proceeded to consider the motion to close the meeting to the press and public.

COMMITTEE RESOLUTION

Moved: Cr Stewart Berryman
Seconded: Cr Paul Harmon

That the Committee proceeds into Closed Committee to discuss the matters referred to it, for the reasons stated in the motions of referral.

CARRIED

COMMITTEE RESOLUTION

Moved: Cr Paul Harmon
Seconded: Cr Stewart Berryman

That the Committee proceeds out of Closed Committee into Open Committee.

CARRIED

Upon resuming Open Committee at 9.31am, the Chairperson verbally reported that the Committee had met in Closed Committee, with the Press and Public excluded, and had resolved to recommend to Council the following:

7.1 PROCUREMENT OF BITUMEN AND AGGREGATE SERVICES - 2020/2021 - BITUMEN RESEALING PROGRAM S28.28.2/12

The Committee recommend to Council that the tender from NSW Spray Seal under a full service contract for the 2020/2021 Resealing Program for the tender price of $1,851,568 (plus GST) be accepted.

ADOPTION OF RECOMMENDATIONS

COMMITTEE RESOLUTION

Moved: Cr Paul Harmon
Seconded: Cr Stewart Berryman

That the recommendations of Closed Committee be adopted.

CARRIED

The Meeting closed at 9.34am.

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

4 PUBLIC FORUM

5 DESTINATION REPORTS

5.1 PLANNING PROPOSAL - REQUEST TO AMEND INVERELL LOCAL ENVIRONMENTAL PLAN 2012 - 24-28 GLEN INNES ROAD AND 1-7 CHESTER STREET, INVERELL

File Number: **S18.6.34/10 / 20/39172**

Author: **Chris Faley, Development Services Coordinator**

SUMMARY:

This report has been triggered by a request to Council to undertake a Planning Proposal to amend the *Inverell Local Environmental Plan 2012* in relation to 24 to 28 Glen Innes Road and 1 to 7 Chester Street, Inverell.

The Planning Proposal is seeking to rezone approximately 2,580 square metres of R1 General Residential zoned land to B1 Neighbourhood Centre zone, with consequential amendments to the minimum lot size. The Planning Proposal also proposes to permit "specialised retail premises" on 24 to 28 Glen Innes Road and 1 to 7 Chester Street, Inverell. The purpose of the amendment is to facilitate the redevelopment of the existing service station at 24-26 Glen Innes Road, incorporating mixed use retail uses.

It is recommended that the request to amend the *Inverell Local Environmental Plan 2012* be supported, subject to the applicant preparing the Planning Proposal, including necessary reports and studies. Once a Planning Proposal has been prepared, it is recommended that Council forward the Planning Proposal to the NSW Department of Planning, Infrastructure and Environment requesting a Gateway Determination in accordance with Sections 3.33 and 3.34 of the *Environmental Planning and Assessment Act 1979*.

RECOMMENDATION:

The Committee recommend to Council that:

1. *Council support the request from Newton Denny Chapelle to amend the Inverell Local Environmental Plan 2012 to:*
   - *(a) Re-zone Lot 1 DP 326225, Lot 2 DP 326225 and Lot 3D 360441 from R1 General Residential to B1 Neighbourhood Centre;*
   - *(b) Remove the minimum lot size applicable to Lot 1 DP 326225, Lot 2 DP 326225 and Lot 3D 360441, consistent with the surrounding B1 Neighbourhood Centre zone; and*
   - *(c) Nominate 'Specialised Retail Premises' as an Additional Permitted Use, under Schedule 1 of the Inverell Local Environmental Plan 2012, on Lot 1 DP 322074, Lot 1 DP 666824, Lot 1 DP 334109, Lot 2 DP 322074, Lot 1 DP 326225, Lot 2 DP 326225 and Lot 3D DP 360441;*
2. *Council's support be provided on the basis that Newton Denny Chapelle is responsible for the preparation of the Planning Proposal, including any necessary studies and reports, in accordance with "Planning Proposals: A guide to preparing planning proposals" published by the NSW Department of Planning and Environment and to the satisfaction of the General Manager;*
3. *Once completed, the Planning Proposal be forwarded to the NSW Department of Planning, Infrastructure and Environment requesting a Gateway determination in accordance with sections 3.33 and 3.34 of the Environmental Planning and Assessment Act 1979;*
4. *The General Manager be authorised to undertake the procedural steps associated with the progress of the Planning Proposal and obtaining the Gateway determination, including any minor amendments, information requests and public exhibition; and*
5. *A further report be submitted in relation to this matter following public exhibition.*

COMMENTARY:

INTRODUCTION

On 29 September 2020, Council received a request from Newton Denny Chapelle to amend the *Inverell Local Environmental Plan 2012* in relation to 24 to 28 Glen Innes Road, Inverell and 1 to 7 Chester Street, Inverell (**Attachment 1**). The amendment aims to facilitate the redevelopment of the existing service station at 24-26 Glen Innes Road, Inverell, incorporating mixed use retail uses. It is intended that the redevelopment will occur after Council completes the development of a planned round-a-about on the Glen Innes Road, Chester Street and Bundarra Road intersections.

The first steps to amending a Local Environmental Plan is for the proponent to formally request Council to consider the proposed amendment (refer **Figure 1**). Should Council agree to support the proposed amendment, a Planning Proposal is then prepared and submitted to the NSW Department of Planning, Infrastructure and Environment.

Figure 1 – LEP Amendment Process

The aim of this report is to:

- Describe the site, the subject of this request;
- Outline the request to amend the *Inverell Local Environmental Plan 2012*; and
- Provide discussion of the amendment by Council's Development Services.

THE SITE

The Planning Proposal applies to the properties described in **Table 1** and shown in **Figure 2**.

Table 1 – Properties subject to the Planning Proposal			
Title Particulars	Address	Approximate Size	Description
Lot 1 DP 322074 and Lot 1 DP 666824	24-26 Glen Innes Road, Inverell	1537m^2	This property is located on the corner of Glen Innes Road and Chester Street and contains the Liberty Service Station.
Lot 1 DP 334109	28 Glen Innes Road, Inverell	379.4m^2	This property is located on the eastern side of the Service Station (towards Glen Innes) and contains a single storey building previously used for a vet surgery and other business purposes.
Lot 2 DP 322074	1 Chester Street, Inverell	284.5m^2	Located on the northern side of the Service Station and contains a single storey residential dwelling
Lot 1 DP 326225	3 Chester Street, Inverell	1012m^2	Located on the northern side of the Service Station and contains a single storey residential dwelling
Lot 2 DP 326225	5 Chester Street, Inverell	1012m^2	Contains a single storey residential dwelling
Lot 3D DP 360441	7 Chester Street, Inverell	556.4m^2	Contains a single storey residential dwelling.

The subject land has frontage to Glen Innes Road and Chester Street. Glen Innes Road forms part of the Gwydir Highway and Chester Street is permitted for use by restricted-access-vehicles (e.g. B-Doubles) outside school bus hours and with a maximum speed of 40km/h. The road network can be seen in **Figure 2**.

The zoning and minimum lot size applicable to the subject properties under the *Inverell Local Environmental Plan 2012 is* described in **Table 2** and shown in **Figure 3** and **Figure 4.**

Table 2 – Properties subject to the Planning Proposal			
Title Particulars	Address	Zone	Minimum Lot Size
Lot 1 DP 322074 and Lot 1 DP 666824	24-26 Glen Innes Road, Inverell	B1 Neighbourhood Centre	Nil
Lot 1 DP 334109	28 Glen Innes Road, Inverell	B1 Neighbourhood Centre	Nil
Lot 2 DP 322074	1 Chester Street, Inverell	B1 Neighbourhood Centre	Nil
Lot 1 DP 326225	3 Chester Street, Inverell	R1 General Residential	450m^2
Lot 2 DP 326225	5 Chester Street, Inverell	R1 General Residential	450m^2
Lot 3D DP 360441	7 Chester Street, Inverell	R1 General Residential	450m^2

The dwelling on 3 Chester Street is identified as an Item of Environmental Heritage under the *Inverell Local Environmental Plan 2012*. The subject lots are not identified as flood prone land.

Figure 1 – Aerial Image of the Site

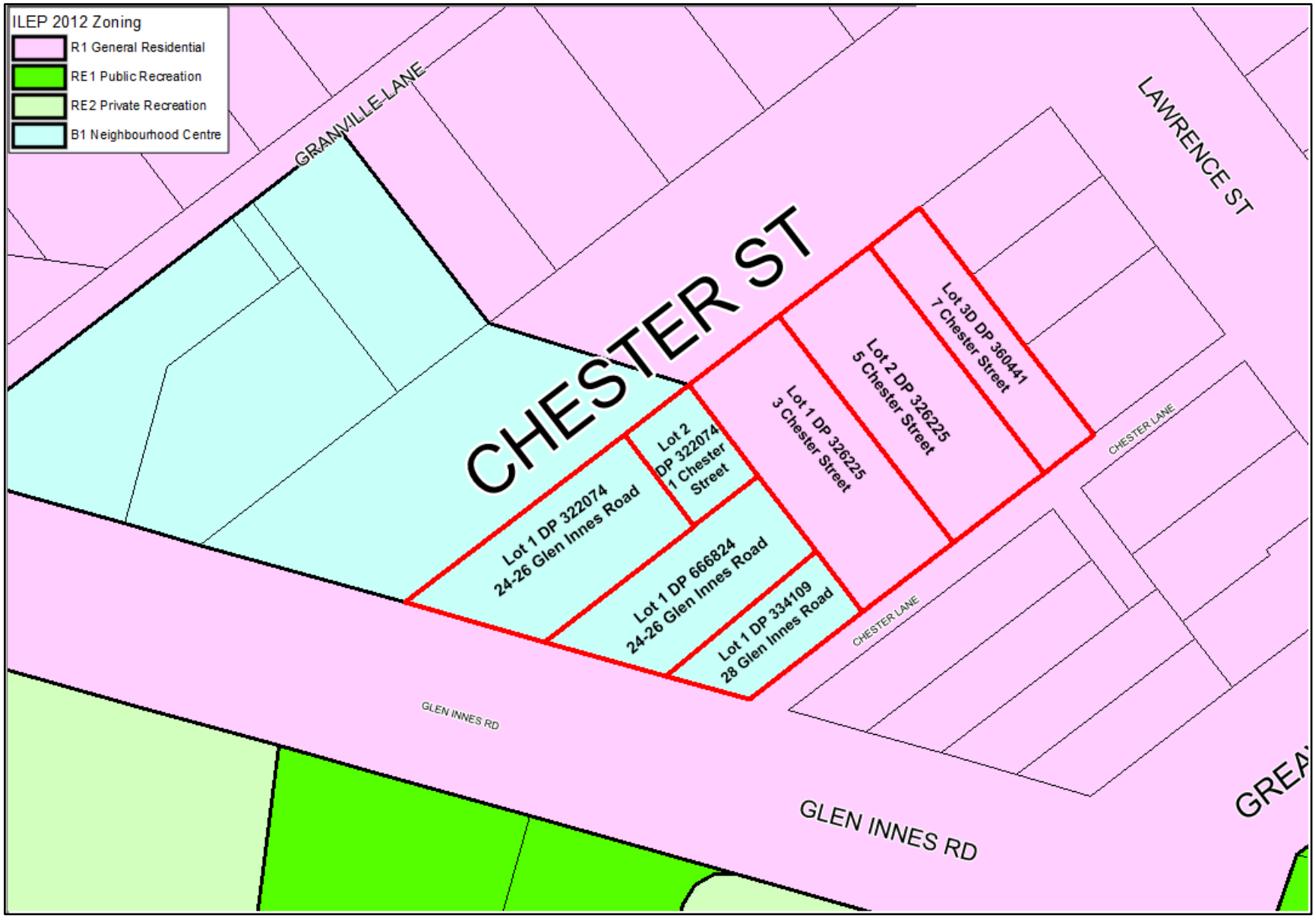


Figure 2 – Zoning under the Inverell Local Environmental Plan 2012

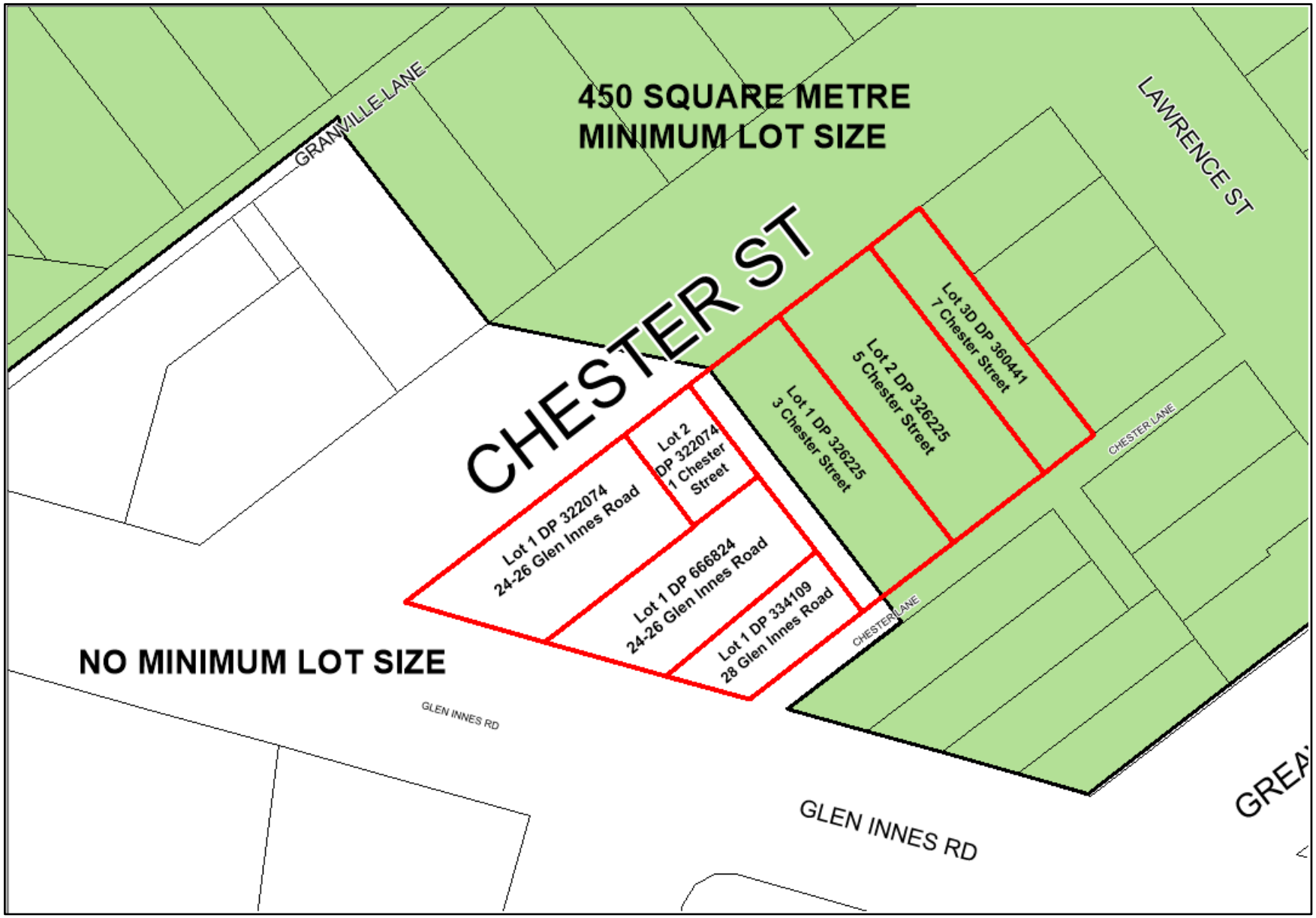


Figure 3 – Current Minimum Lot Size under the Inverell Local Environmental Plan 2012

REQUEST TO AMEND THE INVERELL LOCAL ENVIRONMENTAL PLAN 2012 – 24 TO 28 GLEN INNES ROAD, INVERELL AND 1 TO 7 CHESTER STREET, INVERELL

As per the request from Newton Denny Chapelle (**Attachment 1**), the amendment to the *Inverell Local Environmental Plan 2012* aims to facilitate the redevelopment of the existing service station at 24-26 Glen Innes Road, Inverell, incorporating mixed use retail uses. The redevelopment is proposed to be undertaken after Council completes the development of a planned round-a-about on the Glen Innes Road, Chester Street and Bundarra Road intersections.

The following specific amendments to the *Inverell Local Environmental Plan 2012* are proposed by Newton Denny Chapelle:

1. To re-zone Lot 1 DP 326225 (3 Chester Street, Inverell), Lot 2 DP 326225 (5 Chester Street, Inverell) and Lot 3D 360441 (7 Chester Street, Inverell) from R1 General Residential to B1 Neighbourhood Centre.

   An indicative zoning map for the requested amendment is shown in **Figure 4**, which can be compared with the current zoning previously shown in **Figure 2**.

2. To remove the minimum lot size applicable to Lot 1 DP 326225 (3 Chester Street, Inverell), Lot 2 DP 326225 (5 Chester Street, Inverell) and Lot 3D 360441 (7 Chester Street, Inverell), consistent with the surrounding B1 Neighbourhood Centre zone.

   An indicative minimum lot size map for the requested amendment is shown in **Figure 5**, which can be compared with the current minimum lot size previously shown in **Figure 3**.

3. To amend Schedule 1 Additional Permitted Uses of the *Inverell Local Environmental Plan 2012* to permit "Specialised Retail Premises" on 24 to 28 Glen Innes Road and 1 to 7 Chester Street, being Lot 1 DP 322074, Lot 1 DP 666824, Lot 1 DP 334109, Lot 2 DP 322074, Lot 1 DP 326225, Lot 2 DP 326225 and Lot 3D DP 360441.

   Under the *Inverell Local Environmental Plan 2012*, a 'Specialised Retail Premises' means "*a building or place the principal purpose of which is the sale, hire or display of goods that are of a size, weight or quantity, that requires—*

   (a) a large area for handling, display or storage, or

   (b) direct vehicular access to the site of the building or place by members of the public for the purpose of loading or unloading such goods into or from their vehicles after purchase or hire,

   but does not include a building or place used for the sale of foodstuffs or clothing unless their sale is ancillary to the sale, hire or display of other goods referred to in this definition".

   Examples of goods that may be sold at specialised retail premises include automotive parts and accessories, household appliances and fittings, furniture, homewares, office equipment, outdoor and recreation equipment, pet supplies and party supplies.

   A 'Specialised Retail Premises' is currently prohibited in the B1 Neighbourhood Centre zone; however the service station has historically sold goods and merchandise, consistent with the definition of a 'Specialised Retail Premises', in accordance with existing consents. The requested amendment to permit 'Specialised Retail Premises' on the subject lots would essentially formalise the existing arrangement and facilitate the redevelopment of the service station.

   It is not proposed to permit 'Specialised Retail Premises' in the entire B1 Neighbourhood zone. Under the *Inverell Local Environmental Plan 2012*, the small neighbourhood shopping area in Wade Street is also zoned B1 Neighbourhood Centre and it is not considered suitable for 'Specialised Retail Premises'.

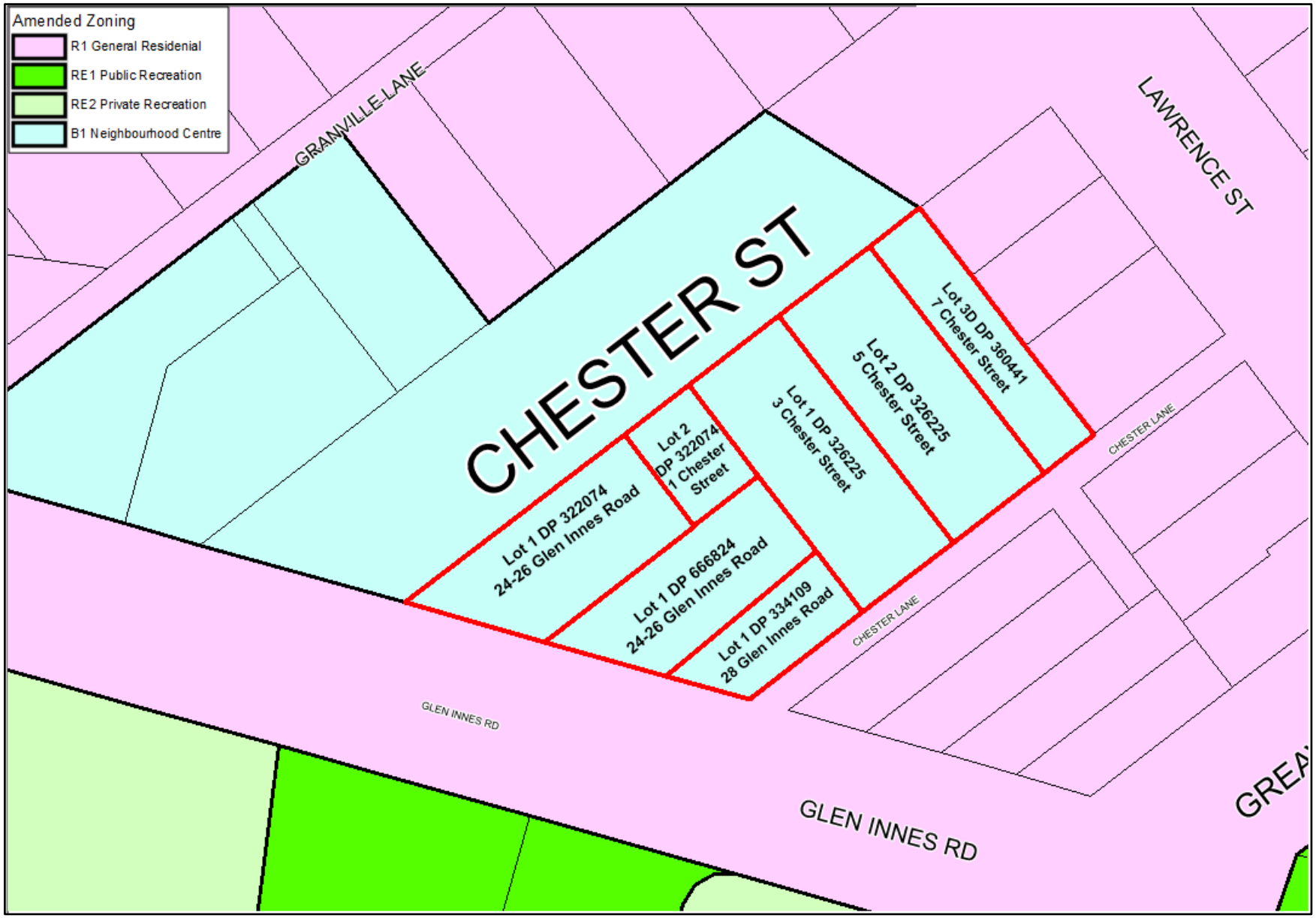


Figure 4 – Proposed Zoning following Amendment to Inverell Local Environmental Plan 2012

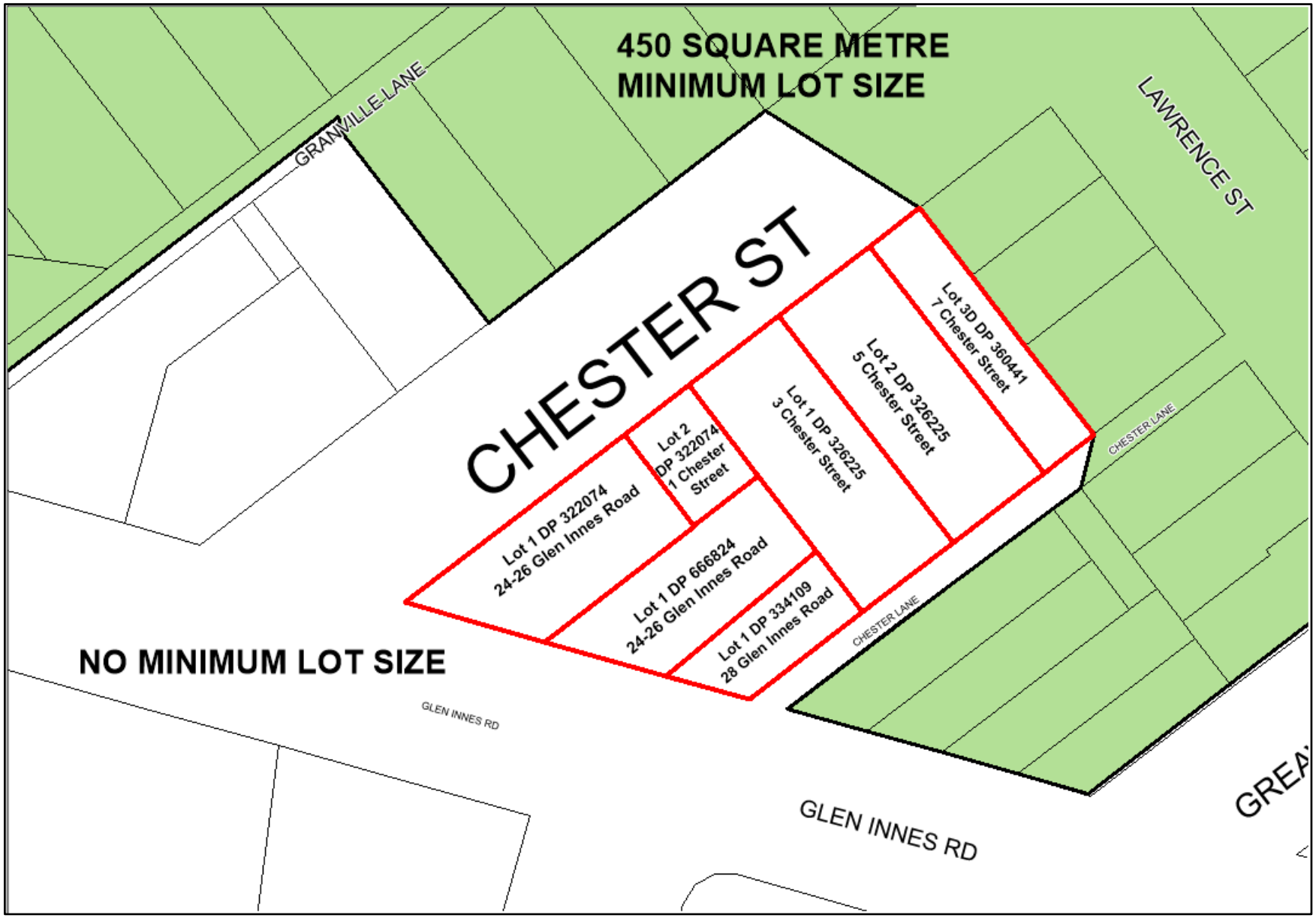


Figure 5 – Proposed Minimum Lot Size following Amendment to Inverell Local Environmental Plan 2012

DISCUSSION

Council's Development Services staff have undertaken a review of the request by Newton Denny Chappelle to amend the *Inverell Local Environmental Plan 2012*. This review has focused on the consistency of the requested amendment with the *Inverell Local Strategic Planning Statement 2036* and the potential impact on the item of environmental heritage (3 Chester Street, Inverell).

Subject to the proposed amendment to the *Inverell Local Environmental Plan 2012*, the future redevelopment of the land will be subject to the merit based development application process, which would consider site specific issues, e.g. noise and traffic.

Inverell Local Strategic Planning Statement 2036

At the Ordinary Meeting of Council on 27 May 2020, the *Inverell Local Strategic Planning Statement 2036* (LSPS) was adopted by Council (Resolution 2020/43).

It is the view of the Department of Planning, Industry and Environment, that the LSPS will inform future changes to development controls such as amendments to the *Inverell Local Environmental Plan 2012* and the *Inverell Development Control Plan 2013*.

Ten (10) planning priorities are identified within the LSPS, which take into consideration Council's vision, existing strategies (e.g. *Inverell Employment Lands Strategy 2011*), other policies and the direction of the community. Of relevance to the request from Newton Denny Chappelle is Planning Priority 5 of the LSPS to "promote business and lifestyle opportunities" and Action 5.2 of the LSPS to "*promote opportunities in the LEP and DCP for new and contemporary industry, ideas, skills and business practices to establish in the Shire*".

The request from Newton Denny Chapelle to amend the *Inverell Local Environmental Plan 2012* is considered to be consistent with the *Inverell Local Strategic Planning Statement 2036*

Item of Environmental Heritage – 3 Chester Street, Inverell

The dwelling on 3 Chester Street, Inverell is identified as an item of local heritage significance under the *Inverell Local Environmental Plan 2012*. As a consequence of the proposed re-zoning of this property from R1 General Residential to B1 Neighbourhood Centre, it is possible that any future redevelopment may require alterations to, or even demolition of, the heritage item.

Council's Heritage Advisor has reviewed the significance of 3 Chester Street and provided the following comments:

The Inverell Shire Heritage Study 1986 states that the building was constructed between 1925-1950 and that the building may have been associated with an adjacent cordial factory.

From an external inspection, from the front only, it was evident that over the years alterations have occurred some of which is unsympathetic to the architecture of the building.

It is understood that Council is proposing to undertake a major upgrade to the intersection of Glen Innes Road and Tingha Road and that the works will affect part of the land that the Liberty Service Station is situated on.

The owners of Liberty Service Station are investigating options to expand their business and 3 Chester Street is included in their options.

Should the owners be proposing to demolish this building then a Heritage Archival Report should be prepared and accompany any future Development Application. The report should outline the history of the building; include plans and elevations and photographs of the exterior and interior of the building including any of the internal original fixtures and fittings.

A copy of the Heritage Archival Report should also be deposited with the Local Studies Section of the Council library.

Given the unsympathetic alterations to 3 Chester Street, it is considered that any future re-development of 3 Chester Street as a result of the proposed re-zoning, including possible demolition of the heritage item, is not considered unreasonable subject to the recommended Heritage Archival Report. This would be addressed in any future Development Application.

NEXT STEPS

Should Council resolve to support the request from Newton Denny Chapelle to amend the *Inverell Local Environmental Plan 2012*, the next step (refer **Figure 1**) would be for a Planning Proposal to be prepared.

A Planning Proposal is a formal document that explains the intended effect and sets out the justification for amending a Local Environmental Plan. The Planning Proposal document will be used and read by a wide audience including government agencies and the general community. It is not a Development Application nor does it consider specific detailed design, construction or environmental matters that should form part of a Development Application.

Section 3.33(2) of the *Environmental Planning and Assessment Act 1979* outlines that a Planning Proposal must include the following components:

- **Part 1** – A statement of the objectives and intended outcomes of the proposed instrument;
- **Part 2** – An explanation of the provisions that are to be included in the proposed instrument;
- **Part 3** – The justification for those objectives, outcomes and the process for their implementation;
- **Part 4** – Maps, where relevant, to identify the intent of the planning proposal and the area to which it applies; and
- **Part 5** – Details of the community consultation that is to be undertaken on the planning proposal.

The *Environmental Planning and Assessment Act 1979* does not dictate who must prepare a Planning Proposal. In essence, the Planning Proposal document can be prepared by a Council, a landowner or a developer seeking to change the planning controls relating to a particular site or locality. In accordance with Section 3.32 (3) of the *Environmental Planning and Assessment Act* 1979, where Council is requested to amend a Local Environmental Plan, as a condition of doing so, Council can require the owner/developer to carry out studies, provide other information and/or pay the costs of Council.

In this instance, it is recommended that should Council support the request from Newton Denny Chapelle, this support be provided on the basis that Newton Denny Chapelle is responsible for the preparation of the Planning Proposal, including any necessary studies and reports.

CONCLUSION

Council has received a request to amend the *Inverell Local Environmental Plan 2012* in relation to 24 to 28 Glen Innes Road and 1 to 7 Chester Street, Inverell. The amendment proposes to re-zone approximately 2,580 square metres of R1 General Residential zoned land to B1 Neighbourhood Centre zone, with consequential amendments to the minimum lot size. The Planning Proposal also proposes to permit "specialised retail premises" on 24 to 28 Glen Innes Road and 1 to 7 Chester Street, Inverell consistent with the historic operation of the existing Service Station.

The amendment would facilitate the redevelopment of the existing service station at 24-26 Glen Innes Road, Inverell, incorporating mixed use retail uses. It is intended that the redevelopment will take place after Council completes the development of a planned round-a-about on the Glen Innes Road, Chester Street and Bundarra Road intersections.

It is considered that the request to amend the *Inverell Local Environmental Plan 2012* is consistent with the *Inverell Local Strategic Planning Statement 2036* and has sufficient strategic merit for submission to the *NSW Department of Planning, Infrastructure and Environment* for a Gateway Determination.

Committee Members are requested to recommend to Council that Council support the request from Newton Denny Chapelle to amend the *Inverell Local Environmental Plan 2012* and a Planning Proposal be forwarded to the NSW Department of Planning, Infrastructure and Environment

requesting a Gateway determination in accordance with Sections 3.33 and 3.34 of the *Environmental Planning and Assessment Act 1979*.

RISK ASSESSMENT:

Nil

POLICY IMPLICATIONS:

The planning proposal is consistent with Council's strategic planning framework, including the *Inverell Local Strategic Planning Statement 2036*.

CHIEF FINANCIAL OFFICERS COMMENT:

Nil

LEGAL IMPLICATIONS:

Amendments to the *Inverell Local Environmental Plan 2012* will alter the planning provisions for the subject site.

ATTACHMENTS:

1. Letter from Newton Denny Chapelle

Newton Denny Chapelle
SURVEYORS PLANNERS ENGINEERS

Date: 28th September 2020
Our Ref: 19/225

General Manager
Inverell Shire Council
PO Box 138
INVERELL NSW 2360

Attention: Anthony Alliston - Manager Development Services

Dear Sir,

Re: Planning Proposal Request
North Coast Petroleum

Newton Denny Chapelle (**NDC**) has been engaged by North Coast Petroleum (**NCP**) (the Client) to lodge a request with Inverell Shire Council to amend under the Inverell Local Environmental Plan 2012 to permit the redevelopment of the Liberty Service Station in association with additional retail services.

Our Client recognises a formal Planning Proposal will need to be lodged with Council in accordance with Section 3.33 of the Environmental Planning and Assessment Act 1979 and the Guide to Preparing Planning Proposals (August 2016). Accordingly, whilst this letter serves as a formal request to Inverell Shire Council to amend the Inverell Local Environmental Plan (**ILEP**) 2012, we are seeking Council's initial feedback on the nature of the proposal and the key assessment areas which Council consider necessary for the Planning Proposal.

Proposal Overview

As a result of the planned Gwydir Highway, Bundarra Road, Chester Street roundabout, the Liberty Service Station will not be capable of continuing operation in its current form due to access and land acquisition matters. Accordingly, NCP are currently reviewing the development options for their land holding, in the context of redeveloping the service station and incorporating associated mixed use retail uses.

In reviewing the development options, post the road acquisition and based on their landholdings, the opportunity exists to develop the selected land parcels for a mixed-use development. The development would incorporate, inter alia, a service station, rural produce retail premises, carwash and bottle shop.

NCP currently own, or are in the process of acquiring the below properties which have a variety of land uses. The below table outlines the subject lands, their current use and land zoning.

Table 1: Land Holdings Subject to the Planning Proposal

Property Number	Subject Land	Current Land Use	Current Land Zoning
1	28 Glen Innes Road, Inverell – Lot 1 on DP 334109	(Previously a Vet Surgery)	B1 Neighbourhood Business
2	24 Glen Innes Road, Inverell – Lot 1 on DP 322074	Existing Service Station	B1 Neighbourhood Business
3	26 Glen Innes Rd, Inverell – Lot 1 on DP 666824	Existing Service Station Site	B1 Neighbourhood Business
4	1 Chester Street, Inverell – Lot 2 on DP 322074	Residential Dwelling	B1 Neighbourhood Business
5	3 Chester Street, Inverell – Lot 1 on DP 326225	Residential Dwelling	R1 General Residential
6	5 Chester Street, Inverell – Lot 2 on DP 326225	Residential Dwelling	R1 General Residential
7	7 Chester Street, Inverell – Lot 3D on DP 360441	Residential Dwelling	R1 General Residential

Plate 1: Aerial photo of the subject lands

The land holding consisting of seven lots is bounded by Glen Innes Road to the south-west, Chester Street to the west and Chester Lane to the east. **Plate 1** illustrates the land is urbanised with a mix of commercial and residential land uses with scattered landscape vegetation.

3 Chester Street, Inverell (Lot 1 DP 326225) is listed within Schedule 5 of the ILEP as an item of environmental heritage, being the residence (item I096). The heritage listing is of local significance.

In relation to the site location, the following advantages are identified through the analysis of the proposed land uses and site locality:

- **Economic Benefit**: The proposal will provide for the continuation of an existing business with additional retail services. In this respect, the proposal provides for the business to expand within the context of a neighbourhood business precinct, thus preserving local jobs and associated economic multiplier advantages within the community.
- **Strategic location**: The site is located on Glen Innes Road, which provides the principal east-west road connection through Inverell, and as such the service station and associated uses planned for the site have a high degree of accessibility to the surrounding locality. This position is improved further upon the development of the planned roundabout.
- **Visual Exposure**: The site has significant exposure to passing traffic on the Glen Innes Road, with significant sight lines for traffic and customers within the general area which are deemed to be advantageous for the continuation of the Liberty Service Station.
- **Service Catchment**: The site is well-located with respect to potential local business customers given the proximity of the commercial, residential and industry uses. This position is reflected in the success of the existing service station.

Planning Proposal

The objective of this Planning Proposal is to facilitate the Liberty Service Station re-development post the land acquisition and development of the planned Gwydir Highway, Bundarra Road, Chester Street roundabout. This would involve approximately 2,350m^2 of land being rezoned from the R1 – General Residential zoning to the B1 – Neighbourhood Centre zoning.

To progress the development concept for the land holdings listed in Table 1, an amendment to the ILEP 2012 is required. Specifically, this request seeks to rezone properties 5-7 from their current R1 – General Residential to B1 – Neighbourhood Business commensurate to properties 1-4. Accordingly, the ILEP land zoning maps will need to be amended in this instance and will be reflected in the formal Planning Proposal to be lodged with Council.

A further amendment will be proposed to amend Schedule 1 Additional Permitted Uses to permit *specialised retail premises* for the purpose of the rural produce store. As the development concept for the site is still be finalised, our Client seeks for all the land holdings in Table 1 to be listed in Schedule 1.

This Planning Proposal also seeks to remove the minimum lot size provisions applying to the land so there is also consistency with the minimum lot size provisions currently applying to the existing B1- Neighbourhood Business zone land in this area.

From a strategic planning framework perspective, The New England North West Regional Plan 2036 is the State governments 20-year blueprint for the future of the New England and North West region. The plan covers a vast area of the state from Gunnedah, Narrabri, and Moree in the west, to Quirindi, Tamworth and Walcha in the south, the NSW border in the north and Armidale, Glen Innes, and Tenterfield in the east.

Inverell is identified in the plan as a 'strategic centre' meaning that Inverell is seen as a major centre of regional strategic importance supporting the rural communities in that area. Provisions within the Regional Plan. Of particular reference in this instance within the Regional Plan is *Direction7: Build strong economic centres.*

Direction 7 of the Plan provides:

- "Where out-of-centre commercial areas are proposed, they must be of an appropriate size to service their catchment."
- Action 7.2: "Focus retail and commercial activities in central business precincts and develop place–making focused planning strategies for centres."

In relation to Direction 7, the Council strategic planning framework and the ILEP 2012 have established this area for neighbourhood business as demonstrated through the current zoning and land use history for business activity. This proposal draws on the current neighbourhood business activity and the strategic benefits achieved through the delivery of the key roundabout infrastructure.

A full assessment of the key local plans and policies, as listed below, will be undertaken within the Planning Proposal document.

- Inverell Shire Employment Lands Strategy 2011, and
- Inverell Strategic Land Use Plan 2012
- Inverell Local Environmental Plan 2012
- Inverell Development Control Plan 2013

Reference is also made to the fact the Planning Proposal will address relevant State Environmental Planning Policies & Ministerial Directions.

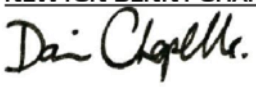
Conclusion

Our client is committed to the development of the nominated land to provide for the continuation of an improved Liberty Service Station offering with associated retail uses to service the local community.

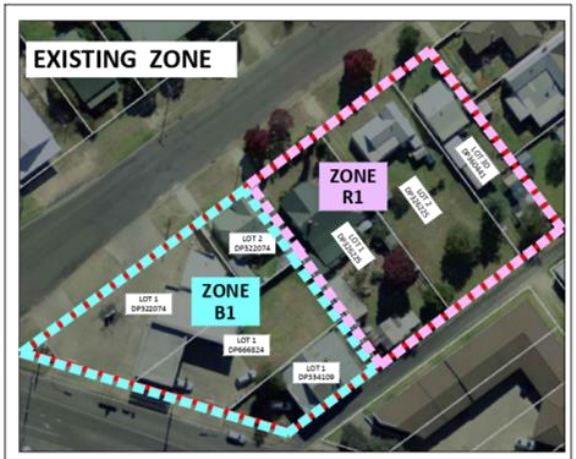
As outlined, whilst this letter services as a formal request to amend the Inverell Local Environmental Plan 2012, we are seeking Council's initial feedback on the proposed amendment prior to the preparation of the required technical reports and lodgement of the documentation with Council.

We thank Council in advance for their time on this matter. Should you require any additional information to assist with your review, please do not hesitate contacting Damian Chapelle of this office.

Yours sincerely,
NEWTON DENNY CHAPELLE



DAMIAN CHAPELLE
Town Planner. BTP CPP.



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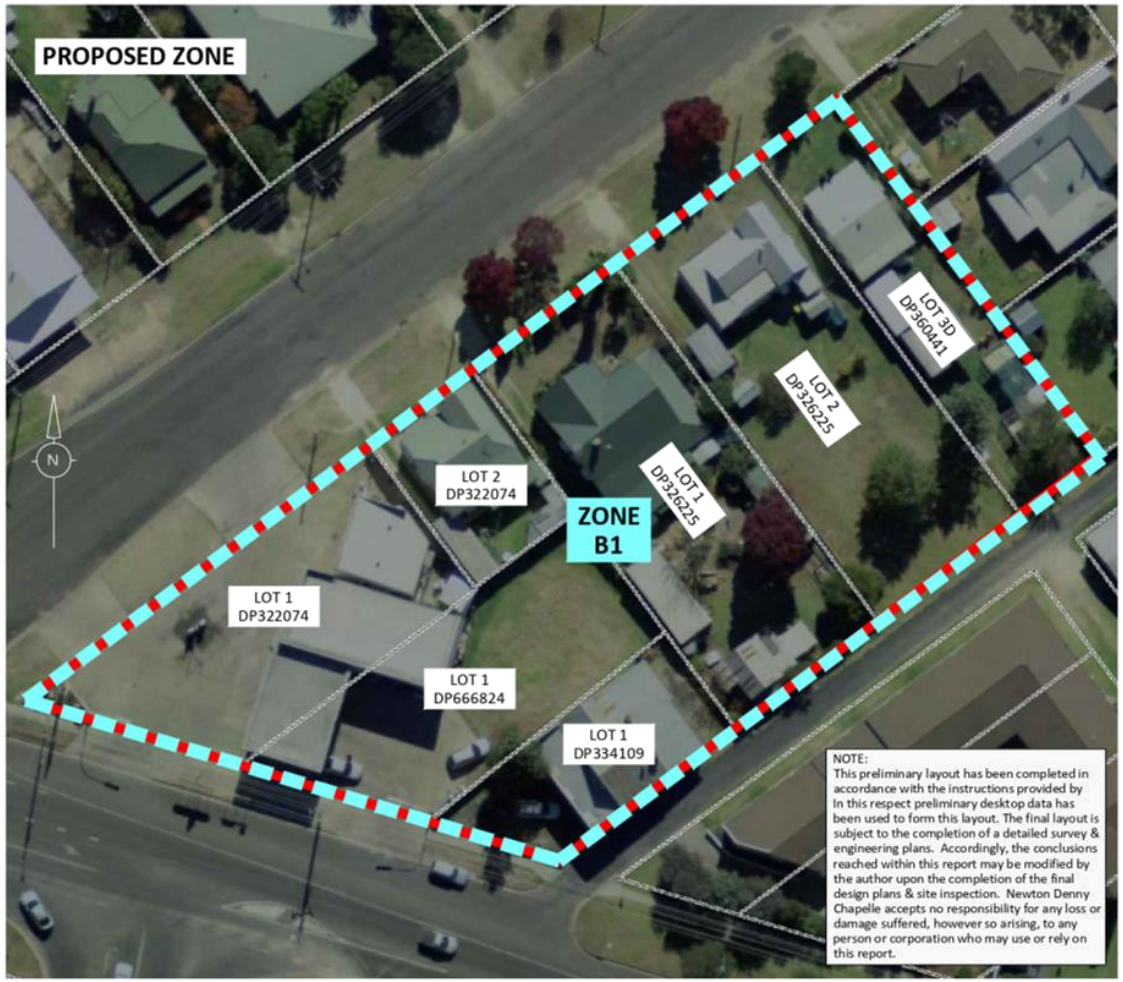

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REV	DATE	AMENDMENT
A	29.09.20	
B	07.10.20	existing zone bdy
C		
D		

SOURCE PLAN: www.maps.six.nsw.gov.au - accessed 28.08.20

g:\190225 - north coast petroleum\190225 - north coast petroleum.dwg - plan 2

Newton Denny Chapelle
Surveyors Planners Engineers
Email: office@newtondennychapelle.com.au
31 Carrington St Lismore 2480
PH: 6622 1011
ABN: 86 220 045 469

PLAN 2: LEP AMENDMENT
CLIENT: NORTH COAST PETROLEUM
LOCATION: GLEN INNES ROAD & CHESTER STREET INVERELL NSW REV B
DATE:
SCALE: AS ABOVE
REF: 190225
DRAWN: bk

6 INFORMATION REPORTS

6.1 WORKS UPDATE

File Number: **S28.21.1/13 / 20/38510**

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

SUMMARY:

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

COMMENTARY:

Lake Inverell All Abilities Project

Council was successful in obtaining $881,606 from the Stronger Country Communities Fund to contribute towards the upgrade of the Lake Inverell Precinct. Works consisted 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 was 100% grant funded.

The kayak access road has now been completed with the bitumen seal occurring in the last week of September. It is now open to the public and is already being utilised for launching kayaks into the lake.

All aspects of this project are now complete and open to the public.

Kayak Access Road with Bitumen Seal – Lake Inverell All Abilities Project

Warialda Road "Black Dam" Rehabilitation and Widening

Council has committed $1.1M from the Fit for the 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 1.45km 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 were 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 for the Future	$1,096,530
Block Grant Supplementary	$160,000
Roads to Recovery	$227,359
Total Project Cost	$1,483,889

A copy of the design plans are available upon request.

Works commenced in late June, 2020. The new pavement material has been laid for the entire length of the project and is ready to be bitumen sealed. Due to the pavement material requiring more time to cure before completing the bitumen seal, it was delayed. This is due to take place in early October. The side track has been removed and site clean-up is currently underway at the time of writing this report.

New Box Culvert completed with Erosion Protection Installed – Warialda Road Upgrade

New Box Culvert and Pavement ready for Bitumen Seal– Warialda Road Upgrade

New Road Alignment Completed with Old Alignment Rehabilitated – Warialda Road Upgrade

SR246 Elsmore Road Causeway Upgrade

Council has allocated $115,500 for the replacement of the concrete causeway on Elsmore Road. The source of funding being:

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

The existing causeway slab has poor alignment and has deteriorated to the point that it is no longer economically viable to continue to undertake constant maintenance. The replacement slab improves the alignment due to the approaches being slightly realigned and the extra width and length improves the ride quality.

Temporary work has been completed on the slab approaches in order to reopen the road to the public. Once works are completed in Oliver Street, the works crew will return to the site to re-grade the approaches and apply the final bitumen seal in order to improve the ride quality.

Oliver Street Extension

An extension of Oliver Street, from Arthur Street to Swanbrook Road has been programmed by Council. Works involve construction of a new sealed pavement, kerb and gutter, associated water main and drainage construction through the land formerly used as the Community Gardens. The project also involves constructing of 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 construction of the new kerb and gutter has commenced with approximately 50% completed at the time of writing this report. The remaining kerb and gutter will be constructed early October. The laying of new pavement material has also commenced in the areas where the new kerb and gutter has been constructed.

Works are on track to be completed by the end of 2020.

New Kerb and Gutter and Pavement Material – Oliver Street Extension Project

Pioneer Village Fire Water Main

Council has been successful in obtaining $63K from the Drought Communities Programme to install a fire water main and fire hose reels at the Pioneer Village, Inverell. This will provide for a quick response while awaiting the local fire brigade.

The water main has been constructed and the only remaining works are the installation of the fire hose reels. The hose reels have now arrived from Melbourne and will be installed when resources permit over the next month.

Maintenance Grading

The following maintenance grading works were undertaken during September 2020.

Road Number	Road Name	Length Graded (km)
SR 205	Foxs Lane	5.30
SR 217	Beaulieu Lane	1.28

SR 254	Stannifer Road	8.09
SR 198	Gowrie Road	1.08
SR 285	Old Mill Road	1.94
SR 253	Old Armidale Road	12.44
SR 350	Jindalee Road	6.73
SR 299	Querra Creek Road	5.24
SR 193	Wiltshire Road	8.97
SR 60	Nullamanna Road (Part Graded Only)	13.48
SR 234	Kingsplains Road	21.21
SR 54	Emmaville Road	28.01
SR 51	Wells Crossing Road	10.95
SR 55	South Valley Road	9.89
SR 63	Beaumont Road	2.83
	TOTAL	**137.44 km**

Reactive Spot Grading

There were no reactive spot grading works undertaken during September 2020.

Gravel Patching

There was no gravel patching works undertaken during September 2020.

Gravel Re-sheeting

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

Road Number	**Road Name**	**Area Re-sheeted (m2)**
SR 12	Blue Nobby Road	35220
SR 18	Milkomi Road	36180
	TOTAL	**71400m2**

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 POST COMPLETION PROJECT CONTROL GROUP MEETING MINUTES - GUYRA ROAD - SLURRY GULLY RECONSTRUCTION

File Number: **S28.7.18/71 / 20/38539**

Author: **Scott Hamilton, Project Engineer**

SUMMARY:

A Project Post Construction meeting was held on Friday, 8 May 2020 for the Guyra Road, Slurry Gully Reconstruction.

For the information of the Councillors.

COMMENTARY:

MINUTES OF THE GUYRA ROAD – SLURRY GULLY RECONSTRUCTION PROJECT POST CONSTRUCTION MEETING HELD ON FRIDAY 8 MAY 2020 COMMENCING AT 2:45PM

PRESENT: Justin Pay (Manager Civil Engineering), Scott Hamilton (Project Engineer), Darrell Hughes (Operations Coordinator), Joe Arca (Operations Supervisor) and Helen O'Brien (Senior Designer).

APOLOGIES:

Nil

1. Name of Project

MR 135 Guyra Road Slurry Gully Pavement Widening and Rehabilitation.

2. Description of Project

Stage 1 - Pavement widening and rehabilitation CH 67.40km to CH 68.58km.
Stage 2 - Pavement widening and rehabilitation CH 66.68km to CH 67.40km.
A total length of 1.90km.

3. Works Completed

Earthworks
200mm select layer
200mm stabilised sub-base layer (existing pavement) with Triblend 532 @ 6kg/m^2
200mm stabilised base layer with Triblend 532 @ 6kg/m^2
8.6 metre formation width
8.6 metre seal width
10mm primer seal C170 binder

4. Work as Executed (WAE) Plans

Operations supervisor has provided WAE plans to the senior designer.

5. Estimate Cost vs. Actual Cost

	Estimate Cost	Actuals Cost
Design & Investigation		$21,689
Site establishment	$10K	$7,503
Vegetation	$50K	$52,573
Drainage	$180K	$210,653

Earthworks	$200K	$186,578
Select	$120K	$123,143
Sub-base	$320K	$321,492
Base	$330K	$316,972
Primer Seal	$100K	$88,300
Final Seal	$100K	not completed
Wet weather	-	$23,225
Totals	$1.41M	$1,352,128

The final seal will be funded from the block grant and will be undertaken in conjunction with council's resealing program in December 2020.

6. Project Quality

Material Quality:
Pavement material was sourced from Curtin's gravel pit. The pavement layers were stabilised with Tri-blend 532 at a rate of 6kg/m2.

Density Results**:**
Density results averaged 107.2%
(The benchmark for density conformance is 100.0%).

CBR Results:
No CBR tests were carried out

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

Roughness Results**:**
No roughness tests were carried out.

7. Political/Public Sensitivities-Complaints

There were public complaints received about pavement condition during wet weather. The pavement surface was soft and tracking whilst the base material was being hauled to the site. Rain fell the same day and the pavement became soft and wet. An inspection was undertaken and the road deemed safe under a 40km zone and single lane operation under portable traffic lights.

8. Project Audit

A traffic control at worksites audit was completed at project start up.

9. Other Issues

Nil

10. Wet Weather

There was a minor cost associated with repairs from wet weather damage however this did not impact on the project duration.

11. Construction Times

Estimated Project Duration: 200 working days

Actual Project Duration: 185 Working Days

12. Project Outcomes

The rock armouring of the table drains and culvert inlets and outlets minimises future maintenance and environmental issues and is an excellent outcome.

This particular area is known to exhibit swamp like conditions particularly in the winter months. Undertaking the works in the warmer months and in drought conditions significantly assisted in the successful completion of this project.

Positive comments were received on the outcome of this project.

There being no further business, the meeting closed at 3:00pm.

ATTACHMENTS:

Nil

6.3 UPDATE - D-33/1992 - SUBDIVISION OF PALAROO LANE - ROAD NAMING

File Number: **D-33/1992 / 20/39272**

Author: **Chris Faley, Development Services Coordinator**

SUMMARY:

This report has been prepared to inform Councillors of the Geographical Names Board decision in relation to the road naming for a subdivision off Palaroo Lane.

COMMENTARY:

On 29 April, 1993, Council approved D-33/1992 for a four (4) lot subdivision off Palaroo Lane, north of Inverell. The developer Mr David Ashenden physically commenced this subdivision in the 1990's and has been undertaking the development sporadically over the last 27 years. As part of this subdivision, the developer was required to construct a public road, within an unnamed road reserve south off Palaroo Lane, to serve the proposed four (4) lots. Construction of this road was completed in March 2020.

At the Ordinary Meeting of Council on 24 June, 2020 it was resolved (Resolution 2020/56) 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.*

Following the resolution on 24 June, 2020, the developer requested that Council not proceed with "Lorikeet Lane", but rather name the road running south off Palaroo Lane as "Olive Grove Lane". This request was considered at the August 2020 Civil and Environmental Service Committee Meeting and at the Ordinary Meeting of Council on 26 August, 2020 it was resolved (Resolution 2020/84) that:

1. *The road running south off Palaroo Lane not be named "Lorikeet Lane";*
2. *The appropriate steps be taken to formally name the road running south off Palaroo Lane as "Olive Grove Lane"; and*
3. *Council authorise the General Manager to undertake the road naming in accordance with the NSW Road Regulation 2018.*

The name "Olive Grove Lane" was submitted to the Geographical Names Board for approval on 4 September, 2020; however, the name was rejected by the Geographical Names Board on the following grounds:

> *'Grove' is a road type. Road types shall not be used in the formation of a road name as per section 6.7.5 of the NSW Address Policy and User Manual. There is also a duplication issue with Oliver Road and Oliver Street, which are approximately 7 km away in the address locality of Inverell. This would also preclude the use of Olive Lane.*

The developer has requested Council proceed with the original "Lorikeet Lane" proposal and the Geographical Names Board have provided support of this road name.

Accordingly, it is intended that the road running south off Palaroo Lane, constructed under D-33/1992, be named "Lorikeet Lane" consistent with resolution (2020/56) of Council on 24 June, 2020.

RISK ASSESSMENT:

Nil

POLICY IMPLICATIONS:

Nil

CHIEF FINANCIAL OFFICERS COMMENT:

Nil

LEGAL IMPLICATIONS:

Nil

ATTACHMENTS:

Nil