



# **BUSINESS PAPER**

**Civil and Environmental Services  
Committee Meeting  
Wednesday, 14 April 2021**

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

9 April, 2021

A Civil and Environmental Services Committee Meeting will be held in the Committee Room, Administrative Centre, 144 Otho Street, Inverell on Wednesday, 14 April, 2021, 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**

**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 March, 2021, 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 MARCH 2021 AT 9.00AM**

**PRESENT:** Cr Di Baker (Chairperson), Cr Paul Harmon (Mayor), Cr Stewart Berryman, Cr Mal Peters via Zoom and Cr Neil McCosker via Zoom

**IN ATTENDANCE:** Cr Anthony Michael (Deputy Mayor), Cr Jacki Watts, Cr Kate Dight and Cr Paul King OAM.

Paul Henry (General Manager), Brett McInnes (Director Civil & Environmental Services), Justin Pay (Manager Civil Engineering), Michael Bryant (Manager Environmental Engineering) and Sharon Stafford (Executive Assistant).

**1 APOLOGIES**

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 10 February, 2021, 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 REPAIR PROGRAM UPDATE - BUNDARRA ROAD ADJACENT TO RACECOURSE S15.8.22**

**COMMITTEE RESOLUTION**

Moved: Cr Stewart Berryman

Seconded: Cr Paul Harmon

*That the Committee recommend to Council that the 2020/2021 REPAIR Program budget be allocated to the upgrade of Bundarra Road adjacent to the racecourse.*

**CARRIED**

**5.2 COPETON TOWN WATER SUPPLY PRODUCTION CAPACITY S32.15.19****COMMITTEE RESOLUTION**

Moved: Cr Paul Harmon

Seconded: Cr Stewart Berryman

*That the Committee recommend to Council that:*

1. *The information be received and noted;*
2. *Council continue to monitor peak summer demand and report accordingly;*
3. *Investigations be undertaken in regards to cost and implications associated with increasing Council's annual allocation from Copeton Dam;*
4. *Further evaluation of augmentation options and technologies continue;*
5. *Council continue to promote and encourage suitable water conservation measures; and*
6. *Council be provided with an ongoing annual report regarding the above matters.*

**CARRIED****6 INFORMATION REPORTS****COMMITTEE RESOLUTION**

Moved: Cr Stewart Berryman

Seconded: Cr Neil McCosker

*That the information reports be received and noted.*

**CARRIED****6.1 UPDATE ON TRANSGRID'S UPGRADE TO THE QUEENSLAND - NEW SOUTH WALES INTERCONNECTOR: DUMARESQ SUBSTATION S18.6.12/14****6.2 WORKS UPDATE S28.21.1/14****6.3 CONTRACT MAINTENANCE GRADING OUTCOMES S28.9.12/14****6.4 MAINTENANCE GRADING 2019/2020 S28.21.1/14****6.5 COUNCIL RURAL ROAD NETWORK - HIGHER MASS LIMITS S15.8.100**

**The Meeting closed at 9.28am.**

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

**4 PUBLIC FORUM**

## 5 DESTINATION REPORTS

### 5.1 ADOPTION OF FINAL PEDESTRIAN ACCESS MOBILITY PLAN 2021-2026

**File Number:** S30.11.1 / 21/9150

**Author:** Scott Hamilton, Project Engineer

#### SUMMARY:

Council adopted the Draft Pedestrian Access and Mobility Plan (PAMP) at its Ordinary meeting on 24 June, 2020 and resolved to place the plan on public exhibition. A final report has been prepared taking into account the Draft PAMP proposals and submissions received from the community consultation period. Council is requested to endorse the Final PAMP 2021-2026.

#### RECOMMENDATION:

- I. The Committee recommend to Council that the Final Pedestrian Access and Mobility Plan (PAMP) 2021-2026 be endorsed; and*
- II. The Committee recommend to Council that consideration be given to developing a Pedestrian Access and Mobility Plan (PAMP) for Villages.*

#### COMMENTARY:

Transport for New South Wales (TfNSW) introduced a Pedestrian Access and Mobility Plan (PAMP) Program to ensure better planning, design and funding of pedestrian and cycling facilities within NSW.

Both TfNSW and Council have a responsibility to provide safe, convenient and connected pedestrian and cycling facilities that encourage community members of all ages and abilities to walk or cycle as an alternative to motorised transport.

The preparation and implementation of a PAMP ensures Council is targeting its objectives in the 2009-2029 Strategic Plan, namely:

- *“Residents have equitable access to services, recreational, cultural and social facilities in their community”*
- *“Increase the number of people walking and cycling, particularly for journeys within the community”.*

The Draft PAMP was placed on public exhibition from 10 July, 2020 until 7 August, 2020, a period of 28 days. 11 submissions were received from community members commenting on the draft proposals and providing additional proposals for Council to consider.

The community requests are listed below:

Community Request
Requested an upgrade to the existing pedestrian bridge over the Macintyre River – Buxton Street behind the Catherine Campbell Centre.
Requested a footpath along Short Street from Moore Street to Brewery Street.
Requested Council consider a footpath network in Gilgai.
Requested information on upgrade to the existing pedestrian bridge over the Macintyre River – Buxton Street behind the Catherine Campbell Centre.

Appraisal on including Henderson Street in the PAMP.
Appraisal on including Oswald Street in the PAMP.
Appraisal on including the nature reserve between Lions Park and Buxton Street in the PAMP. Requested Council consider a footpath along Old Bundarra Road from Wynne Street to between South Street and Osterley Terrace.
Requested a footpath along Mansfield Street from Glen Innes Road to Byron Street.
Requested a footpath along Swanbrook Road from Moore Street to Runnymede Drive and Onus Avenue from Runnymede Drive to Glen Innes Road.
Requested a footpath along Mansfield Street from Glen Innes Road to Byron Street.
Requested Council consider a footpath along Old Bundarra Road from Wynne Street to Oak Place.
Requested a footpath along Sweaney Street from Mansfield Street to Lawrence Street.

A copy of the individual submissions has been circulated under separate cover to Councillors.

Priorities not actioned in the previous PAMP have been carried over and included in this PAMP. The above community proposals listed above were assessed against the below evaluation criteria, and those that met the objectives of the plan were included for prioritisation.

The PAMP proposals are prioritised from highest to lowest based on the evaluation criteria listed below:

The evaluation criteria used in formulating the PAMP are as follows:

- To facilitate improvements in the level of pedestrian access and priority, particularly in areas of pedestrian concentration.
- To reduce pedestrian access severance and enhance safe and convenient crossing opportunities on major roads.
- Identify and resolve pedestrian crash clusters.
- To facilitate improvements in the level of personal mobility and safety for pedestrians with disabilities and older persons through the provision of pedestrian infrastructure and facilities which cater to the needs of all pedestrians.
- To provide links with other transport services to achieve an integrated land use and transport network of facilities that comply with technical standards.
- To ensure pedestrian facilities are employed in a consistent and appropriate manner throughout NSW.
- Link existing vulnerable road user plans in a coordinated manner (e.g. Bike Plans, Safer Routes to Schools, Maintenance Programs and associated issues to accessible public transport, etc.)
- To ensure pedestrian facilities remain appropriate and relevant to the surrounding land use and pedestrian user groups.
- To accommodate special event needs of pedestrians.
- To further Council's obligations under the *Commonwealth Disability Discrimination Act, 1992*.

The Final PAMP 2021-2026 addresses a number of pedestrian and cycling facilities that were identified as non-compliant with current standards or non-existent.

Proposed projects identified in the PAMP are for planning purposes only and will be subject to funding and review on a five (5) year cycle. A PAMP is not a commitment to undertake the work within a five (5) year period but merely a strategic plan to work towards if and when funding becomes available. Council have a role in endorsing PAMP projects each financial year subject to available funding.

Attachment 1 includes a copy of the Final PAMP Report. Attachment 2 provides a visual representation of the existing network and the future pedestrian and cycling facilities proposed in the PAMP report.

Council is requested to endorse the Final PAMP 2021-2026 in order to apply for State and Federal funding opportunities as they become available.

Council's PAMP has been assessed and developed for the Inverell urban area only. There are a number of semi rural areas within close proximity to the Inverell urban area and other towns and villages throughout the Inverell LGA that have a basic level or little to no pedestrian or cycling facilities. Council is requested to consider authorising the assessment and development of pedestrian and cycling facilities in these towns and villages. A list of towns and villages without a PAMP are listed below:

<b>Town or Village</b>	<b>Existing Pedestrian and Cycling Facilities</b>
Ashford	Basic level of pedestrian facilities, little to no cycling facilities, skate park
Tingha	Basic level of pedestrian facilities, little to no cycling facilities, skate park
Delungra	Basic level of pedestrian facilities, no cycling facilities
Yetman	Basic level of pedestrian facilities, no cycling facilities
Gilgai	Little to no facilities
Bonshaw	Little to no facilities

**RISK ASSESSMENT:**

Nil

**POLICY IMPLICATIONS:**

Nil

**CHIEF FINANCIAL OFFICERS COMMENT:**

**LEGAL IMPLICATIONS:**

Nil

**ATTACHMENTS:**

1. Final PAMP Report
2. PAMP Map - Existing and proposed path network



## **Pedestrian Access and Mobility Plan 2021-2026**



## Document/Report Control Form

File Location Name:	
Project Name:	Pedestrian Access and Mobility Plan 2021-2026
Project Number:	
Revision Number:	01

### Revision History

Revision #	Date	WVR #	Prepared by	Reviewed by	Approved for Issue by
01	30 March 2021	001	Peter Atkinson	Scott Hamilton	Justin Pay

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## Abbreviations

ISC	Inverell Shire Council
PAMP	Pedestrian Access Mobility Plan

## 1. Introduction

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### 1.1. Project overview

Inverell Shire Council is in the process of updating its Pedestrian Access and Mobility Plan previously undertaken in 2014. A draft PAMP had been developed and following extensive community consultation this Final PAMP will follow. The Final PAMP 2021-2026 details the draft pedestrian facilities and prioritises the ranking of these facilities based on incomplete projects from previous PAMP's and community input.

### 1.2. Project objectives

The objective of this report is to identify and prioritise potential pedestrian and cycling facilities lacking or below current standards within the Inverell urban area for a five year period from 2021 to 2026. The report will assist in the funding applications under Local, State and federal funding Programs.

This report review's the incomplete projects and assesses proposals from previous PAMP's and proposals nominated by the community and ranks each proposal based on the benefit of each proposal, the feasibility of each proposal and applying current standards and engineering principles to determine the suitability of each proposal.

### 1.3. Purpose of this PAMP

The purpose of this report is to assess and document the suitability of pedestrian and cycleway access facilities nominated to meet current Austroads design standards.

The report will also examine the priority listing of the facilities to determine whether the priorities from 2014 require amendment due to the changes in infrastructure and community expectations in Inverell during the intervening period.

## 2. Austroads Requirements for Pedestrian and Shared Paths

### 2.1 Categories of Pathways

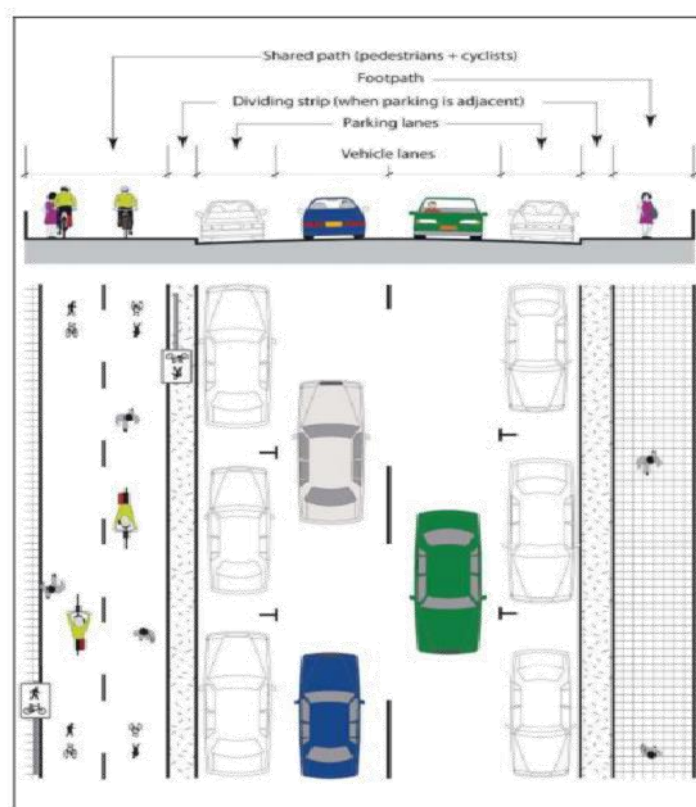
Current Austroads requirements for pedestrian pathways are documented in the Austroads Guide to Geometric Design Part 6a.

The guide specifies two classes of combined pathways:

- Pedestrian only pathways allowing for disabled access, and
- Combined pathways for cyclists and pedestrians.

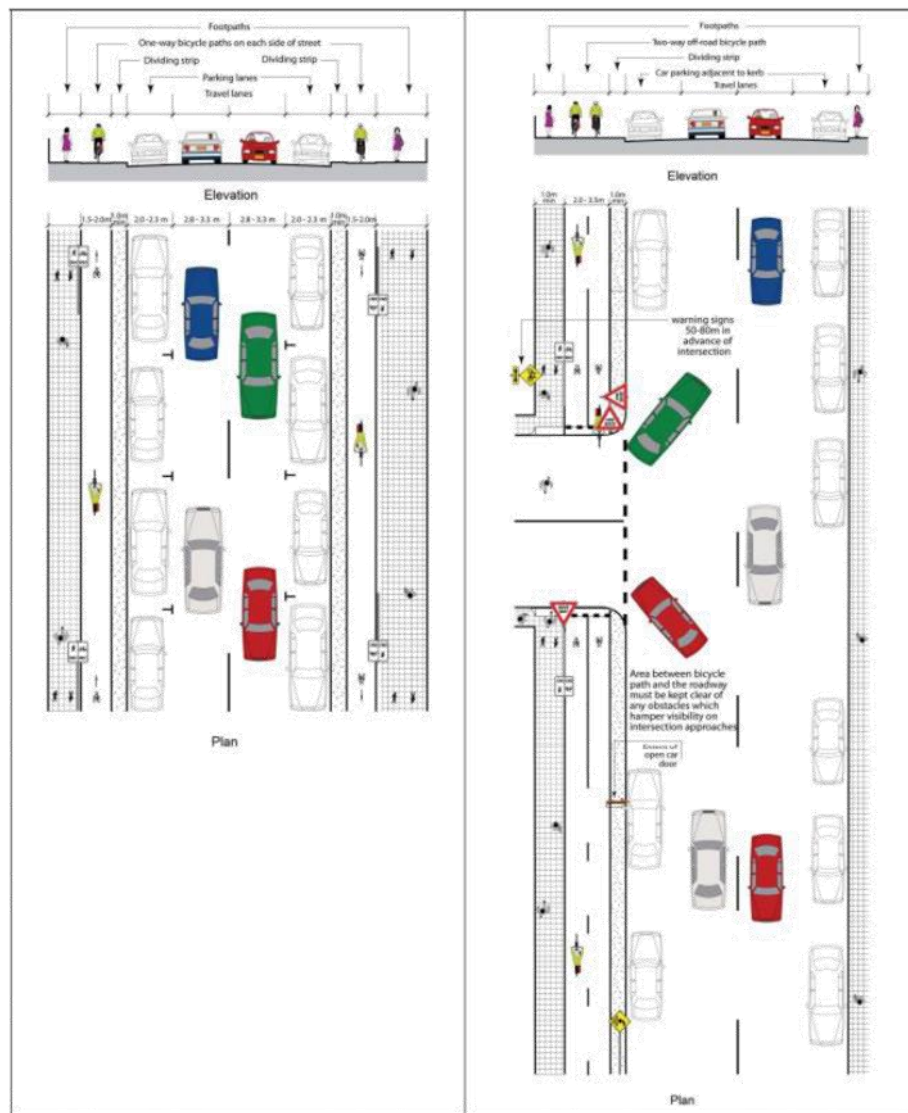
The design features dictating the suitability of the various pathways include:

- Demand for pedestrian and cycle access,
- Geometry including curve radius and grade, sight distance and suitability of crossfall, particularly for disabled access,
- Width available for the construction of pathways, and
- Proximity to roadways and intersections including the allowance for pram ramps and suitable access to intersections.



## 2.2 Geometric Requirements

The preferred Austroads configuration for the access paths within the Inverell LGA is combined user paths due to the limited area available and the location of existing infrastructure. The requirements of a combined user path are shown below:



Design considerations for assessing the priority and suitability of combined pathways is contained in the Austroads Part 6a extract below:

#### **GUIDE TO ROAD DESIGN PART 6A: PEDESTRIAN AND CYCLIST PATHS**

*In order to provide an appropriate level of comfort the walking environment should:*

- ♣ meet design standards with respect to footpath widths and gradients, provide good quality walking surfaces and appropriate facilities for impaired people*
- ♣ ensure that parking does not create a problem (e.g. act as a barrier, impede sight distance at roads)*
- ♣ ensure that cyclists do not conflict with pedestrians*
- ♣ provide a walking surface that is clear of obstructions and is well maintained (e.g. no broken paving)*
- ♣ include crossings that are appropriate for the traffic volume and traffic speed environment*
- ♣ ensure that manhole covers and gratings are not placed in major pedestrian walkways wherever practicable*
- ♣ ensure that walkways are set back an adequate distance from the roadway*
- ♣ ensure that surface water does not pond on roads and result in splashing of pedestrians from passing vehicles*
- ♣ provide adequate lighting to ensure that pedestrians feel safe when using paths at night and do not walk on the edge of the road instead of a path.*

### 3. Priority Facilities Assessment

#### 3.1 Location and Status of Footpath Proposals

A previous study was undertaken by Inverell Shire Council in 2014 to develop a PAMP for the council and a ranking was assigned to each proposal. The 2014 study was reviewed in 2020 to identify new footpath proposals followed up with a community consultation program.

The table below represents a summary of the PAMP study from 2014 reviewed to include completed works, Council's current priorities and the outcomes from the community consultation process in August 2020:

DESCRIPTION	LOCATION	PREVIOUS PRIORITY	CURRENT PRIORITY	COMMENTS
Footpath	Glen Innes Road Bundarra Rd to Inverell Sporties	1	n/a	Completed
Footpath	Vivian Street between Rivers Street and Henderson Street (Connections)	2	n/a	Completed
Footpath	O'Connor Street between King St and Bus Shelter	3	n/a	Completed
Footpath	Vivian St between Oliver Street and Evans Street	5	n/a	Completed
Footpath	Campbell St between Evans Street and Tourist Information Centre	6	n/a	Completed
Footpath	Wood St in front of TAFE Campus	7	n/a	Completed
Footpath	Gilchrist St between Bannockburn Road and Leonard Street	10	n/a	Completed
Footpath	Gilchrist St between Leonard Street and Vernon Street	11	n/a	Completed
Footpath	Brown Street between Chisholm Street and Avern Street (Ross Hill Public School)	12	n/a	Completed
Footpath	Wade Street between Brown Street and Oswald Street	13	n/a	Completed
Footpath	Campbell Street adjacent Campbell Park	28	n/a	Deleted from PAMP, replaced by footpaths within Campbell Park
Footpath	Brae Street between Chisholm Street and Howard Street	32	n/a	Completed
Footpath	Evans St between Lawrence Street and Mansfield Street (Varley Oval)	9	F1	Not Completed
Footpath	Evans St between Mansfield Street and Wood Street (tennis courts)	8	F1	Not Completed

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Footpath	Wood Street between Byron Street and Rivers Street	7	F2	Not Completed
Footpath	Bannockburn Road between Gilchrist Street and Shirley Street	31	F3	Partially completed, section of footpath on the northern end of the school to be completed
Footpath	Shirley Street between Bannockburn Road and Brown Street	n/a	F3	Community Consultation Proposal Not Completed
Footpath	Oswald Street between Wade Street and Howard Street	14	F4	Not Completed
Footpath	Oswald Street between Howard Street and O'Connor Street (Inverell High School)	15	F5	Not Completed
Footpath	O'Connor St between Oswald Street and Brae Street (Inverell High School)	16	F5	Not Completed
Footpath	Howard Street between Brae Street and Oswald Street	32	F5	Not Completed
Footpath	Henderson Street between Wood Street and Arthur Street (Inverell Public School)	19	F6	Not Completed
Footpath	Henderson Street between Mansfield Street and Wood Street	20	F6	Not Completed
Footpath	Warialda Road from Auburn Vale Road to Froude Street	4	F7	Not Completed
Footpath	Froude Street between Warialda Road and Carlyle Street	26	F7	Not Completed
Footpath	Froude Street between Carlyle Street and Harland Street	27	F7	Not Completed
Footpath	Clive Street between Gwydir Hwy and Wood Street	17	F8	Not Completed
Footpath	Clive Street between Wood Street and Arthur Street	18	F8	Not Completed
Footpath	Auburn Vale Road between Hindmarsh Street and Wesley Street	22	F9	Not completed
Footpath	Auburn Vale Road between Wesley Street and Harland Street	23	F9	Not completed
Footpath	Wynne Street between Bundarra Road and William Street	21	F10	Not Completed
Footpath	Wynne Street between William Street and Borthwick Street	24	F10	Not Completed
Footpath	Harland Street between Borthwick Street and Auburn Vale Road	25	F10	Not completed

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Footpath	Vernon Street between Warialda Road and Urabatta Street	33	F11	Not completed
Footpath	Vernon Street between Urabatta Street and Gilchrist Street	34	F11	Not Completed
Footpath	Mather Street between Moore Street and parklands Estate	n/a	F12	Not Completed
Footpath	Mawson Street between Wynne Street and Eugene Street	35	F13	Not completed
Footpath	Waratah Place between Eugene Street and Wattle Place (Waratah Park)	36	F13	Not Completed
Footpath	Short Street between Moore St and Brewery Street	n/a	F14	Community Consultation Proposal Not Completed
Footpath	Mansfield Street between East St and Byron Street	n/a	F15	Community Consultation Proposal Not Completed
Footpath	Greaves Street between Mansfield Street and Arthur Street	n/a	F16	Community Consultation Proposal Not Completed
Footpath	Killeen Street between Mclean Care and Ashford Road	n/a	F17	Community Consultation Proposal
Footpath	Ashford Road between Killeen Street and Inverell Cemetery	n/a	F17	Community Consultation Proposal

### 3.2 Location and Status of Shared Path Proposals

In addition to the previous study undertaken by Inverell Shire Council in 2014 to develop the PAMP, a Bike Plan was also developed for the council to identify paths that could be developed as shared pathways for pedestrians and cyclists. A ranking was assigned to each proposal. The 2014 study was reviewed in 2020 to identify new shared path proposals following a public consultation program. The study identified dedicated cycle paths for inclusion into the PAMP.

The table below represents a summary of the Bike Plan study from 2014 reviewed to include completed works, Council's current priorities and the outcomes from the community consultation process in August 2020:

DESCRIPTION	LOCATION	PREVIOUS PRIORITY	CURRENT PRIORITY	COMMENTS
Shared Path	Nature Reserve between Old Bundarra Road and Buxton Street	1	n/a	Completed
Shared Path	Lions Park between Kitching Bridge and Warialda Road	2	n/a	Completed
Shared Path	Campbell Street between Evans Street and Rivers Street	3	n/a	Completed

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Shared Path	Rivers Street between Campbell Street and Lawrence Street	4	n/a	Completed
Shared Path	Rivers Street between Lawrence Street and Mansfield Street	5	n/a	Completed
Shared Path	Rivers Street between Mansfield Street and Wood Street	6	n/a	Completed
Shared Path	Wood Street between Rivers Street and Ross Street (Inverell Public School)	7	n/a	Completed
Shared Path	Arthur Street between Ross Street and Clive Street	8	n/a	Completed
Shared Path	Granville Street between Vivian Street and Lawrence Street	9	S1	Funded 20/21 FY
Shared Path	Lawrence Street between Granville Street and Henderson Street	10	S1	Funded 20/21 FY
Shared Path	Lions Park under Bridge to Brae Street		S1	Funded 20/21 FY
Shared Path	River Reserve between Lions Park and weir		S1	Funded 20/21 FY
Shared Path	River Reserve between the weir and May Street Park	n/a	S2	Not Completed
<b>DESCRIPTION</b>	<b>LOCATION</b>	<b>PREVIOUS PRIORITY</b>	<b>CURRENT PRIORITY</b>	<b>COMMENTS</b>
Shared Path	River Reserve between May Street Park and Howard Street (Suspension Bridge)	n/a	S2	Not Completed
Shared Path	Replacement of Foot Bridge Buxton Street (behind Catherine Campbell Centre)	n/a	S2	Community Consultation Proposal Design Completed.
Shared Path	Swanbrook Road between Evans Street and Ross Street (missing concrete sections)	11	S2	Incomplete
Shared Path	Kamilaroi Oval between Elders and Ring Street	12	S3	Not Completed
Shared Path	Ring Street between Kamilaroi Oval and Brae Street	13	S3	Not completed
Footpath	Glen Innes Road east of Moore Street	29	S4	Not Completed, upgraded to shared path
Footpath	Moore Street between Glen Innes Road and Short Street	30	S4	Not completed, upgraded to shared path
Shared Path	Macintyre Street between Old Bundarra Road and Bundarra Road	n/a	S5	Not Completed

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Shared Path	Cameron Street between Macintyre Street and Medora Street	n/a	S5	Not completed
Shared Path	Onus Avenue between Glen Innes Road and Swanbrook Road and Swanbrook Road between Runnymede Drive and Moore Street	n/a	No priority	Community Consultation Proposal Not considered a viable proposal outside of Inverell urban area
Shared Path	Old Bundarra Road between Wynne Street and South Street (179 Old Bundarra Road)	n/a	No priority	Community Consultation Proposal Not considered a viable proposal outside of Inverell urban area
Shared Path	Gilgai Village	n/a	No priority	Community Consultation Proposal Not considered a viable proposal outside of Inverell urban area Consideration be given to future PAMP's for Villages

## 4. Assessment of Footpath Warrants

The priority assessment for the various footpath proposals are a combination of the previously allocated priority and Council's current priority. (F) Stands for Footpath with the number being the priority.

### 4.1 Priority F1:

#### Footpath Evans Street – Lawrence Street to Mansfield Street (Varley Oval)

- The footpath proposed for the eastern side of Varley Oval along Evans Street between Lawrence Street and Mansfield Street will provide an alternative access from Varley Oval to existing kerb ramps at Mansfield Street to the north and the oval car park at the south western corner.
- This footpath is required to provide pedestrian access from the oval carpark to Lawrence Street and Mansfield Street to the west and provides a direct access to the CBD and other community facilities.
- This footpath will also compliment the shared path on the eastern side of Varley Oval along Rivers Street that is accessed from the Varley Oval complex.



*Location of Proposed Footpath Evans Street adjacent Varley Oval*





***Evans Street facing north between Lawrence Street and Mansfield Street***



***Evans Street facing South between Lawrence Street and Mansfield Street***

#### 4.2 Priority F1

##### Footpath Evans Street – Mansfield Street to Wood Street (Tennis Courts)

- One of the main entrances to the tennis court facility buildings is from Evans Street as shown on the attached photograph.
- A pathway on the western side of the tennis courts running on the eastern side of Evans Street between Lawrence Street and Mansfield Street would service the tennis court patrons with access from the tennis court to the paths adjacent to the tennis courts on Mansfield Street and Wood Street.
- The location of the TAFE College and Inverell Public School creates a local demand



*Location of Proposed Footpath Evans Street adjacent the Tennis Courts*



***Evans Street facing north between Woods Street and Mansfield Street***



***Entrance to Tennis Court from Evans Street.***



#### 4.3 Priority F2

##### Footpath Wood Street – Evans Street to Byron Street

- The high usage of the TAFE grounds and lecture facilities by students requires a complete pathway system for personnel to access TAFE facilities and gain access to the town centre and public transport.
- The current footpath allows students to access the Inverell Public School and adjacent facilities to the east of the TAFE main entrance, and
- The construction of a footpath along Wood Street adjacent the TAFE will link the Evans Street footpath proposal to the existing shared path at Rivers Street.



*Location of Proposed Footpath Wood Street*



*Wood Street facing west from Evans Street*

#### 4.4 Priority F3

##### Footpath Bannockburn Road - Gilchrist Street to Shirley Street (Ross Hill Public School)

- The footpath currently terminates at the end of the school buildings; however the photograph shows that the footpath after the termination of the path is well used by students accessing Shirley Street.
- This footpath will ensure the safe passage of students onto the footpath and provide a safer facility to travel to and from school. It will also link to the existing footpath to Brown Street and Wade Street.



*Location of proposed Footpath Bannockburn Road & Shirley Street*



***Current Termination of Footpath facing north on Bannockburn Road***



#### 4.5 Priority F4 and F5

**Footpath Oswald Street (F4) – Herbert Street to O'Connor Street**

**Footpath O'Connor Street (F5) – Oswald Street to Brae Street**

**Footpath Howard Street (F5) - Oswald Street to Brae Street**

- High numbers of students accessing Wade Street Shared Path facility and south western areas of Inverell
- Compliments the existing joint user path running along north west side of Brae Street,
- O'Connor Street and Oswald Street should have footpaths on both sides of the street.
- Howard Street should be a shared path on the South Western side based on the worn areas in the footpath,



*Location of proposed Footpath Oswald Street*



***Howard Street facing west from Brae Street***



***Oswald Street facing south from O'Connor Street***





*O'Connor Street facing east from Oswald Street*



*Oswald Street facing south from Howard Street*



*Oswald Street facing north from Howard Street*

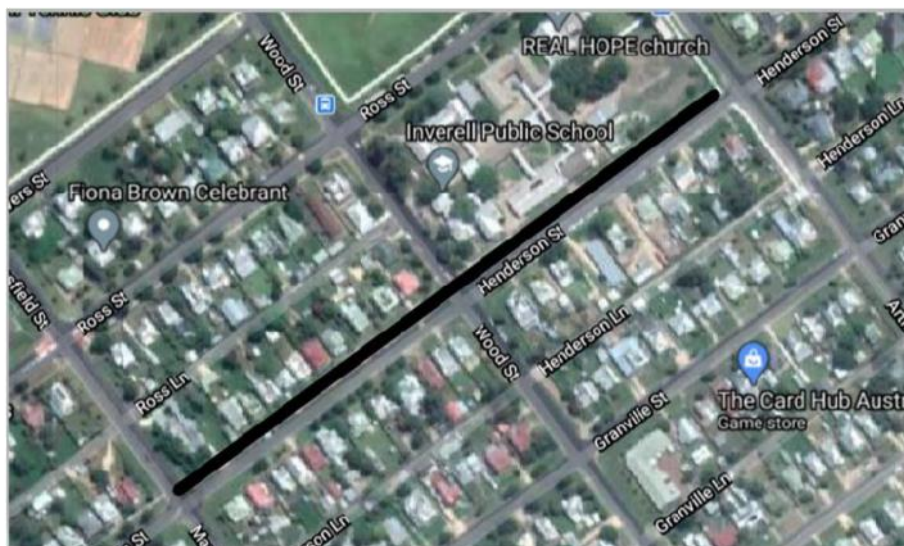


*O'Connor Street facing west from Brae Street*



**4.6 Priority F6****Footpath Henderson Street - Mansfield Street to Arthur Street (Inverell Public School)**

- Currently Inverell Public School has shared user path facility on the western side of the school accessing Ross Street and various sporting facilities to the west.
- Residential areas to south east are accessed by students on a daily basis
- Provision of a footpath would link into the existing footpath south of Mansfield St and onto Lawrence, Vivian and Otho Streets



***Location of proposed Footpath Henderson Street***



***Henderson Street facing north towards Arthur Street adjacent Inverell Public School***



*Henderson Street facing south towards Wood Street*



#### 4.7 Priority F7

##### **Footpath Warialda Road – Auburn Vale Road to Froude Street and Froude Street – Warialda Road to Harland Street**

- Collector for a residential area south west of the Warialda Road providing access directly to the town centre.
- Provides a link to existing footpath on northern side of Warialda Road via a pedestrian refuge between Froude Street and Bannockburn Road.
- Prevents the need for people to cross the Warialda Road to get access to town centre.



*Location of proposed Footpath Froude Street*



*Froude Street facing south from Carlyle Street*

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***Froude Street facing north from Carlyle Street***



***Warialda Road facing east from Froude Street***

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**4.8 Priority F8****Footpath Clive Street – Glen Innes Road to Arthur Street**

- Access to and from Albion Store linking Clive Street to the shared path along Glen Innes Road and the shared path along Arthur Street and Short Street.
- Large area in eastern side of Inverell without any footpaths.
- Provides a link between shared paths on Glen Innes Road, Arthur Street and Short Street.



*Location of proposed Footpath Clive Street*





***Clive Street facing north from Wood Street***

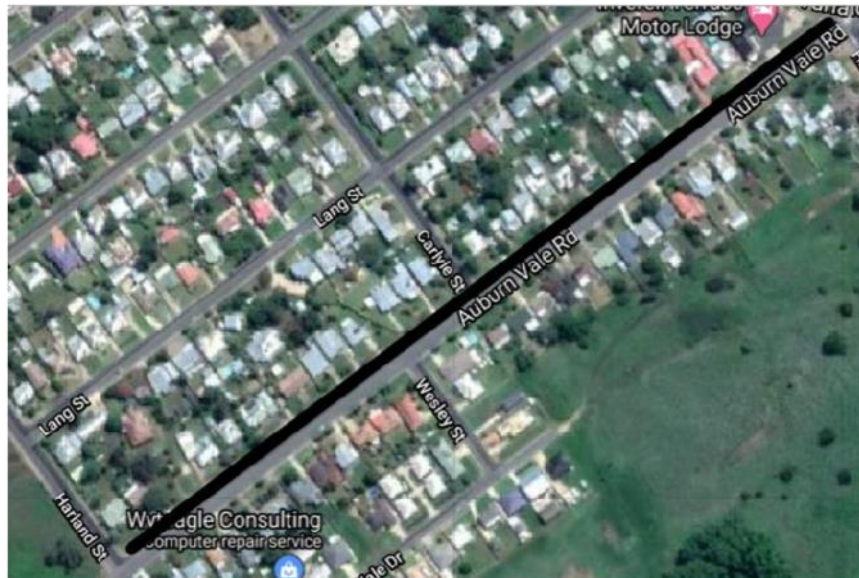


***Clive Street facing south from Wood Street***

#### 4.9 Priority F9

##### Footpath Auburn Vale Road – Warialda Road to Harland Street

- Collector for zone between Lang Sreett and Brownleighvale Drive
- Access to shared path in Lions Park and the footbridge over the McIntyre River
- Access to Warialda Road and the town centre.



*Location of proposed Footpath Auburn Vale Road*



*Auburn Vale Road facing south from Warialda Road*



#### 4.10 Priority F10 and F13

**Footpath Wynne Street (F10) -- Old Bundarra Road to Borthwick Street**

**Footpath Harland Street (F13) – Borthwick Street to Auburn Vale Road**

- Links the south Inverell residential area to the the town centre and to public transport.



*Location of proposed Footpath Wynne Street and Mawson Street*



*Mawson Street facing north from Eugene Street*





*Wynne Street facing east from Mawson Street*



*Location of proposed footpath Harland Street*

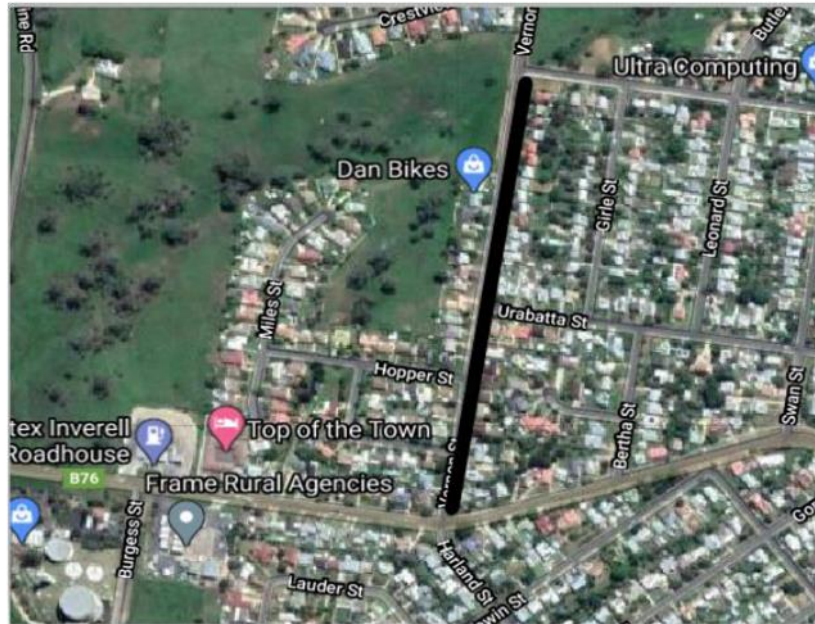


*Harland Street facing west from Borthwick Street*

#### 4.11 Priority F11

##### Footpath Vernon Street – Warialda Road to Gilchrist Street

- Links existing footpath from Waialda Road and Gilchrist Street.
- Provides access to the town centre.
- Will service the new subdivision areas north west of Vernon Street and Gilchrist Street.



*Location of proposed Footpath Vernon Street*



*Vernon Street facing north from Warialda Road*

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**4.12 Priority F12****Footpath Mather Street – Moore Street to Parklands Estate**

- Provides access to and from Holy Trinity School for the residential areas east of Inverell.
- High pedestrian traffic from school.
- Footpath link to the shared paths on Glen Innes Road and Short Street.



***Location of proposed Footpath Mather Street***



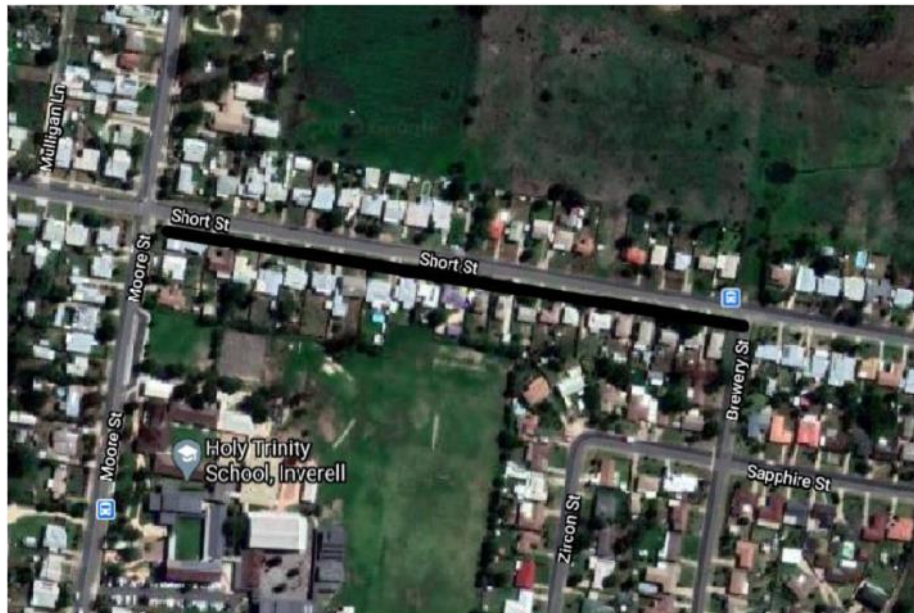
***Mathers Street facing east from Moore Street***

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**4.13 Priority F14****Footpath Short Street – Moore Street to Brewery Street (Community Proposal)**

- Provides commuter access for students accessing the residential area around Sapphire Street and Brewery Street connecting with the proposed pathway in Mather Street.



***Location of proposed Footpath Short Street***



***Short Street facing east from Moore Street***

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#### 4.14 Priority F15

##### Footpath Mansfield Street – Glen Innes Road to Byron Street (Community Proposal)

- A footpath would provide connectivity between Glenn Innes Road and the town centre the Belgravia residential area to the east of Inverell
- There are no accessible footpaths in the vicinity of Mansfield Street until Henderson Street.



*Location of proposed Footpath Mansfield Street*



*Mansfield Street facing east from Rivers Street*



***Mansfield Street facing east from Ross Street***



***Mansfield Street facing east from Henderson Street***





*Mansfield Street facing west from Chester Street*

#### **4.15 Priority F16**

##### **Footpath Greaves Street – Mansfield Street to Arthur Street (Community Proposal)**

- A footpath would provide connectivity between Mansfield Street and the shared path along Arthur Street, linking the town centre the Belgravia residential area to the east of Inverell
- There are no accessible footpaths in the vicinity of Greaves Street until Henderson Street.

#### **4.16 Priority F17**

##### **Footpath Killeen Street – McLean Care to Ashford Road (Community Proposal)**

##### **Footpath Ashford Road – Killeen Street to Inverell Cemetery (Community Proposal)**

- A footpath would provide connectivity for Mclean Care residents and residents east of Inverell to the Inverell Cemetery.
- This footpath would be an extension to the existing footpaths along Swanbrook Road and Killeen Street.
- There are no accessible footpaths to the Inverell Cemetery.

## 5. Assessment of Shared Path Warrants

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The priority rating for the inclusion of shared path (S) facilities into the construction program is noted as S # where # is the applied priority rating. The provision of a shared pathway has been determined on the volume of pedestrian traffic and an assessment of the likelihood of a demand for cyclist occupation.

### 5.1 Priority S1

**Shared Path Granville Street – Vivian Street to Lawrence Street (Brooks Oval)**

**Shared Path Lawrence Street – Granville Street to Henderson Street (Brooks Oval)**

- provides complete circumference of the oval with shared paths,
- Links shared pathways from Sinclair Park to Brooks Oval and the town centre.



*Granville Street facing north from Vivian Street*



*Granville Street facing south from Lawrence Street*



*Lawrence Street facing west from Granville Street*



**Shared Path River Reserve – Lions Park to May Street Park**

- Continuation of the shared path from Lions Park along the western side of the Macintyre River to May Street Park.



*Lions Park facing north east towards Macintyre River*



*River reserve facing north towards May Street Park*





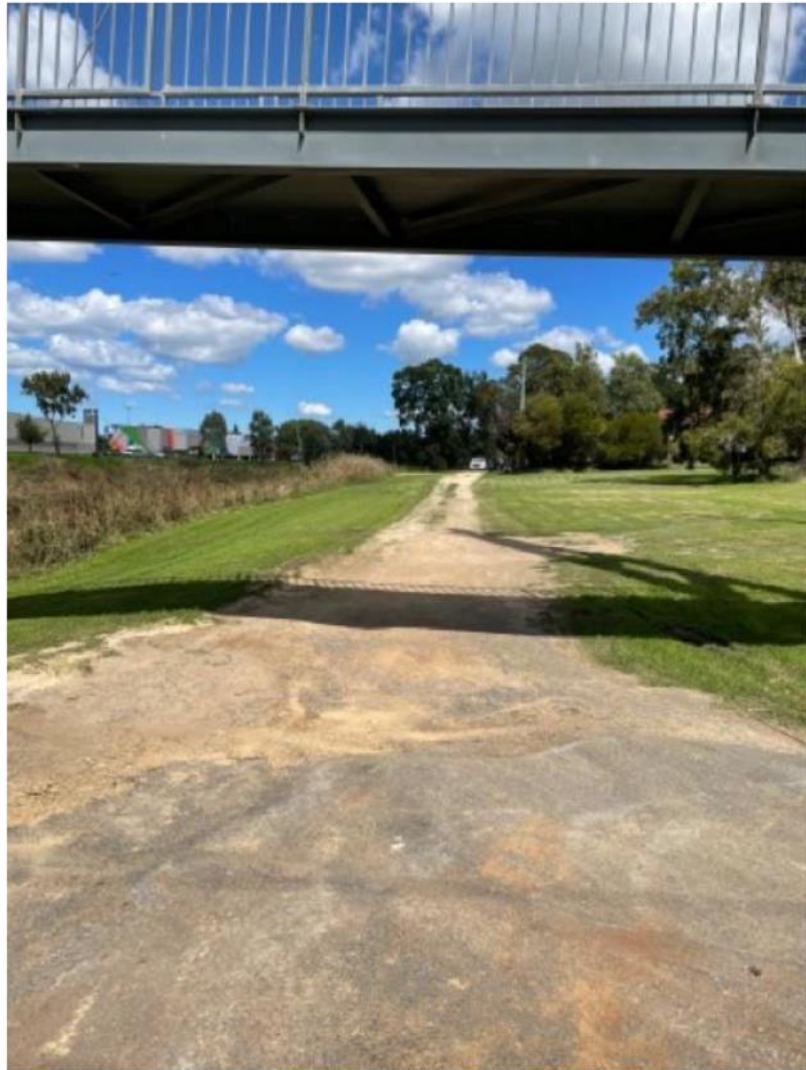
*Western side of Macintyre River facing north towards May Street Park*

**5.2 Priority S2****Shared Path River Reserve – May Street Park to Howard Street (Suspension Bridge)**

- Continuation of the shared path from May Street Park along the western side of the Macintyre River to the Suspension bridge on Howard Street.



***May Street Park facing south towards Lions Park***



***Queen Street (Howard St Suspension Bridge) facing south towards May Street Park***



### 5.3 Priority S2

#### Shared Path Buxton Street – Replacement of footbridge behind Catherine Campbell Centre

- Connection of existing shared paths from Campbell Street on the northern side of the Macintyre River to Buxton Street and nature reserve on the southern side of the Macintyre River.



*Footbridge behind Catherine Campbell Centre facing south towards Buxton Street*

**5.3 Priority S3****Shared Path River Reserve – Elders to Ring Street (Kamilaroi Oval)****Shared Path Ring Street – Ashford Road (Kamilaroi Oval) to Brae Street**

- Continuation of the shared path on the eastern side of the Macintyre River from Captain Cook Drive.
- Missing shared path link between the town centre and Brae Street for recreational activities.



*Location of Shared Path Elders to Ring Street adjacent Kamilaroi Oval*



***River Reserve facing north from Elders/Kamilaroi Oval***





*River Reserve facing north from adjacent Kamilaroi Oval*



*Ring Street from King Street facing west towards George Street*



*Ring Street facing east from Brae Street towards George Street*

#### **5.4 Priority S4**

##### **Shared Path Moore Street – Glen Innes Road to Moore Street (Holy Trinity School)**

- Provides a connection between the Glen Innes Road shared path and the Short Street shared path.
- Moore street shared path will connect with the Inverell Hospital.



*Location of Shared Path Moore Street*





***Moore Street facing north from Glen Innes Road***





***Moore Street facing south from Holy Trinity School***

**5.5 Priority S5****Shared Path Macintyre Street – Old Bundarra Road to Bundarra Road****Shared Path Cameron Street – Macintyre Street to Medora Street (Cameron Park)**

- Provides shared user access from Lions Park and the cross river pedestrian bridge at Buxton Street to the Complex, Cameron Park and the showgrounds.



*Location of Shared Path Macintyre Street*



***Macintyre Street facing east from Old Bundarra Road***





***Macintyre Street facing east from Raglan Street***





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***Macintyre Street facing east from Cameron Street towards Tingha Bridge***

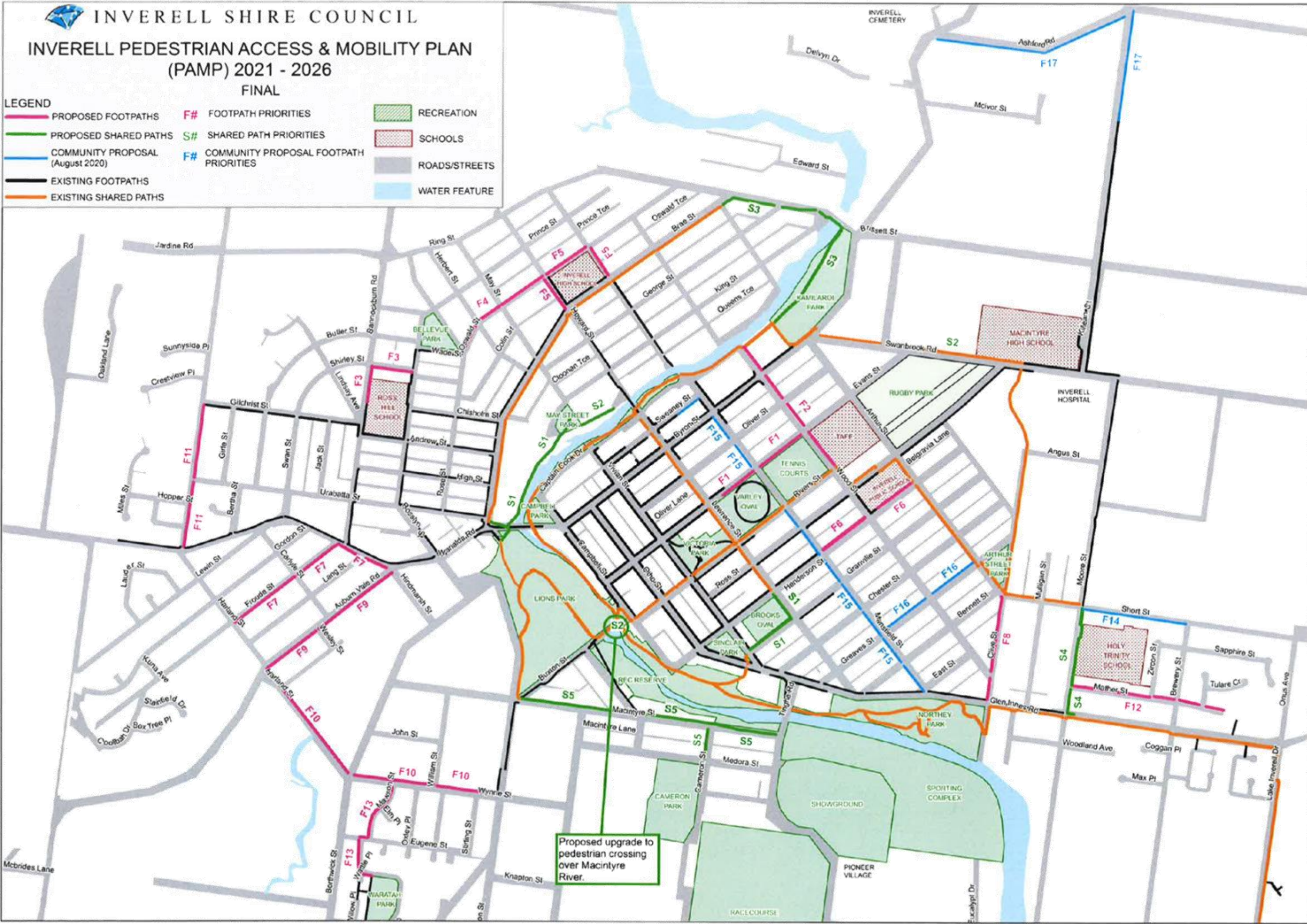


*Location of Shared Path Cameron Street*



***Cameron Street facing south from Macintyre Street***







**5.2 UPDATE ON IMPACTS - MARCH 2021 FLOOD EVENT****File Number:** S5.20.1 / 21/11906**Author:** Justin Pay, Manager Civil Engineering**SUMMARY:**

The Inverell LGA and surrounding district experienced a significant rainfall event during March 2021. This rainfall event led to moderate to major flooding across the LGA and the event has been declared as a natural disaster. This report is intended to update Council on the current known impacts of the event.

**RECOMMENDATION:**

*That the Committee recommend to Council that:*

- (a) The information be received and noted;*
- (b) A future report be presented once all damage is assessed and repair estimates are known;*
- (c) The MR63 Warialda Road, Black Dam project be approved as the 2020/2021 REPAIR Program project;*
- (d) The MR73 Bundarra Road Rehabilitation project – adjacent to the racecourse be approved as the 2021/2022 REPAIR Program project; and*
- (e) The Director of Civil and Environmental Services be authorised to substitute completed projects within the Roads to Recovery program, in order to satisfy funding deadlines.*

**COMMENTARY:**

The Inverell LGA and surrounding district experienced a significant rainfall event during March 2021. Data from the Inverell Research Station shows falls of 188mm for March 2021 which was preceded by falls of 140mm in February. Notably 140mm fell between 22 March, 2021 and 24 March, 2021 which led to flooding in many catchments across the LGA.

In the Inverell township, the flood peaked at approximately 4.2m (Ross Hill bridge gauge) in the early hours of 24 March 2021, this is moderate level flooding. In Yetman the flood peaked above 10m, which is major flooding. Several other localities were impacted with varying flood levels across different catchments and waterways.

Council staff were heavily involved in responding to the flooding event, by assisting SES as well as road assessment and closures. Across the LGA 45 roads were closed during the event due to flood waters or flood damage with further roads remaining open under regular inspections and caution signage.

Council staff are continuing on emergency works to make critical community infrastructure safe, with the majority of these efforts focused on the road network.

The Inverell LGA was included in the NSW Government natural disaster declaration for the event, which provides access to funding under the Disaster Recovery Funding Arrangements (DRFA). It should be noted that the current DRFA will not fund the entire emergency and recovery cost and Council will be responsible for significant expenditure. At the time of writing this report, Council staff are continuing infrastructure inspections and damage assessments and a finalised estimate of damage repair cost and impact on Council's budget is not yet known. Provided below is the information currently available on impacts to the road network (including road related assets) while some impacts to other asset classes were experienced they are yet to be quantified and will be insignificant compared to extent of damage on the road related assets. A further report will be presented to Council once assessments and estimates are finalised.

**Current Known/Estimated Impacts on Road Network**

The current estimated cost to repair damage on the road network, including road related assets like drainage and footpaths exceeds \$7M. Below is a list of expenditure by work type and some examples of individual roads with significant damage:

- Replacement of removed Gravel (Resheeting) - \$5M
  - Repair of damaged Gravel surface (Grading) - \$700K
  - Drainage system repairs - \$1.3M
  - Repair Sealed road surface - \$500K
- 
- i. SR 91 Gunyan Road – Full length required gravel resheet
  - ii. SR 26 Camp Creek Road – Concrete slab replacement
  - iii. MR 138 Texas Road - Road shoulder and road pavement damage
  - iv. SR181 Havilah Park Road – Extensive gravel resheeting and drainage repairs
  - v. SR 136 Dintonvale Road - Extensive gravel resheeting and drainage repairs
  - vi. SR 418 Grove Road - Extensive gravel resheeting and drainage repairs

As stated above, the above figures are not exhaustive and the full extent of damage/repair cost is still being finalised. It is possible the above figures will increase. A further report will be presented to Council once assessments and estimates are finalised.

**Impacts on Work Program**

Prior to the flooding event Council's Works Program was at full capacity, with all of Council's resources and significant contractor resources allocated to finalising grant funded maintenance and construction projects within allotted deadlines. The disaster response and emergency works required have and will continue to impact on Council's resource availability. Further to this, once all known damage and repair works are confirmed, significant resources will be required to complete the works.

Council's 2020/2021 REPAIR Program project is the MR73 Bundarra Road Rehabilitation – adjacent to the racecourse. This project site was impacted by localised storm water and due to water inundation the project cannot commence in time for the project to be completed by the deadline. REPAIR Program funds must be spent in the current financial year or they are forfeited. In order to overcome this issue it is intended to swap the project in the REPAIR Program.

Council has already completed a project on the Regional Road network this financial year with revenue funds. The MR63 Warialda Road, Black Dam project meets all REPAIR Program criteria and is already completed. Council is requested to approve the change to the 2020/2021 REPAIR Program, substituting the MR63 Warialda Road, Black Dam project for the currently approved project and allocating funds under the 2021/2022 REPAIR Program for the MR73 Bundarra Road Rehabilitation project. This will allow revenue funds previously allocated to the MR63 project to be "revoted" to next financial year and allocated to the next priority on the Regional Roads Rehabilitation project. A future report will be presented to Council to allocate this funding.

Similar issues exist in the Road to Recovery (R2R) program. A number of proposed R2R project sites have been impacted by localised flooding and cannot commence in time to meet funding deadlines. Further to this, a number of Council and contractor resources planned to be used on these projects will be required for the flood repair effort. Similar to the REPAIR program it is intended to substitute projects into the R2R program that have already been completed by Council using revenue funds. Already completed revenue funded works include gravel resheeting, maintenance grading and major drainage repairs. These works will be substituted into the R2R program and the revenue funds previously allocated will be "revoted" to next financial year and utilised to complete the delayed R2R projects.

**RISK ASSESSMENT:**

Nil

**POLICY IMPLICATIONS:**

Nil

**CHIEF FINANCIAL OFFICERS COMMENT:**

Should Council accede to the above program changes, the necessary budget allocations will be updated during the March 2021 quarterly budget review process.

A funding strategy will be presented to Council once the full extent of damage/repairs have been assessed and fully costed.

**LEGAL IMPLICATIONS:**

Nil

**ATTACHMENTS:**

Nil



**5.3 INVERELL HIGH SCHOOL TRAFFIC MANAGEMENT - REQUEST FOR UPGRADED ACCESS TO SUPPORT UNIT****File Number:** S28.27.2 / 21/11959**Author:** Justin Pay, Manager Civil Engineering**SUMMARY:**

Council has received a request from Inverell High School for an upgraded access to the support unit, on the corner of Brae and Howard Streets. A concept design for a “kiss and drop” type facility has been prepared to facilitate this outcome as well as improving overall safety for student pick up and delivery at the school.

**RECOMMENDATION:**

*A matter for the Committee.*

**COMMENTARY:**

Council on many instances has considered traffic management around Inverell High School. In April 2018, Council resolved to implement two (2) measures to improve traffic management and safety in proximity of the School. The Principal of Inverell High School at the time, Ms Penelope Colley subsequently raised concerns regarding the potential impacts of one (1) of those measures. At the meeting of Council on 25 July, 2018 it was subsequently resolved:

*That Council implement the following short term measures:*

- i) The No Stopping signs adjacent to each intersection around the school be erected at a distance of no less than 15m from the intersection kerb line at intersections about the school perimeter;*
- ii) Some of the long term angle parking in Brae Street in front of the school be converted to short term parallel parking for student drop-off and pick-up. This should at least be implemented in the section of Brae Street across the school frontage to the north-east of the pedestrian crossing; and*
- iii) That the remaining long term angle parking in Brae Street in front of the school be remarked to achieve the maximum number of parking spaces.*

Since that time item i) has been completed. The subsequent items of the resolution are yet to be finalised. It was intended to complete these works during the following reseal program/line marking, however the contractors carrying out the works were impacted by wet weather and the works were re-scheduled. Subsequent to this Council has been notified of further safety issues regarding traffic management in the area. The line marking works have been held in abeyance until this further matter can be resolved.

During 2020 the Business Manager from Inverell High School contacted Council to further discuss traffic management, particularly relating to safety concerns at the Support Unit (building on the corner of Brae and Howard Streets, adjacent to the outdoor basketball court).

The concerns centre on special needs students requiring specialised vehicles for access and egress from the facility. These vehicles are having difficulty manoeuvring at the current property access causing a conflict point with traffic on Brae Street, with several near misses reported. At the initial discussion it was noted the school may be willing to accept a solution that impacted slightly on their property and that they may be able to assist with costs for the project.

On this basis a concept design for a slip lane or “kiss and drop” type facility has been prepared to facilitate safer access to the support unit as well as improving overall safety for student pick up and delivery at the school. The concept design is provided in Attachment 1. This facility would allow for forward entry and exit of vehicles accessing the support unit (three (3) point turn utilised on School

grounds). The design would remove one (1) car parking space on Brae Street but would provide a "kiss and drop" type facility for school students to utilise and to access the school via the adjacent pedestrian crossing.

Given site constraints there are few other options that achieve the desired outcomes without impacting significantly on school grounds. While the concept is less than ideal, it does meet relevant Australian Standards and engineering codes whilst improving safety at the site. If Council was not in favour of the concept design, the matter could be referred back to the school with a view to an outcome that utilised adjacent school land to achieve the required safety outcomes.

Initial desktop estimate suggest the project would cost between \$60K - \$80K. This estimate is subject to completion of final construction plans.

The concept has been forwarded to the school Business Manager who has indicated the school supports the proposal however; the school is not able to financially contribute to the project. It was noted in correspondence that leadership at the school has changed since the initial request was submitted.

It is noted that Council currently does not have funds allocated in the current or future works program for these works.

A number of potential options are available in order to address the matter:

### **Potential Options**

1. Council do nothing, noting that access to the support unit and movements on the school property is primarily the responsibility of the school. Under this scenario the uncompleted items from the previous Council resolution would be finalised.
2. Council not support the concept design and refer the matter back to the school with a view to an outcome that utilised adjacent school land to achieve the required safety outcomes. Under this scenario the uncompleted items from the previous Council resolution would be finalised.
3. Council provide in-principal support for the concept and seek grant funding to construct the project. Traffic/pedestrian flow would be monitored after construction, with a subsequent Council report to determine if the uncompleted items from the previous Council resolution remained necessary.
4. Council support the concept and fund the project in a future works program. Traffic/pedestrian flow would be monitored after construction, with a subsequent Council report to determine if the uncompleted items from the previous Council resolution remained necessary.

### **Conclusion**

The need to have a long-term Local Area Traffic Management Plan (LATMP) surrounding Inverell High School has been accepted for a number of years. Council has undertaken considerable planning work and investigation in this regard. Without significant contribution from the Department of Education it is unlikely such works could proceed in the short to medium term. Advice from the Department to date would indicate they are not willing to fund such measures.

While the proposed concept design does not address all traffic management concerns relating to the high school, it has the potential to improve safety in the area until such time that a LATMP can be implemented.

### **RISK ASSESSMENT:**

Nil

### **POLICY IMPLICATIONS:**

Nil

**CHIEF FINANCIAL OFFICERS COMMENT:**

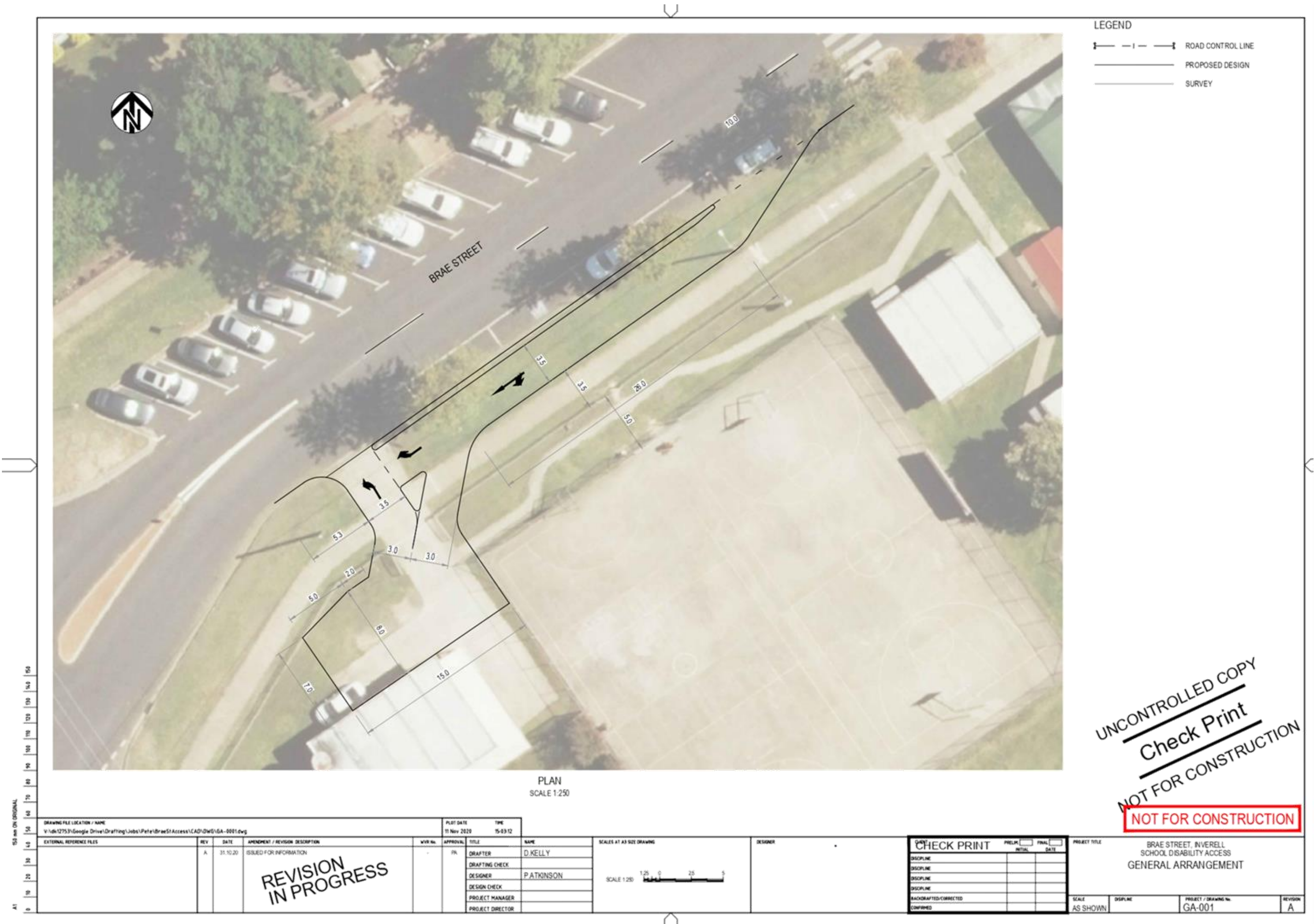
Council's current 2020/2021 budget and the proposed 2021/2022 budget does not provide any funding allocations for this project. Work could only proceed with Grant funding, Contributions from Inverell High School, reallocation of existing works budget allocations or a combination of these three funding options.

**LEGAL IMPLICATIONS:**

Nil

**ATTACHMENTS:**

1. **Concept Plan**





**6 INFORMATION REPORTS****6.1 WORKS UPDATE****File Number:** S28.21.1/14 / 21/11327**Author:** Justin Pay, Manager Civil Engineering**SUMMARY:**

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

**COMMENTARY:****Byron Street – Town Centre Renewal Plan (TCRP) Project –Vivian Street to Lawrence Street**

Council has allocated \$1.401M for stage three (3) of the Town Centre Renewal Plan (TCRP). This stage is located along Byron Street from Vivian Street to Lawrence Street. The stage consists of the removal of 11 Plane trees, planting of 8 new Pin Oak trees in the newly constructed centre median plus 5 Chanticleer Pear edge plantings. The existing raised crossings will also be removed and replaced with an at grade level crossing. The project is estimated to cost \$1.401M and was expected to take 16 weeks to complete. This follows on from Stage two (2) in Byron Street, which was completed early 2020.

Works are well underway and are progressing well on the Byron Street TCRP project. A total of 11 Plane trees were removed on Thursday, 14 January 2021, following this, works commenced on replacing the pedestrian crossing between Vivian Street and Lawrence Street. The new crossing has the same shape as the previous however, the raised ramp has been removed and damage to the surrounding kerb and gutter has been repaired.

Replacement of the asphalt wearing surface is now completed. This was done as night works from 6pm to 6am to minimise the impact on traffic and businesses. The asphalt works completed included the roundabout at the intersection of Byron and Vivian Streets, the roundabout at the intersection of Byron and Lawrence Streets and both sides of Byron Street between these 2 roundabouts.

All of the street furniture has been installed and line marking will be completed once the asphalt has had time to cure.

The tree plantings are scheduled to commence the week commencing 12 April. 2021 which will finalise this project.



Commencement of asphalt laying in Vivian Street

### **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 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 seal and linemarking has now been completed and the road has been opened to the public. The indented carparking works have commenced. Works on constructing the cul-de-sac in Arthur Street have been delayed due to the flood event that occurred late March 2021. Works will recommence once resources become available.



Oliver Street Extension – Pavement Bitumen Sealed and Linemarked

### **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. The regrading of the approaches will commence once Arthur Street works are completed.

### **HW12 Gwydir Highway Elsmore Road Safety Treatment Works – Shoulder Widening**

Council have been successful in obtaining \$1.19M in funding under the RMCC Ordered Works arrangements with TfNSW to undertake safety treatment works on a 2.2km section of the Gwydir Highway, east of the Runnymede Intersection.

The approved safety treatment works utilises the existing pavement as a foundation to construct a nominal pavement overlay with an additional treatment of boxing out the existing road shoulders providing for a 2.5 metre sealed shoulder. Guardrail, curve alignment markers and audio tactile line marking will complete the safety upgrade works. The safety treatment works were identified by TfNSW as part of a Road Safety Audit and is funded under the NSW Blackspot Program. A number of accidents including serious injuries and a fatality have occurred on this section of road over the past five (5) years prompting the safety upgrade works.



Works have progressed on a one (1) kilometre section from the Runnymede Rest Area to Fishers Road intersection. Shoulder widening works have been completed for this section of the project and pavement correction works have been completed on the curve immediately west of Fisher Road improving the road crossfall. A bitumen seal was completed on 31 March, 2021.

Works will re-commence after the Easter break on a 600 metre section from Fisher Road intersection to Elsmore Road intersection. This stage is expected to take four (4) weeks to complete at which time the remaining 600 metres from the Elsmore Road intersection to the speed camera will commence. Guardrail signage and linemarking will be undertaken at the completion of the shoulder widening.

The Bundarra Road Racecourse Project has been postponed until later in the calendar year due to recent rainfall event and localised flooding in and around the project site. The construction crew will now remain on the Gwydir Highway and complete this project over the next six (6) weeks. Project completion is planned for mid May 2021.



HW12 Gwydir Hwy Safety Treatment Project – Completion of the first stage Runnymede Drive to Fishers Road

### **MR73 Bundarra Road - Racecourse – Pavement Rehabilitation and Shoulder Widening**

Council were successful in obtaining \$1.089M in funding under the 2020/2021 Repair Program for a 1.17km section of the Bundarra Road adjacent to the Racecourse.

Drainage works were due to commence on 15 March, 2021 however, with the recent rain event and local flooding of the project site the project was unable to commence. The Claret Ash tree removal work has been postponed as has the commencement of road works.



Work on this project will recommence later in the calendar year once conditions are more favourable.



Localised flooding of the Project Site near the Pioneer Village

### **Fixing Local Roads Funding Grant**

Council has been successful in obtaining \$2.62M from the Fixing Local Roads Funding Grant to complete works on various roads throughout the shire.

These roads include the following:

- SR050 Bukkulla Road
- SR035 Coolatai Road
- SR192 Copeton Dam Road
- SR246 Elsmore Road
- SR101 Gragin Road
- SR123 Mount Russell Road
- SR214 Old Bundarra Road
- SR048 Pindari Dam Road

Works commenced late October 2020, which included shoulder grading on each of the roads.

Shoulder grading has already been completed on Copeton Dam Road, Mount Russell Road and commenced on Coolatai Road. Vegetation removal has been completed on Copeton Dam Road, Elsmore Road and continuing on Bukkulla Road and Pindari Dam Road. Heavy patching has been completed on Mount Russell Road and Copeton Dam Road.

These works are programmed to be completed by the end of the 2020/21 financial year, subject to resource availability due to urgent flood damage repairs on the shire road network.



Tree Trimming Works on SR246 – Elsmore Road

### **County Lane Upgrade**

Works are underway to upgrade County Lane (lane between Otho Street and Campbell Street). The project involves constructing kerb and gutter, upgrading the pavement to a sealed standard and improving the underground drainage in the area. Works have commenced but have now been delayed due to the flood event that occurred late March 2021. The project will recommence when resources are available.

### **Maintenance Grading**

The following maintenance grading works were undertaken during March 2021.

Road Number	Road Name	Length Graded (km)
SR 425	Dry Creek Road	4.3 km
SR 142	Loxton Road	1.2 km
SR 143	Mackie Lane	0.90 km
SR 215	Schwenkes Lane	1.90 km
SR 60	Nullamanna Road	35.0 km
SR 425	Georges Creek Road	8.80 km
SR 277	McLean Lane	2.60 km
SR 153	Brosnans Lane	1.0 km
SR 368	Gillespies Lane	0.7 km
SR 151	Mcfertridge Lane	0.5 km
SR 28	Goat Rock Road	15.0 km
SR 27	Atholwood Road	21.7 km
SR 32	Coalmine Road	12.9 km
SR 59	Graman Road	22.6 km
	<b>TOTAL</b>	<b>129.1 km</b>

**Reactive Spot Grading**

The following reactive spot grading works were undertaken during March 2021.

Road Number	Road Name	Length Graded (km)
SR 74	Goberts Road	6 km
	<b>TOTAL</b>	<b>6.0km</b>

**Gravel Patching**

There were no gravel patching works undertaken during March 2021.

**Gravel Re-sheeting**

There were no gravel re-sheeting works undertaken during March 2021.

**Heavy Patching**

The following heavy patching works were undertaken during March 2021.

Road Number	Road Name	Area Re-sheeted (m2)
SR 123	Mount Russell Rd	6,252m2
SR 32	Coalmine Rd	1,500m2
MR 137	Inverell-Bonshaw Rd	1,165m2
	<b>TOTAL</b>	<b>8,917m2</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 COMMENCEMENT OF NSW PLANNING PORTAL FOR ELECTRONIC LODGEMENT OF APPLICATIONS****File Number: S18.6.60 / 21/11763****Author: Chris Faley, Development Services Coordinator****SUMMARY:**

From 1 July, 2021, the NSW Planning Portal must be used for the lodgement of Development Applications, lodgement of post-consent certificates (e.g. Construction Certificates) and any application correspondence (e.g. consents). The purpose of this report is to provide information to Committee Members on the proposed implementation of the NSW Planning Portal by Council's Development Services staff.

**COMMENTARY:**Introduction

On 1 July, 2020, the *Environmental Planning and Assessment Amendment (Planning Portal) Regulation 2020* was gazetted, which mandated that:

- NSW Councils may no longer accept the lodgement of Development Applications or post-consent certificates (e.g. Construction Certificates) in person, via e-mail, post or other traditional methods;
- Development Applications and post-consent certificates must be lodged through the NSW Planning Portal, a centralised web-based planning system for the entire state, which has been developed by the NSW Government; and
- All correspondence relating to an application, such as acknowledgements, requests for further information and issuing of consents must be undertaken through the NSW Planning Portal.

To assist NSW Councils, the NSW Government introduced the following transitional arrangements for the NSW Planning Portal:

- Metropolitan and coastal Councils could continue to accept traditional lodgements up to, but not beyond, 31 December, 2020; and
- All other NSW Councils may continue to accept traditional lodgements up to, but not beyond, 1 July, 2021.

Therefore from 1 July, 2021, Inverell Shire Council must use the NSW Planning Portal as the sole method for:

- Lodgement of:
  - Development Applications;
  - Construction Certificates;
  - Complying Development Certificates;
  - Occupation Certificates;
  - Subdivision Works Certificates; and
  - Subdivision Certificates.
- Appointment of Principal Certifiers.
- Acknowledgements, further information requests and issuing of consents associated with the above.

It should be noted that Council does not need to wait until 1 July, 2021, with the NSW Government able to activate the lodgement service (either entirely or in parts) prior to 1 July, 2021 at Council's request.

Brief Summary – Lodgement of a Development Application within the NSW Planning Portal

Traditionally, to lodge a Development Application with Council a developer would:

- Obtain and complete a hard copy Development Application form;
- Obtain relevant plans and documents from a draftsman and/or consultant; and
- Submit the application form, plans and documents to Council in person, via post or via e-mail.

To lodge an application through the NSW Planning Portal, a developer is required to:

- Log-in to the NSW Planning Portal (via a new account or an existing Service NSW account);
- Select an option to lodge a Development Application and follow the prompts to input data relating to the development (e.g. address, cost of development) – This process replaces the traditional hard copy application form;
- Upload all plans and documents into the NSW Planning Portal; and
- Press a 'Submit' button – Council receives an e-mail notification that a new application has been submitted in the NSW Planning Portal and needs to be reviewed.

Once submitted, Council staff would review the application to ensure there is sufficient information to formally lodge the application and undertake a merit based assessment. A developer can upload additional information into the NSW Planning Portal (if required) prior to formal lodgement of the application by Council.

All data, documents and plans entered into the NSW Planning Portal by an applicant must be downloaded into Council's record management system. Conversely, any data or documents inputted into Council's record management system must be uploaded into the NSW Planning Portal. Council has investigated the purchase of computer software to automatically complete the download and uploads, which has identified costs of up to approximately \$100,000 per annum for this automatic process. Given the significant costs, it is proposed that Council staff will manually undertake the download and upload of documents and data.

Proposed Implementation of the NSW Planning Portal for Inverell

The lodgement of applications through the NSW Planning Portal represents a significant change for Council and residents. Rather than commence using the NSW Planning Portal in its entirety on 1 July, 2021 it is proposed to commence the use of the NSW Planning Portal in Inverell in the following stages:

- May 2021 – Lodgement of:
  - Development Applications;
  - Construction Certificates; and
  - Complying Development Certificates;
- June 2021 – Lodgement of :
  - Occupation Certificates;
  - Subdivision Works Certificates; and
  - Subdivision Certificates.
- 1 July, 2021 – Appointment of Principal Certifiers.

It is also proposed to undertake regular communication leading up to 1 July, 2021, including:

- Letters to all builders and regular applicants;
- Targeted training for key users of the NSW Planning Portal (e.g. draftsman, consultants);
- Issuing of Development Services Bulletins;
- Council Notice within the Inverell Times and on Council's website; and
- Possible training days.

It is anticipated that Council's implementation and communication leading up to the 1 July, 2021 will need to remain flexible to account for any unforeseen issues or potential changes to the NSW Planning Portal made by the NSW Government.

Lastly, it is recognised that Council will still likely receive 'walk-in' applicants seeking to lodge an application in person. Council's Development Services staff are currently investigating the provision of a lodgement area within Council's Administration Centre, whereby staff would be able to assist a 'walk-in' applicant lodge their application in the NSW Planning Portal.

#### Conclusion

The NSW Government has mandated that all NSW Councils must use the NSW Planning Portal as the sole method of application lodgement and application correspondence from 1 July, 2021.

Although mandated by the NSW Government, Inverell Shire Council is the regular point of contact for application lodgements and will remain pro-active in assisting residents and developers with this significant change to the lodgement of applications. To this end, it is proposed that Inverell commence the use of the NSW Planning Portal in stages and undertake regular communication with the community leading up to 1 July, 2021.

It is likely that in the short-term, the NSW Planning Portal will have a moderate impact on Council's resources as staff become familiar with and assist residents with the NSW Planning Portal. However, it is considered that the Council resources required for the NSW Planning Portal will reduce over time as staff and residents become increasingly familiar with the NSW Planning Portal.

#### **RISK ASSESSMENT:**

Nil

#### **POLICY IMPLICATIONS:**

From the 1 July 2021, Development Applications and post consent certificates must be lodged through the NSW Planning Portal in accordance with the *Environmental Planning and Assessment Amendment (Planning Portal) Regulation 2020*.

#### **CHIEF FINANCIAL OFFICERS COMMENT:**

Nil

#### **LEGAL IMPLICATIONS:**

Nil

#### **ATTACHMENTS:**

Nil